

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY, OREGON

ORDER NO: 17-08-22-05

IN THE MATTER OF ADOPTING THE
BEAVER-HUNSAKER CORRIDOR PLAN

WHEREAS, Lane County applied for and received federal funds in September 2014 to develop the attached Beaver-Hunsaker Corridor Plan; and

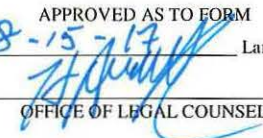
WHEREAS, the Lane County Transportation Advisory Committee held a public hearing and recommended approval of the Beaver-Hunsaker Corridor Plan on July 26, 2017;

NOW, THEREFORE, the Board of County Commissioners of Lane County **ORDERS** adoption of the Beaver-Hunsaker Corridor Plan, as attached hereto as Exhibit A.

ADOPTED this 22nd day of August 2017



Pat Farr, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM
Date 8-15-17 Lane County

OFFICE OF LEGAL COUNSEL



Beaver-Hunsaker Corridor Plan

Draft Corridor Plan 2017

Planning Study to determine transportation needs and solutions within the area of Beaver Street and Hunsaker Lane, between Division Avenue and River Road, and between Beaver Street and Wilkes Drive.

Acknowledgements

Special Thanks to the Following Stakeholders for their Involvement and Leadership:

Jay Bozievich, Lane County Commissioner – District 1 West Lane

Jerry Finigan, Santa Clara Neighborhood Organization Chair

Jon Lauch, 4J School District

John Hagen, Property Owner

Stan Pickett, Delta Sand and Gravel

Gary Wildish, LTD Board Member

Amy Cubbage, Cornerstone Community Housing

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Chapter 1 – Introduction

This chapter provides a summary of the study purpose, funding, process, and results.

Project Purpose

Prior planning studies have identified the need for transportation improvements to the Beaver Street – Hunsaker Lane and Beaver Street – Wilkes Drive corridors. Although these prior studies identified improvements in concept, none of the studies included a detailed analysis of the multimodal transportation needs nor did they consider specific design alternatives to meet those needs. With all of the planning activities underway in the area, Lane County requested and received Surface Transportation Program – Urban (STP-U) funds to embark on a study to help inform transportation needs in these corridors

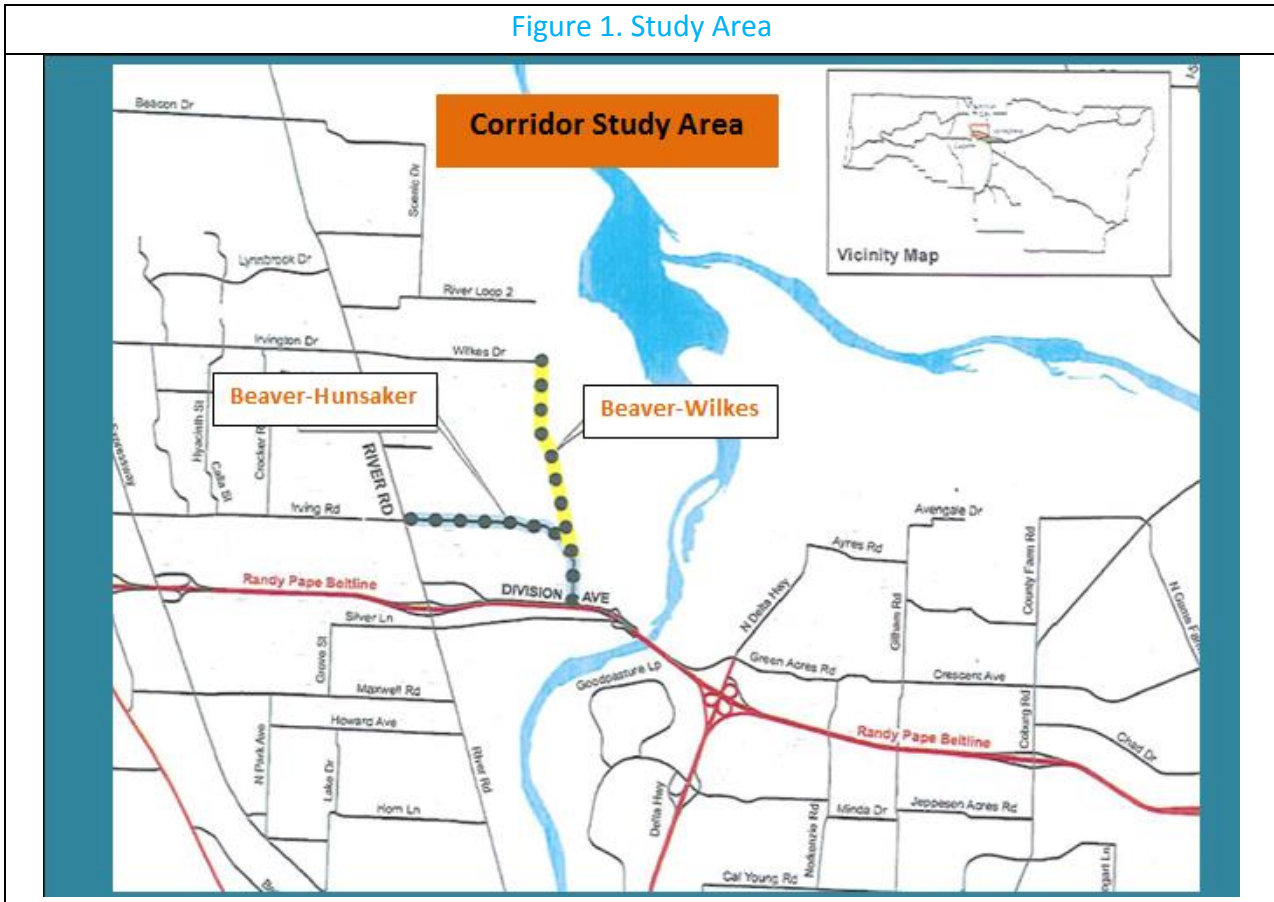
This study identifies transportation improvements in the Beaver Street – Hunsaker Lane and Beaver Street – Wilkes Drive corridors that are convenient, comfortable, and safe for all modes of transportation and minimize impacts to adjacent properties and the environment. The study recommendations were shaped by technical analysis, policy considerations and significant community input, and are intended to provide clarity to the County, the City of Eugene and the Oregon Department of Transportation (ODOT) as part of current and upcoming transportation planning and public works projects. The study will also enable the County to begin to seek funding sources for the design and construction of the multimodal improvement recommendations detailed herein.

Collaborative Process

The County initiated the study by conducting a series of stakeholder interviews with local residents, neighborhood associations, business owners, and staff from the City of Eugene, ODOT and the Lane Transit District (LTD) to identify the key issues for the study to address, the opportunities and constraints associated with potential design options for the two corridors, and the status of other technical work being conducted on ongoing planning projects in the area.

Following the stakeholder interviews, Lane County, in collaboration with the City of Eugene, ODOT and LTD initiated the technical aspects of the project. Representatives from each agency served on the Project Management Team to help guide the technical work, and to ensure consistency with other planning activities in the study area.

Figure 1. Study Area



Interrelated Projects

At the time the study was initiated, a number of planning projects were also in-process by the County, City, ODOT and LTD. The Beaver Street – Hunsaker Lane corridor plays an essential role in meeting the transportation needs in several of these multi-agency planning efforts, including: ODOT’s Beltline Facility Plan, LTD’s MovingAhead, Eugene’s Transportation System Plan (TSP) and Envision Eugene, and Lane County’s update of its TSP.

Both the Beltline Facility Plan and the Eugene TSP recommend the construction of a new “local arterial” bridge across the Willamette River to the north of the Beltline Highway. This bridge would connect motorists, transit, pedestrians and cyclists to the commercial, employment and homes on both sides of the river north of the highway. East of the river, the new bridge is envisioned to connect to the Green Acres Road/Delta Highway intersection. On the west side, it will connect to the Beaver Street corridor. The Beaver Street – Hunsaker Lane Corridor Study recommendations are consistent with both the TSP and the Beltline Facility Plan efforts conducted to-date. At the time the Beaver Street – Hunsaker Lane Corridor Study was prepared, ODOT was beginning to review potential design options at a number of City and County intersections as well as along the Beltline Highway. The County will continue to be integrally involved in the Beltline Highway planning efforts to ensure continued coordination.

LTD is also investigating the feasibility of developing the property in the southeast quadrant of the Hunsaker Lane/River Road intersection. Future development could include a new transit station to help, in part, improve access to transit for the diverse housing types in the vicinity (e.g., assisted-care and affordable housing). Providing pedestrian and bicycle facilities that connect the residential neighborhoods with the potential transit station would be integral to its development. Given that the LTD station has not been designed or funded, the Beaver Street – Hunsaker Lane Corridor Study recommendations do not include detailed frontage or intersection recommendations associated with the station’s development. At the time of future development, LTD will work with the County to ensure that appropriate intersection and site frontage improvements are provided to ensure convenient, safe and efficient operations for all modes of travel.

Corridor Study Recommendations & Next Steps

The recommended transportation improvements in the Beaver Street – Hunsaker Lane and Beaver Street – Wilkes Drive corridors are provided within the context of the ongoing planning work and applicable land use laws as well as the goals of providing equity and accessibility for the vulnerable and disadvantaged population, and minimizing impacts to properties and the environment. The recommendations herein are a balanced approach to meeting these objectives.

The recommendations of this study are the outcome of both technical analysis and feedback gathered through numerous community engagement activities. The technical analysis is detailed in **Chapter 2 - Existing Conditions**, which includes findings regarding safety, connectivity, operations, and land use context. The community engagement is detailed in **Chapter 3 Public Involvement**, which describes the many outreach tools, activities, and overall process needed to inform the recommendations.

Chapter 4 - Recommendations includes the alternative corridor designs considered by agency staff and the public and the resulting recommendations. Central to these recommendations is the need to have safe, comfortable and convenient bicycle and pedestrian facilities for all users in both corridors. Not only is driving too costly for many families, it is not an option for those who are too young or are mobility challenged and cannot drive. Low-cost travel options like public transportation, biking and walking need to be made equally available to area residents to remove the significant barrier of access to a safe, reliable multimodal transportation system.

Some of the key pedestrian and bicycle recommended in this study include:

- Sidewalks and bicycle lanes on both sides of Hunsaker Lane.
- Bicycle lanes on both sides of the street on Beaver Street with sidewalks on the south/west side only and a multi-use path on the north/east side adjacent to the Delta Sand and Gravel property.
- Raised mid-block crossings at key locations along the corridor with pedestrian-activated flashing beacons.
- Pedestrian crossings at key intersections, such as:

- *River Road/Hunsaker Lane intersection*: improvements likely to be incorporated as part of LTD station development; and,
- *Beaver Street/Division Avenue*: Pending the final design option selected, improvements should be made when the “local arterial” Beltline Bridge connection is constructed.
- The construction of an off-street pathway along the UGB between Beaver Street and Wilkes Drive.

The study recommendations also include corridor treatments aimed at reducing vehicle speeds while still meeting the needs of future motorists.

The results of the Corridor Study will help the County begin to seek funding to construct the recommended improvements. The County will collaborate with ODOT and the City of Eugene, as part of other ongoing studies, to provide detailed designs for the Study Recommendations. These more detailed designs for both the Beaver Street – Hunsaker Lane corridor as well as for ODOT’s Beltline Highway improvements will enable Lane County to seek federal and state funding as well as to leverage funding resources from future improvements associated with partner agency projects. Lane County is committed to serve and respond to the transportation needs of all the people of the County.

Chapter 2 – Existing Conditions

This chapter describes the land use and transportation conditions present in the vicinity of both corridors today. This information is presented to help understand the opportunities and trade-offs of potential design options for the corridors.

Land Use

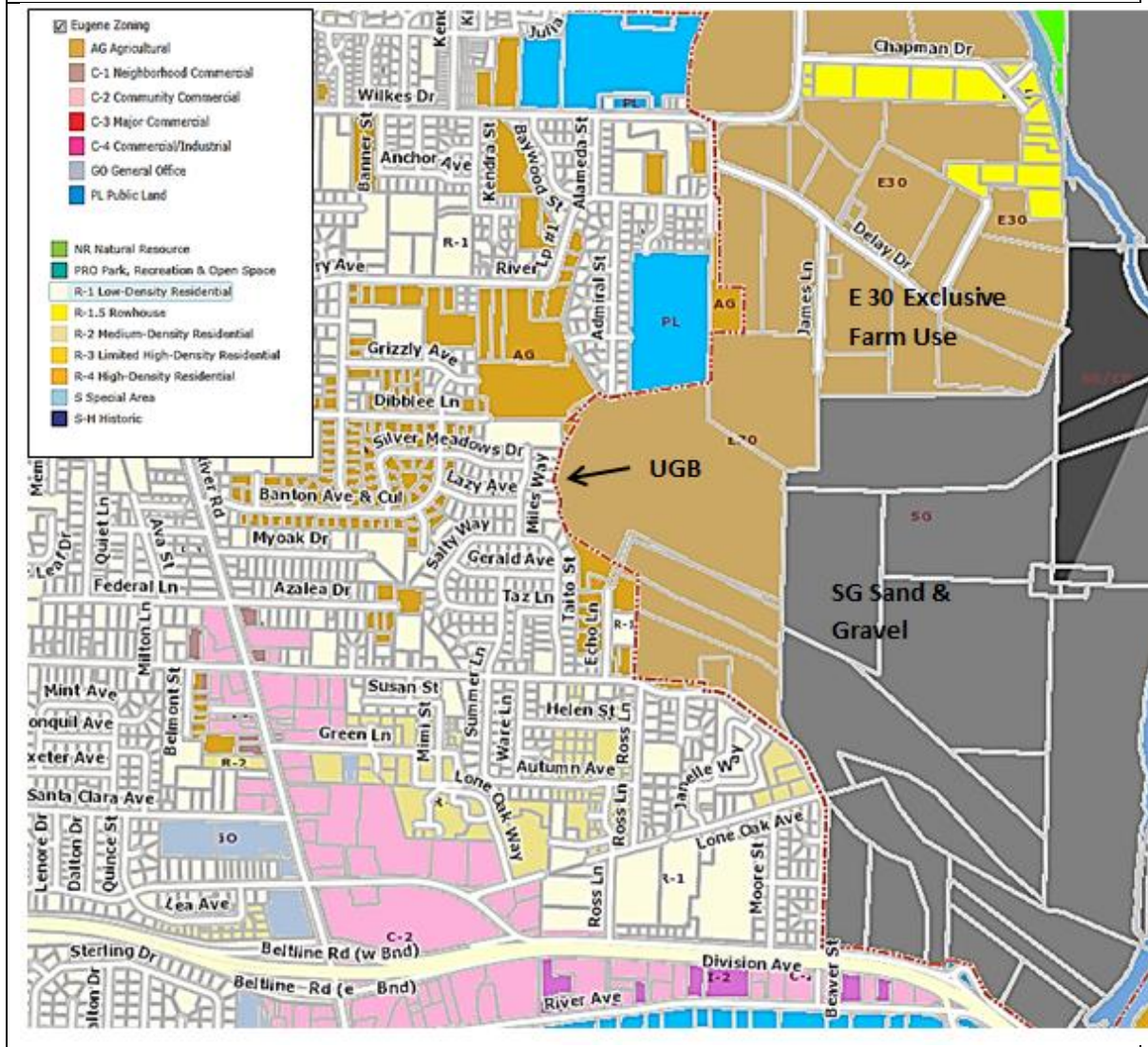
The area's development patterns have been shaped by the river, the Beltline Highway, and the presence of the Eugene Urban Growth Boundary (UGB). As illustrated in [Figure 2](#), the study area is predominantly residential (shown in yellow), with a node of commercial clustered around River Road and the Beltline Highway (shown in pink). The unincorporated properties (shown in brown and grey) are resource lands for farm, agriculture, and sand and gravel uses. The map reflected in [Figure 2](#) is for illustrative purposes only and is not an official zoning map for regulatory purposes.

Schools

The Eugene 4J School District owns two properties in the study area (shaded in blue in [Figure 2](#)). On the north side of Wilkes Drive is Madison Middle School. To the south of Wilkes Drive and east of Admiral Street, 4J owns vacant land for a future elementary school. There is a separated bicycle/pedestrian path north of Wilkes Drive, between River Road and Madison Middle School; however, there are no walking or biking facilities on the south side of the street. The Eugene TSP identifies the need to upgrade Wilkes Drive to include on-street bike lanes and sidewalks on both sides of the street.

At the time the Corridor Study was prepared, 4J District staff indicated that existing elementary schools in the area have capacity for future enrollment growth, and that the existing schools would likely be expanded before building a new school on the vacant property. Depending on future needs and funding, the 4J District may consider a "land swap" or a partial sale of the property for residential development. Although several streets currently terminate at the vacant school site, extending those streets could compromise the ability to effectively develop a school site at this location. In lieu of this option, 4J District staff indicated a preference for providing an abutting street to the back yards of adjacent residences. In this case, future development of the District's property could conceivably include a row of residences adjacent to the east property boundary, abutting a new street connection along the northeast portion of the site.

Figure 2. Land Use



Parks

There are two existing parks within the study area: Terra Linda Park, located on the north side of River Loop 1; and Lone Oak Park, located on the south side of Lone Oak Avenue. The City also is proposing to expand the UGB abutting Madison Middle School for future parkland.

As part of the public engagement for the Corridor Study, area residents inquired about whether Lone Oak Avenue would be extended to Edgewood Drive as part of future improvements to Lone Oak Park. This future extension is supported by City staff.

At the time the Corridor Study was prepared, City parks staff was developing a Eugene Trails Plan. This plan shows a future shared-use path along the Beaver Street – Wilkes Drive corridor and identifies the Beaver Street – Hunsaker Lane corridor as a “key on-street connection” for bicycles and pedestrians. This on-street connection is envisioned as a neighborhood greenway, in which the

transportation system is part of the recreational experience, with wider planter strips and sidewalks that are at least eight feet wide. The Trails Plan notes that the city's ability to build and maintain the proposed trail projects is unlikely over the next decade due to funding limitations.

The Rivers to Ridges – Metropolitan Regional Parks and Open Space Study Vision Map, endorsed by the Lane County Board of Commissioners, Eugene City Council, Springfield City Council, and Willamalane Park and Recreation District Board, identifies a non-motorized trail opportunity along the west bank of the Willamette River.

Delta Sand & Gravel

The future paths envisioned in the River to Ridges and Eugene Trails Plan would occur on lands currently owned by Delta Sand and Gravel. Some of their affected lands are used for existing gravel operations whereas others are agricultural lands outside of the UGB. In the past, Delta Sand & Gravel has expressed a desire to expand their existing operations onto the agricultural lands. As part of the Corridor Plan stakeholder interviews, Delta Sand and Gravel's general manager indicated that they may seek a future change in the Comprehensive Plan designation of the agricultural lands to allow for sand and gravel use. If they are successful in that endeavor, they will collaborate with the County on exploring the potential for a pathway/trail connection through their property.

Commercial

The Santa Clara Square is located on the north side of Division Avenue. Today, the Square includes a grocery store (Albertsons), fast food restaurants, retail, and personal services (including a bank). A Fred Meyer store is located south of Division Avenue. There are no convenient pedestrian connections between the residential areas to the east and this commercial hub.

The vacant, commercial properties located between Hunsaker Lane and Green Lane just to the east of River Road are owned by LTD, with the intent of relocating the existing park and ride station south of the Beltline Highway to this site. LTD may also make some portion of the property available for retail and residential use. A station at this location would support River Road's role as a corridor for enhanced transit service (per their *MovingAhead* project).

Residential

There are both low and medium-density residential properties south of the Beaver Street – Hunsaker Lane corridor that have developed with a mix of housing types. Some of the medium-density properties include: Lone Oak Assisted Living, Laurel Court of Eugene Nursing Home, Green Leaf Village Apartments, Apple Orchard affordable housing apartments, and another affordable housing complex owned by Saint Vincent de Paul. The low-density residential properties include a manufactured dwelling park and several single-family dwellings. The residential lands to the north of the corridor are predominately developed with single-family dwellings.

Farm/Agriculture

Today, there are agricultural lands within the UGB that will be rezoned for low-density residential use when annexation occurs. Outside the UGB, the agricultural lands are protected by Statewide Planning Goal 3. These agricultural lands are predominantly high-value farmland soils (Class 1), which is the highest priority for retention. The City of Eugene is not considering these lands in any future UGB

expansion scenario (i.e. the 20-year supply for Envision Eugene and the 50-year reserve analysis) in order to protect these high value resources.

As previously noted, the River to Ridges and Eugene Trails Plan identifies a future path on the agricultural lands outside the UGB. Per Oregon’s Transportation Planning Rule (TPR), trails and pathways are allowed outside the UGB without state review whereas the construction of a street outside the UGB to serve urban purposes requires a “Goal Exception.” The specific provisions for transportation improvements on rural lands are documented in Oregon Administrative Rule (OAR) 660-012-0065 and 660-012-0070. The state reviews all proposed streets outside the UGB requiring a Goal Exception for adherence to these criteria.

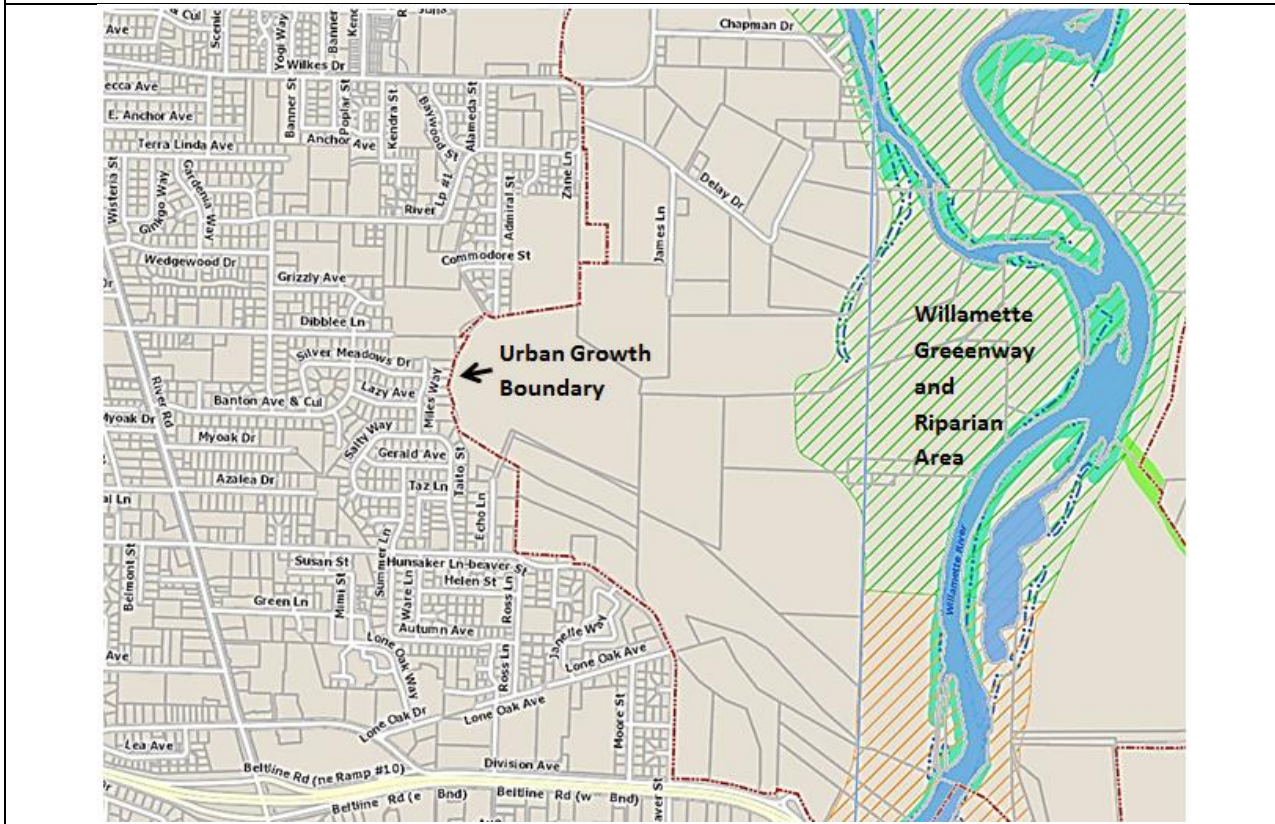
Natural Resources

The Natural Resources information referenced in this study is based on available County geographic information system (GIS) data. This type of data can be used for planning purposes but is not reflective of field reconnaissance or other more precise survey work. For the corridor study, the GIS data can help identify potential natural resource implications that warrant additional research. Prior to the construction of any recommended transportation facilities, a more detailed review of environmental impacts will occur, as needed, in accordance with the National Environmental Policy Act (NEPA) or other applicable regulations.

Willamette River

The predominant natural feature in the study area is the Willamette River, which is a major tributary of the Columbia River. Within the corridor area, the Willamette River flows northward, under the Beltline Highway and along the east boundary of the Delta Sand and Gravel property. The Beaver Street – Hunsaker Lane and Beaver Street – Wilkes Drive corridors are located outside of the Willamette River’s Greenway Boundary and Riparian Area (see [Figure 3](#)).

Figure 3. Willamette Greenway/Riparian Corridor

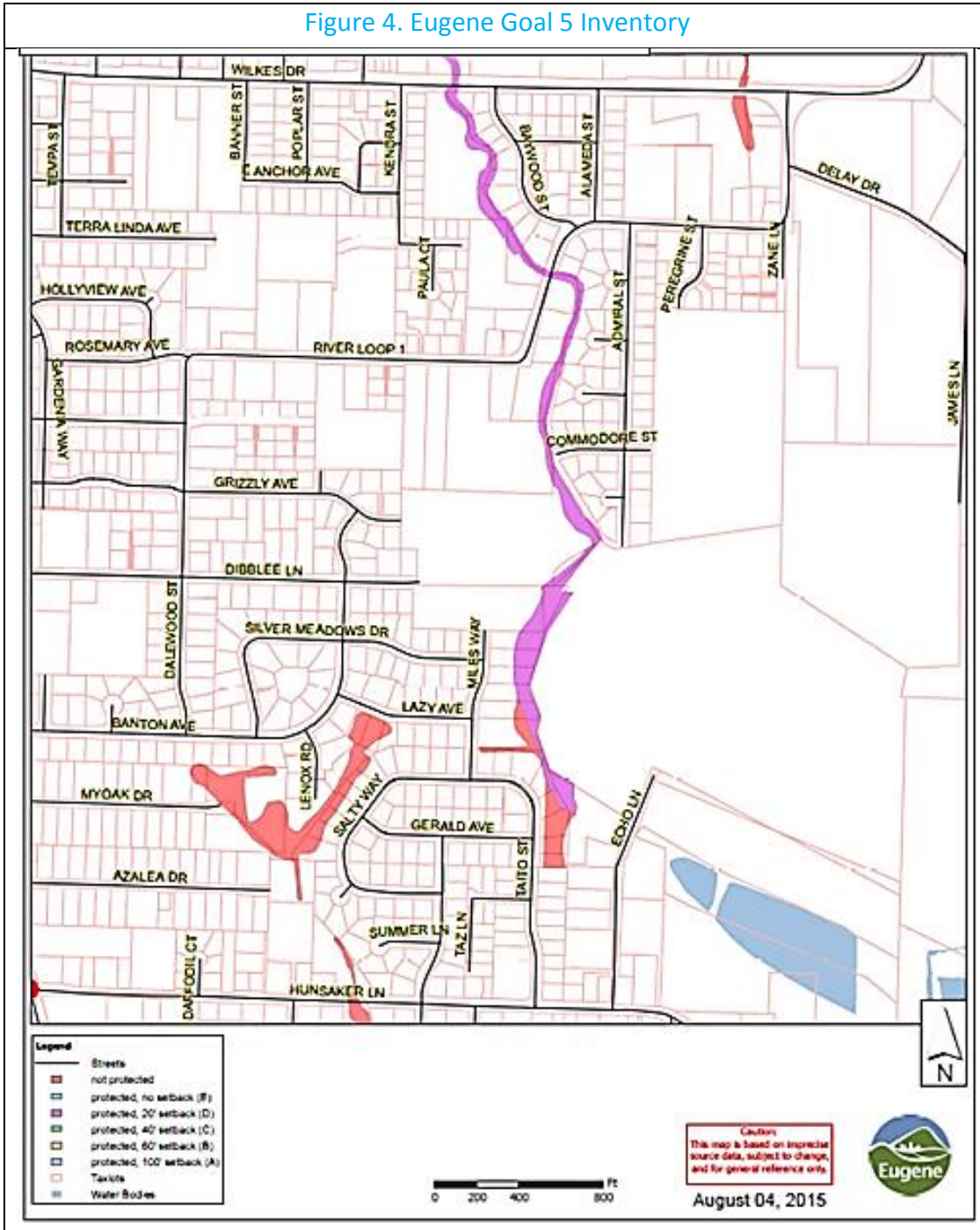


Water Resources

Per the City of Eugene’s Goal 5 Inventory, there is an unprotected riparian area around a culvert crossing under Hunsaker Lane. This is a remnant drainage area (see red shading in Figure 4). Although transportation improvements in this area would not require additional Goal 5 review by the City of Eugene, a determination of wetlands would need to be confirmed with Division of State Lands (DSL).

The open drainage way that runs along the UGB is a protected Goal 5 Water Resource (see magenta shading in Figure 4). The conservation area for this drainage way includes a 20-foot riparian setback. Construction of low impact trails with no impervious surface and that are no more than three feet in width are permitted in the water resource conservation area, based on Eugene Code 9.4930(2)(h). Beyond that, transportation facilities would need to be located outside the 20-foot setback or subject to Standards Review approval, which is a Type II land use application involving public notice and the opportunity for appeals. The approval criteria include standards to minimize and mitigate impacts. This needs further investigation if improvements are determined to be needed in this area.

Figure 4. Eugene Goal 5 Inventory

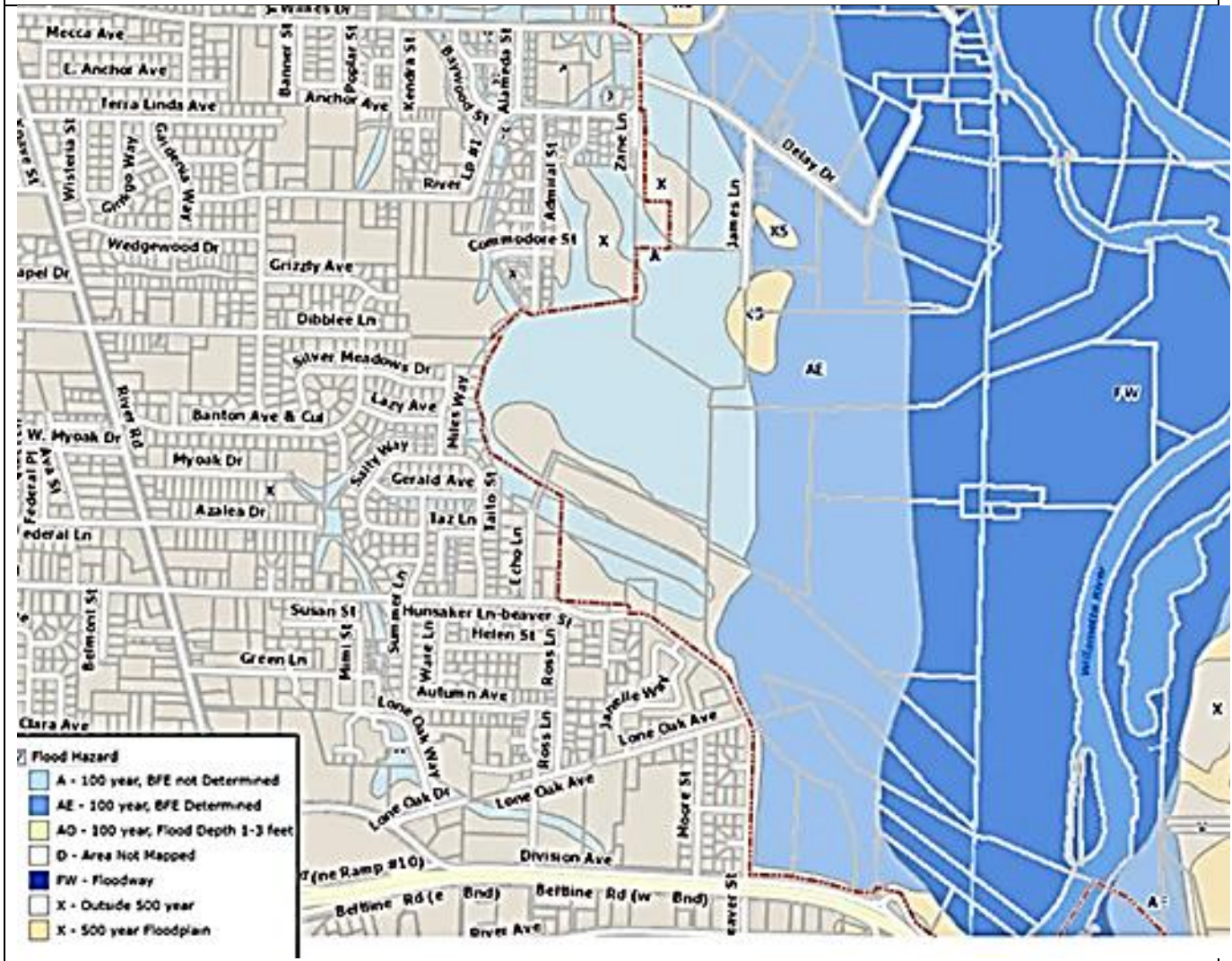


Floodway and Floodplain

The study area is within the Upper Willamette Watershed, west of the Willamette River. The transportation corridors are located outside of the floodway (darkest blue shading shown in Figure 5), but they are within the 100-year floodplain (lighter blue shadings in Figure 5). Any future transportation improvements would be subject to floodplain development permits. These permits are administered by the City of Eugene Public Works Department inside the UGB and by Lane County

Land Management outside the UGB. Both the City and the County act as the regulatory agents of the Federal Emergency Management Agency (FEMA) in implementing the National Flood Insurance Program (NFIP). Figure 5 is only an illustrative interpretation of the NFIP maps. All of the information shown in the figure, as well as the official FEMA maps, requires on-site verification as part of the permitting process. Further, the official maps and associated regulations are likely to change in the near future, as FEMA works on addressing the Endangered Species Act.

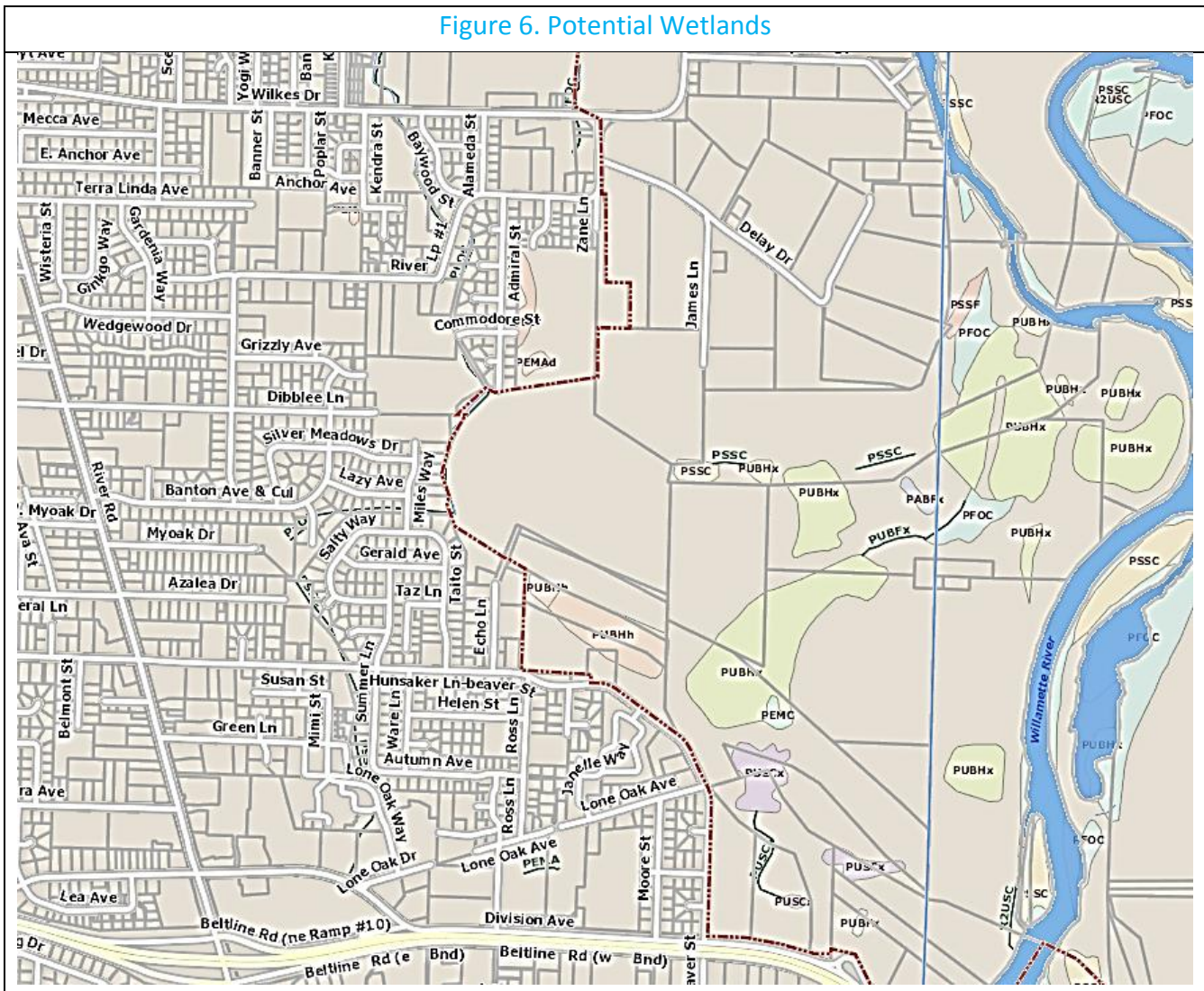
Figure 5. Floodway/Floodplain



Wetlands

Potential wetlands in the corridor areas are shown in Figure 6. The information shown is based on an illustrative interpretation of the National Wetland Inventory obtained through air photos and historical information collected at the national level. Determination and designation of recognized wetlands requires field verification, subject to concurrence by Division of State Lands (DSL). Only wetlands included on locally-adopted Goal 5 inventories are regulated locally.

The Department of State Lands (DSL) evaluates the impacts of any proposed improvements to wetlands in the following hierarchy: avoidance, minimization, and mitigation. Wetland fill permits require approval by the Army Corps of Engineers and DSL. The identification of any wetland-related impacts could increase transportation improvement project costs and timelines.



Transportation Network

Within the corridor area, the transportation network is primarily built for vehicular travel today. A number of arterials, such as Beltline Highway, Division Avenue, and River Road, all provide for local and regional travel and carry higher traffic volumes and have higher speeds. Beaver Street, Hunsaker Lane and Wilkes Drive are all collector streets and connect neighborhoods to the arterial street system. Many of the streets in the area are local residential streets.

Many of the streets in the overall area do not have sidewalks or bike lanes and/or have only limited sections with any type of pedestrian or cyclist facilities. As such, the corridor area needs additional comfortable, convenient and safe pedestrian and bicycle facilities to connect area residents to commercial uses, schools, and transit stops.

LTD provides bus service on River Road and a portion of Wilkes Drive. School buses operate on Beaver Street – Hunsaker Lane, River Road, and Wilkes Drive. More information is provided below.

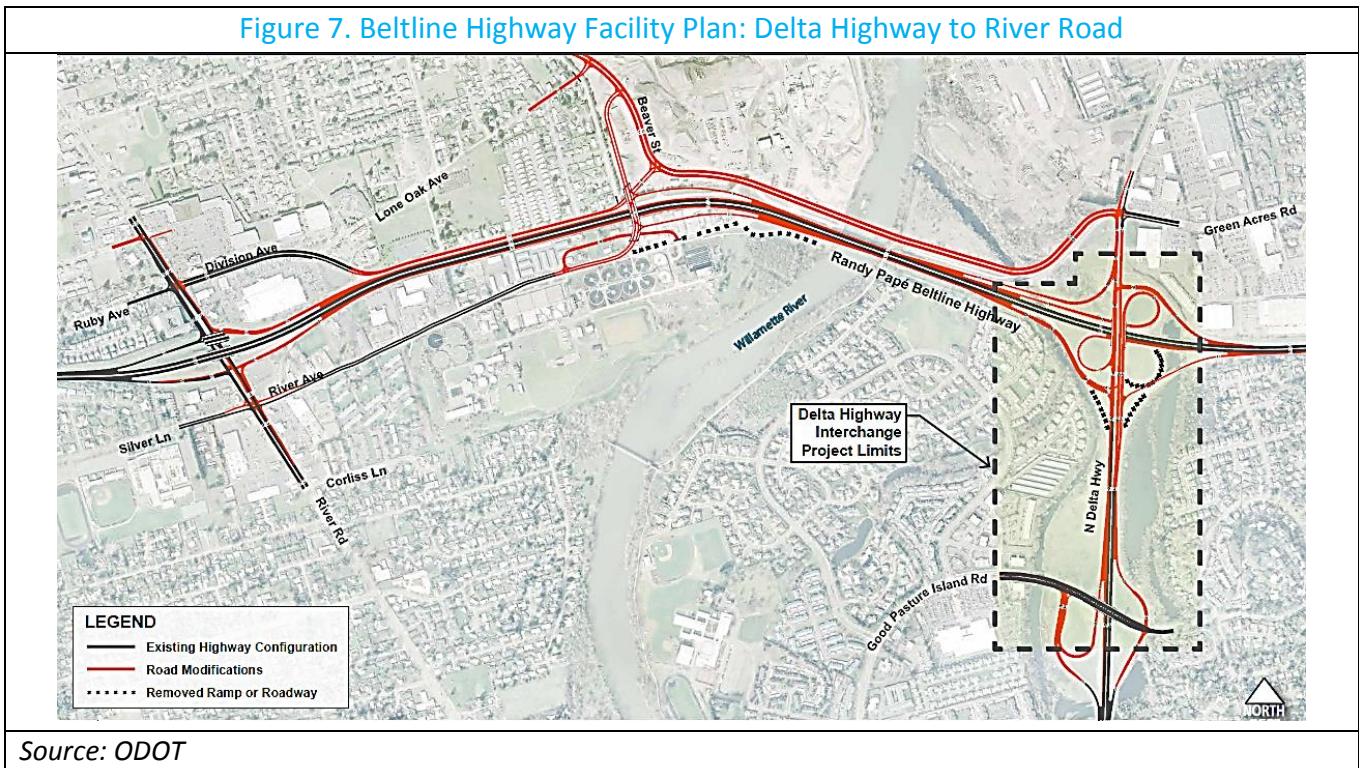
Arterial Streets

Randy Pape Beltline Highway is an ODOT facility that provides east-west connectivity between Interstate 5 (I-5), Highway 99 and Highway 126. Lane County constructed the highway in the 1960s to serve the largely rural land uses and suburban areas. The highway was transferred to ODOT in 1978. Since then, the surrounding community has grown beyond the capacity of the highway, which is now part of the National Highway System and Freight Route.

To address this capacity concern, ODOT developed a Facility Plan (March 2014) for long-range functional improvements to the Beltline corridor between Coburg Road and River Road. Eugene, Lane County, and the Central Lane Metropolitan Policy Committee will each be asked to adopt the Facility Plan as part each agency’s respective Transportation System Plan (TSP). These agency endorsements are needed prior to adoption by the Oregon Transportation Commission, which is a precursor for proceeding with the National Environmental Policy Act (NEPA) review process. The NEPA review includes a rigorous analysis of project impacts needed to establish eligibility for federal funding.

As shown in [Figure 7](#), the Facility Plan identifies a “local arterial” bridge that would directly connect Green Acres Road to Beaver Street, omitting any merging of traffic with the Beltline Highway. The new road would have on-street bike lanes and sidewalks.

Figure 7. Beltline Highway Facility Plan: Delta Highway to River Road

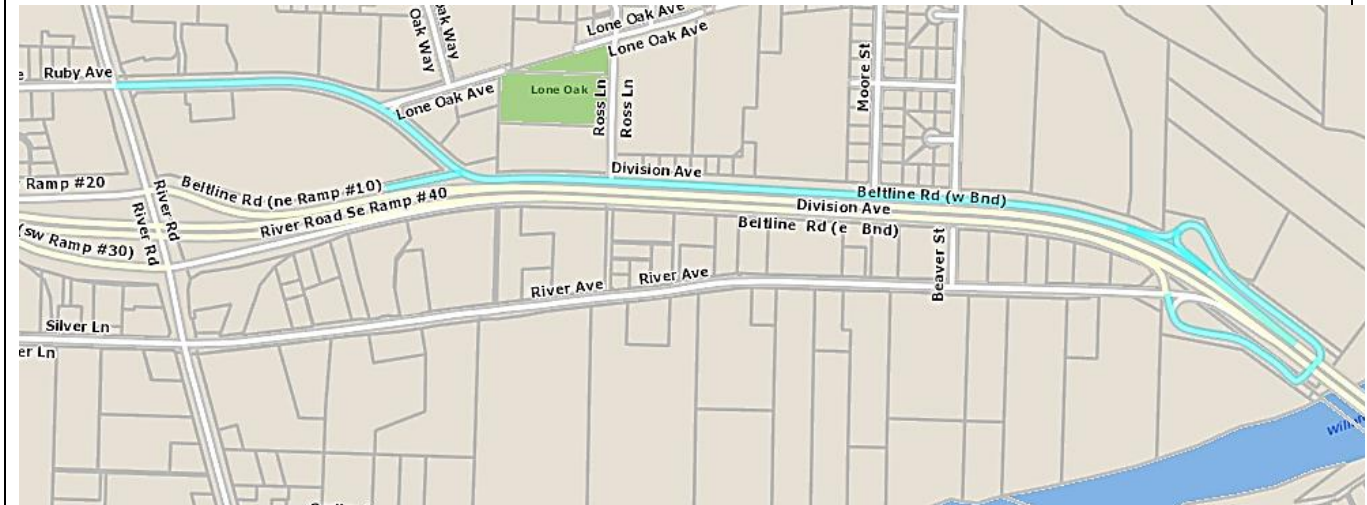


Source: ODOT

Division Avenue parallels the Beltline Highway (see blue line in [Figure 8](#)) and provides a vehicular connection between River Road and the Beltline Highway/River Avenue/Division Avenue interchange

ramps. The interchange ramps under ODOT's jurisdiction, whereas Division Avenue is owned and operated by the City of Eugene.

Figure 8. Division Avenue



As shown in Figure 9, eastbound Division Avenue traffic is diverted to Beaver Street whereas westbound traffic can continue along Division Avenue or can use Beaver Street.

Today, there is a bike path along the Willamette River that terminates at the Division Avenue/Beaver Street intersection.

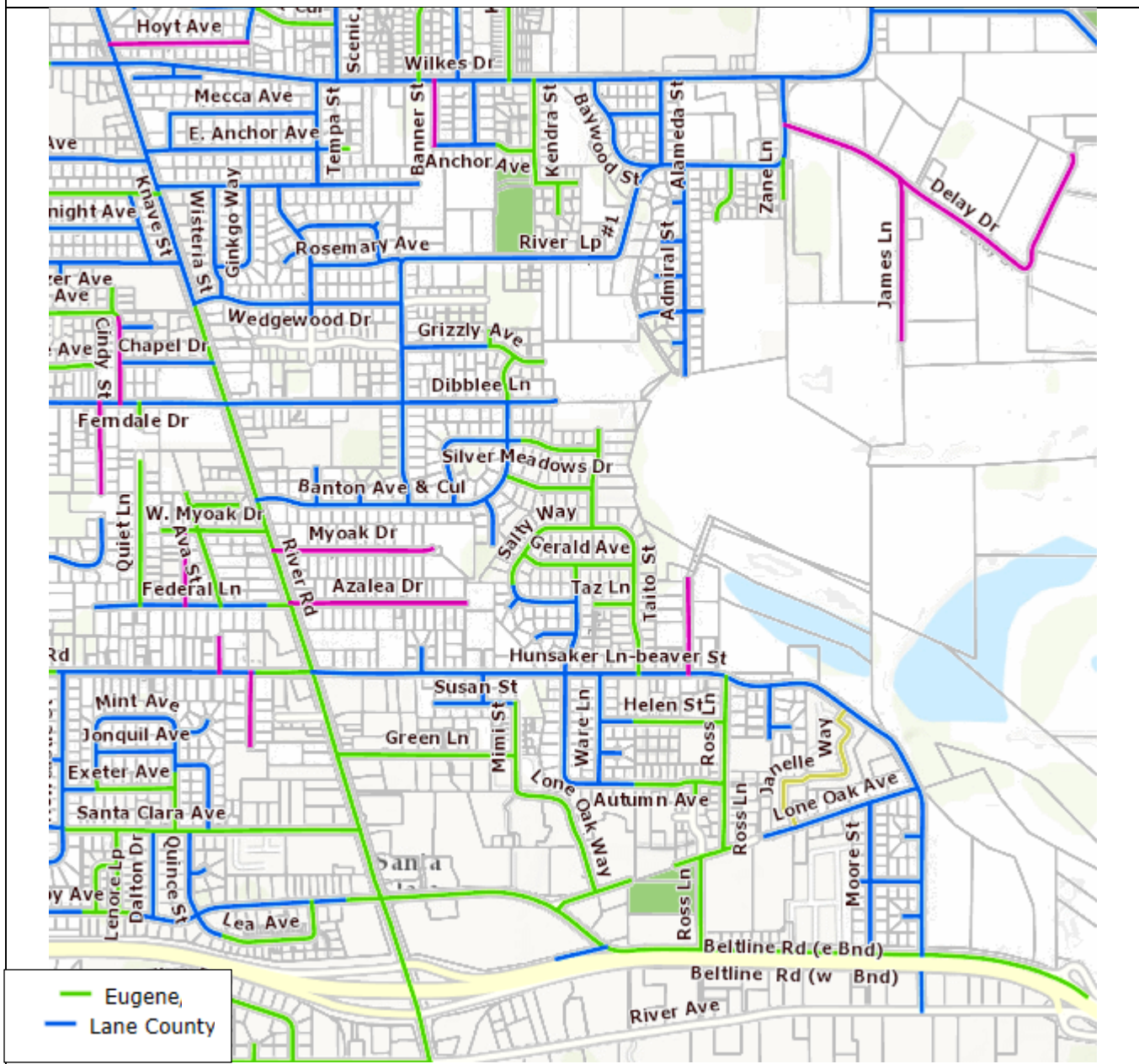
Figure 9. Division Avenue at Beaver Street (looking west)



River Road defines the west boundary of the corridor study area, connects downtown Eugene to the edge of the UGB, and is the “backbone” of the transportation system serving the River Road and Santa Clara neighborhoods. The neighborhoods have been actively involved with the City of Eugene and Lane County to improve infrastructure services and planning coordination.

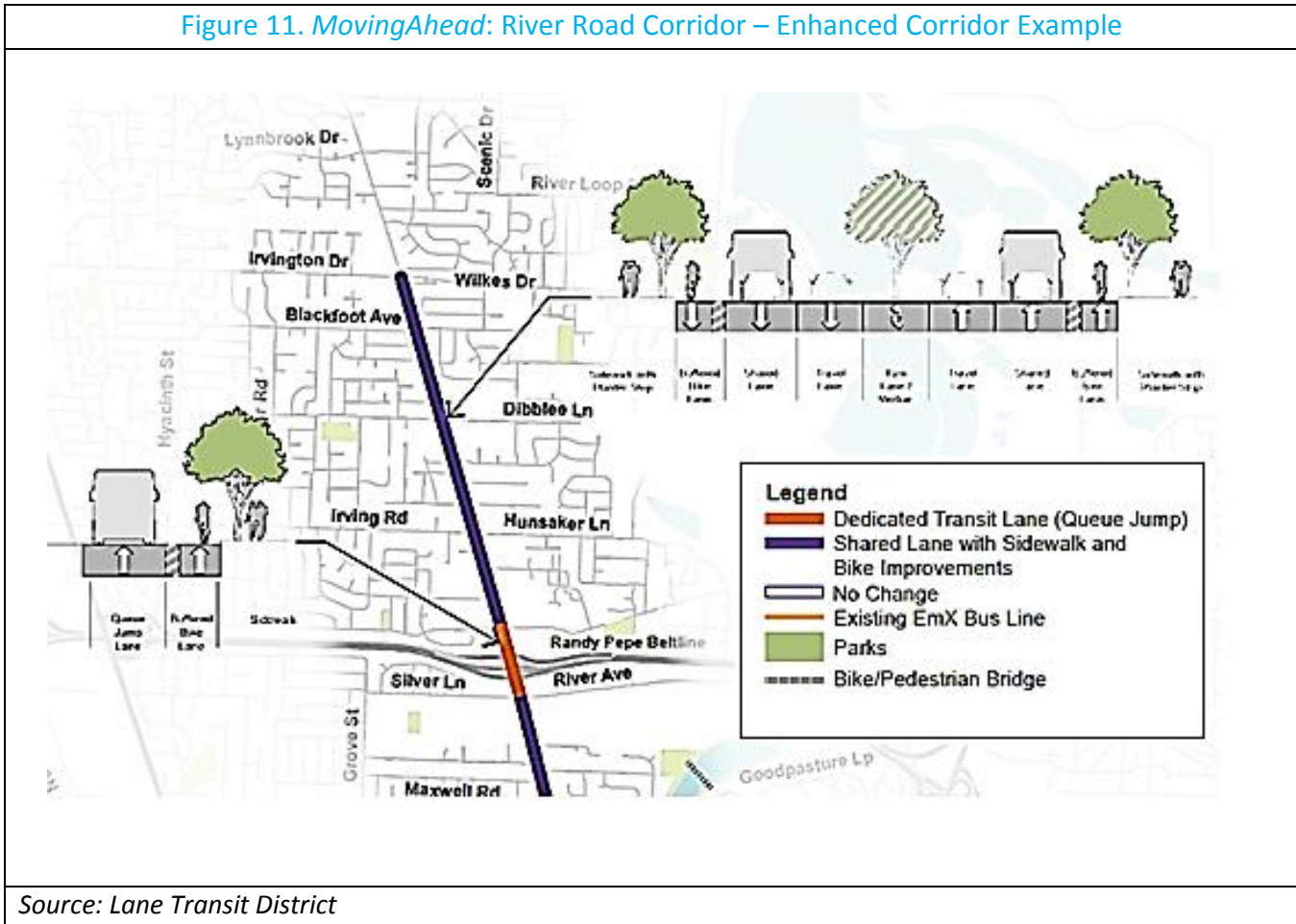
Decades of small annexations into the City limits have created a patchwork of incorporated and unincorporated parcels within the corridor area. As such, the segment of River Road between Wilkes Drive and Wedgwood Drive is in Lane County’s jurisdiction whereas, south of Wedgwood Drive, it is under the City’s jurisdiction. This is reflected in [Figure 10](#).

Figure 10. Area Roadway Jurisdiction



The entire segment of River Road within the study area has been built to urban standards, with on-street bike lanes and setback sidewalks. It is also a transit corridor that is being considered for enhancement as part of the *MovingAhead* project by LTD and the City of Eugene. [Figure 11](#) illustrates an enhanced corridor concept.

Figure 11. *MovingAhead*: River Road Corridor – Enhanced Corridor Example



Source: Lane Transit District

ODOT has identified the intersection of River Road and Hunsaker Lane as being eligible for safety funding through the *All Roads Transportation Safety (ARTS)* program. This intersection is shown in [Figure 12](#). The intersection improvements have yet to be designed, but the concept includes left turn lanes approaching River Road from both Hunsaker Lane and Irving Road. LTD, Eugene, and Lane County will coordinate with ODOT on future improvements to the intersection.

Figure 12. Hunsaker Lane at River Road (looking west)



Collector Streets

Beaver Street/Hunsaker Lane is the heart of the study area. Beaver Street is the north-south portion of the roadway that connects to Division Avenue. The roadway curves into an east-west alignment, and becomes Hunsaker Lane, which connects to River Road. A photo of the curve and roadway name change is shown in Figure 13. Beaver Street – Hunsaker Lane is within Eugene’s UGB for eventual incorporation, but has not yet been annexed and is currently under Lane County’s jurisdiction.

Figure 13. Beaver Street – Hunsaker Lane (looking northwest)



The roadway is built to rural standards, with one travel lane in each direction and narrow shoulders. Most of the corridor is lined with single-family dwellings. Throughout the public engagement activities on this study, residents expressed safety concerns with walking, biking, and accessing mailboxes. As shown in [Figure 14](#), there are narrow shoulders along the roadway that are blocked by parking and by refuse containers on garbage pick-up days.

Figure 14. Beaver Street – Hunsaker Lane (northwest bound)



As shown in [Figure 15](#), the street is about 25 feet wide. The right-of-way width extends beyond the pavement and varies between 40 and 60 feet throughout the corridor. The area between the paved roadway and right-of-way is predominately used by abutting residents for vehicle parking, but there are also fence and vegetation encroachments throughout the corridor.

Figure 15. Hunsaker Lane (looking west)



Between 1974 and 2014, the daily traffic volumes have nearly doubled on Beaver Street – Hunsaker Lane. In 2014, Lane County measured traffic volumes along the roadways of approximately 6,200 daily vehicles. The overall volumes are indicative of and consistent with the road’s classification as a “major collector” street.

A number of area residents expressed concerns about vehicle speeds along the corridor. In 2016, Lane County recorded speeds along the corridor that corresponded to an average throughout the day of 26 miles per hour (mph). The State of Oregon is responsible for setting speed limits on the roadway and uses the recorded “85th percentile speed”. Based on the Lane County data, the 85th percentile speed in the corridor is 36 mph. With a posted speed of 35 mph, the data shows that most people are obeying the posted speed, although occasional speed violations are concerning.

Data analysis is only a part of the evaluation process; the experience of people living along the corridor is also an important consideration. Throughout the corridor study, several area residents continued to express interest in a design that can help slow vehicle speeds.

Wilkes Drive defines the north boundary of the study area and is a Lane County road built to rural standards. In the future, Wilkes Drive and the adjacent properties will be annexed into the City. [Figure 16](#) shows the current roadway cross-section of Wilkes Drive.

Today, traffic volumes along Wilkes Drive are consistent with a local street, despite its collector street designation. In 2011, Lane County measured average daily traffic volume of 3,650 along Wilkes Drive. These low volumes are likely indicative of its close proximity to the UGB and the low-density nature of the surrounding residential properties.

Madison Middle School is located on the north side and at the east end of Wilkes Drive. The school entrance aligns with Alameda Street, to the south, and includes a marked and signed crosswalk. In the future, the visibility of the crosswalk could be enhanced with a pedestrian-activated flashing beacon.

Between the school access and River Road, there is an asphalt path, approximately eight feet wide, for walking and biking that is setback about ten feet north of Wilkes Drive. The path is interrupted by numerous driveways for the residential dwellings that abut the roadway. There is no path on the south side of the street. Area residents feel that the roadway shoulders are too narrow for the comfort and safety of people who want to walk and bike along the roadway and that sidewalks and bike lanes are needed on Wilkes Drive.

Figure 16. Wilkes Drive (looking east)



Local Streets

The local street network primarily serves residential neighborhoods as well as the commercial development in the southwest portion of the corridor area (see [Figure 2](#)). Some of the local streets are under City jurisdiction whereas others are owned by the County (see [Figure 10](#)). In general, the local street network lacks connectivity, with several streets terminating at property boundaries. As part of future annexation into the City and potential redevelopment, many of those properties have the potential to be further subdivided, which would eventually result in street extensions and connections.

Bicycle and Pedestrian Facilities

Being able to safely and comfortably walk and bicycle provides mobility for people who do not drive, such as the elderly and children, expands transportation options for people who choose not to drive, and promotes public health through physical activity. The corridor area lacks multimodal facilities that would promote more walking and bicycling. Only River Road has on-street bike lanes; bicycles share the roadway with vehicles on the other streets. Most of the streets in the study area lack sidewalks. The lack of street connectivity also limits the ability to bicycle and walk in the study area.

Southeast of the corridor area is a popular shared-use path adjacent to the west bank of the Willamette River. This path terminates at the Beaver Street/Division Avenue intersection (see [Figure 17](#)).

Figure 17. Multi-Use Path (looking east at Division Avenue & Beaver Street)



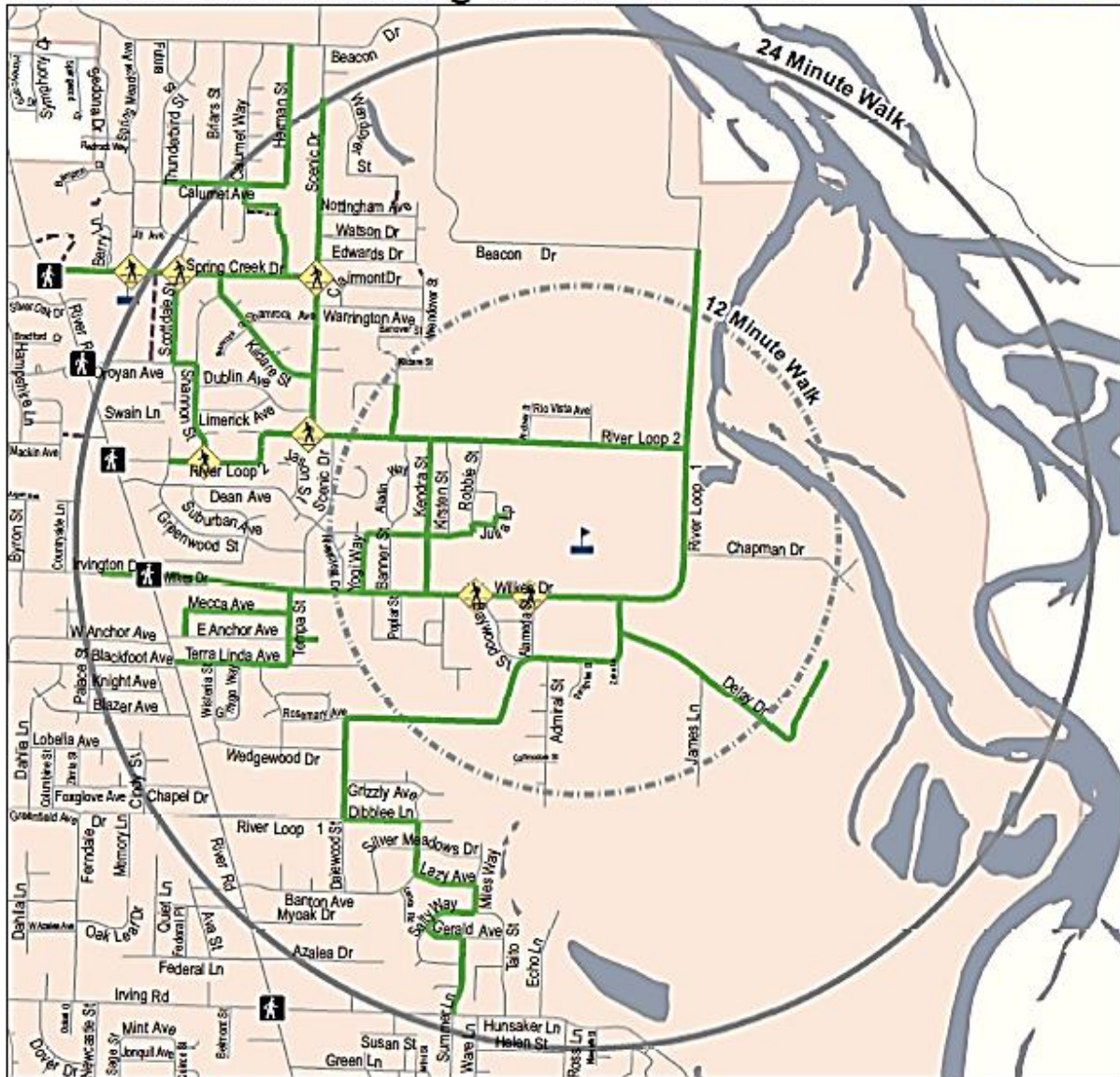
The lack of infrastructure to support safe, accessible, comfortable, and active travel for people of all ages and abilities is of particular concern for the vulnerable populations. The area southwest of Beaver Street – Hunsaker Lane includes affordable housing and assisted-living facilities; these residents may have limited transportation options, often without a car or the ability to drive.

Area children are bused to the elementary and high schools whereas a number walk to Maddison Middle School. The north half of the study area (between Wilkes Drive and the southern terminus of Admiral Street) is within a 12-minute walk to the Middle School whereas from Hunsaker Lane, it is a 24-minute walk.

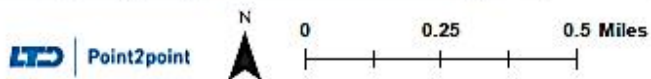
The Safe Routes to Schools (SRTS) program has developed a map to guide parents in selecting a route for their students to walk or bike to Madison Middle School (see [Figure 18](#)). The walking route includes several segments of roadway that lack sidewalks and crosswalks. River Loop 1 is somewhat of an out-of-direction means of travel for school children who live to the southeast of the school. Further development of some intervening lands should improve street connectivity, as discussed previously.

Figure 18. Safe Routes to School Map

Madison Middle School Recommended Walking Routes to School



This map is a guide to help parents/guardians select a route for their student to walk to school where feasible. Recommended routes typically have sidewalks and protected street crossings, or use low-traffic neighborhood streets.



You should preview the route with your child to ensure it is the safest route between your home and school, and teach your child to obey traffic safety rules along his/her route. Your school district and the applicable road authorities do not supervise the routes on this map and are not responsible for students while they travel to/from school. Comments or questions regarding this map can be directed to Point2point at 541-882-6213 or Point2point@td.org. Last Revised: 8/17/2015

Recommended Routes	Signalized Crosswalk*	School
Shared Use Path	12 Minute Walk	Attendance Boundary
Road	24 Minute Walk	
Marked Crosswalk*	Park	*Recommended Crossing
	Highway	

Legal Requirements related to Cycling

Under state law, bicyclists are allowed on all streets and every street must safely accommodate bicyclists. To ensure the safety of cyclists, both Federal and State legislation require that when major collectors or arterials are constructed or reconstructed, bikeways and sidewalks must be provided as part of the street improvements within the right-of-way. Bikeways include on-street provision for bicycles, such as striped lanes or shared use of lanes by motor vehicles and bicycles where traffic characteristics allow such use.

It is the City's policy to require bike lanes on all major collector streets as part of reconstruction or through upgrade projects. On all streets, the city requires sidewalks and minimal paved travel width to reduce overall impervious surface area.

Operational Analysis

To help inform potential roadway constraints, existing and projected year 2035 traffic volumes were analyzed and compared to estimated capacity levels at a number of locations within the corridor area. Given the conceptual nature of the study, the analysis of street capacity is more appropriate than a detailed intersection analysis. When the recommendations are funded and being designed for construction, more detailed analyses will be performed to help inform the design.

The roadway capacity analysis presented herein is based on a combination of roadway segment counts collected by Lane County in 2014, the Beltline Facility Plan, outputs from the Lane County Council of Governments Travel Demand Model, and post-processing procedures using the NCHRP 255 forecasting methodology.

Current Conditions

In general, the area roadways are carrying traffic volumes consistent with their design and at levels that meet City and County standards. Both Division Avenue near River Road and River Road, in the vicinity of the area commercial uses, are carrying traffic volumes that may indicate the need for future capacity improvements (See [Figure 19](#)).

Future Conditions

As shown in [Figure 20](#), in the future, Hunsaker Lane near River Road is also expected to carry traffic volumes that may indicate the need for future improvements. As discussed previously, LTD, in collaboration with the City and County, will be evaluating the operations of the Hunsaker Lane/River Road intersection when it proceeds with its plans to relocate the transit station to this location.

Figure 19. Existing Traffic Volume-to-Capacity Measurements (2014)

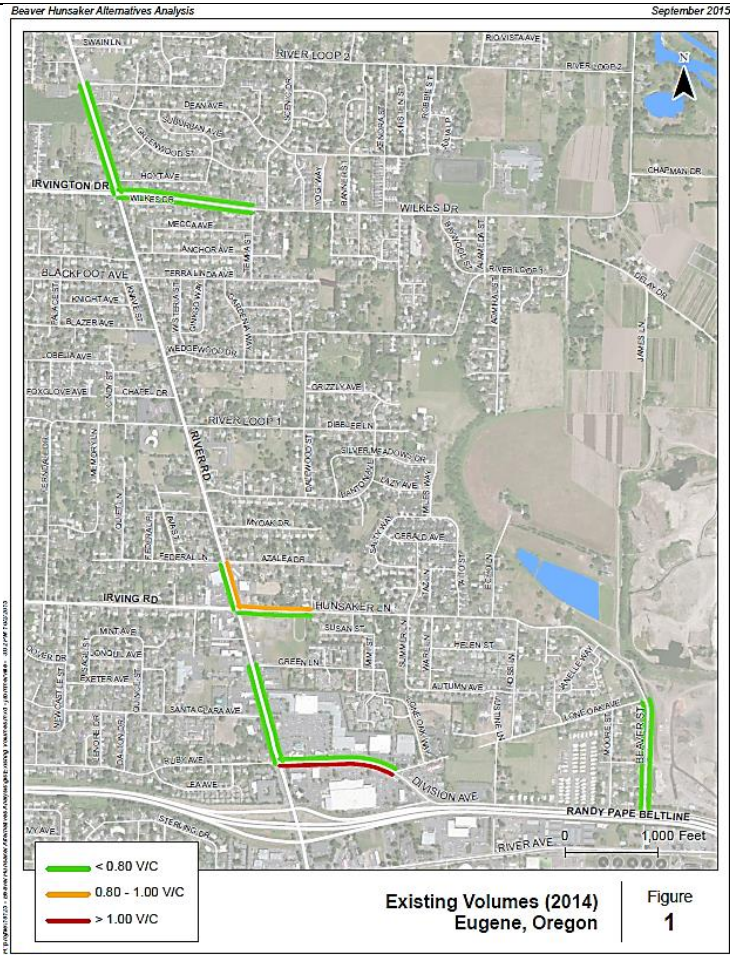
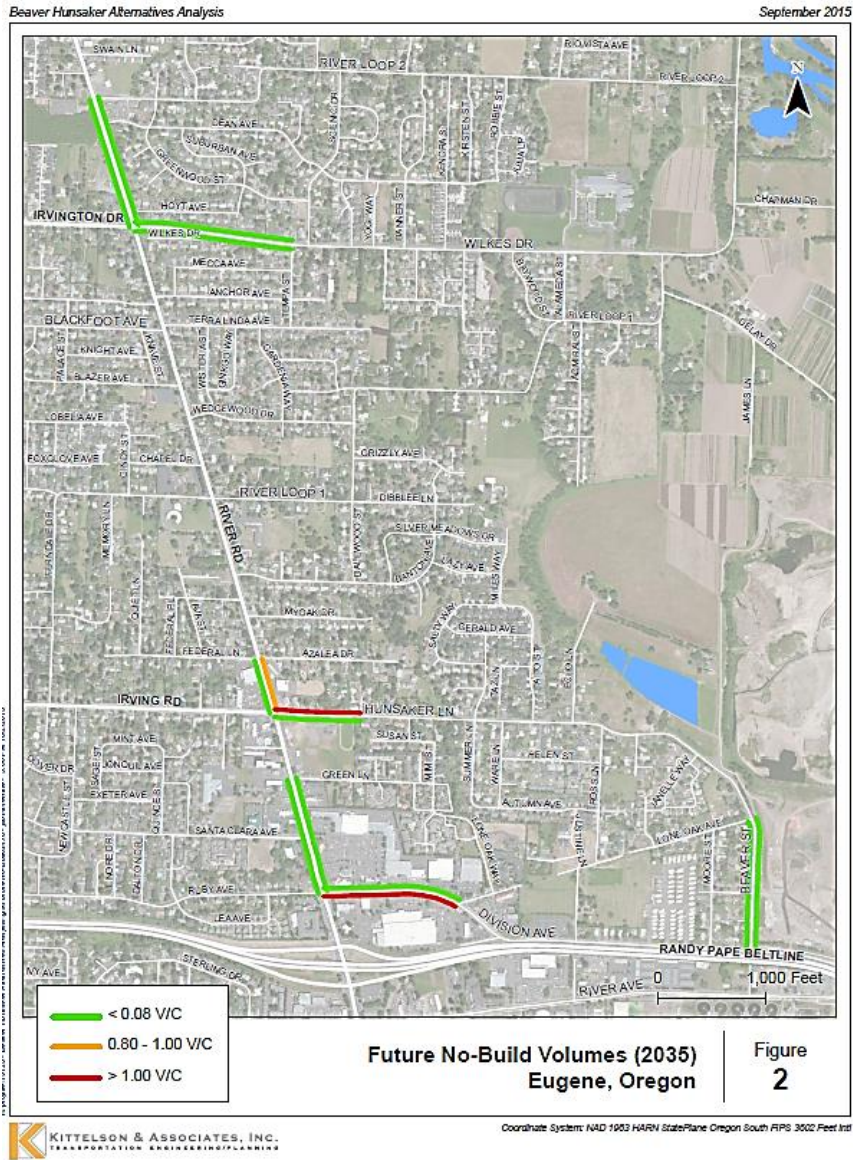


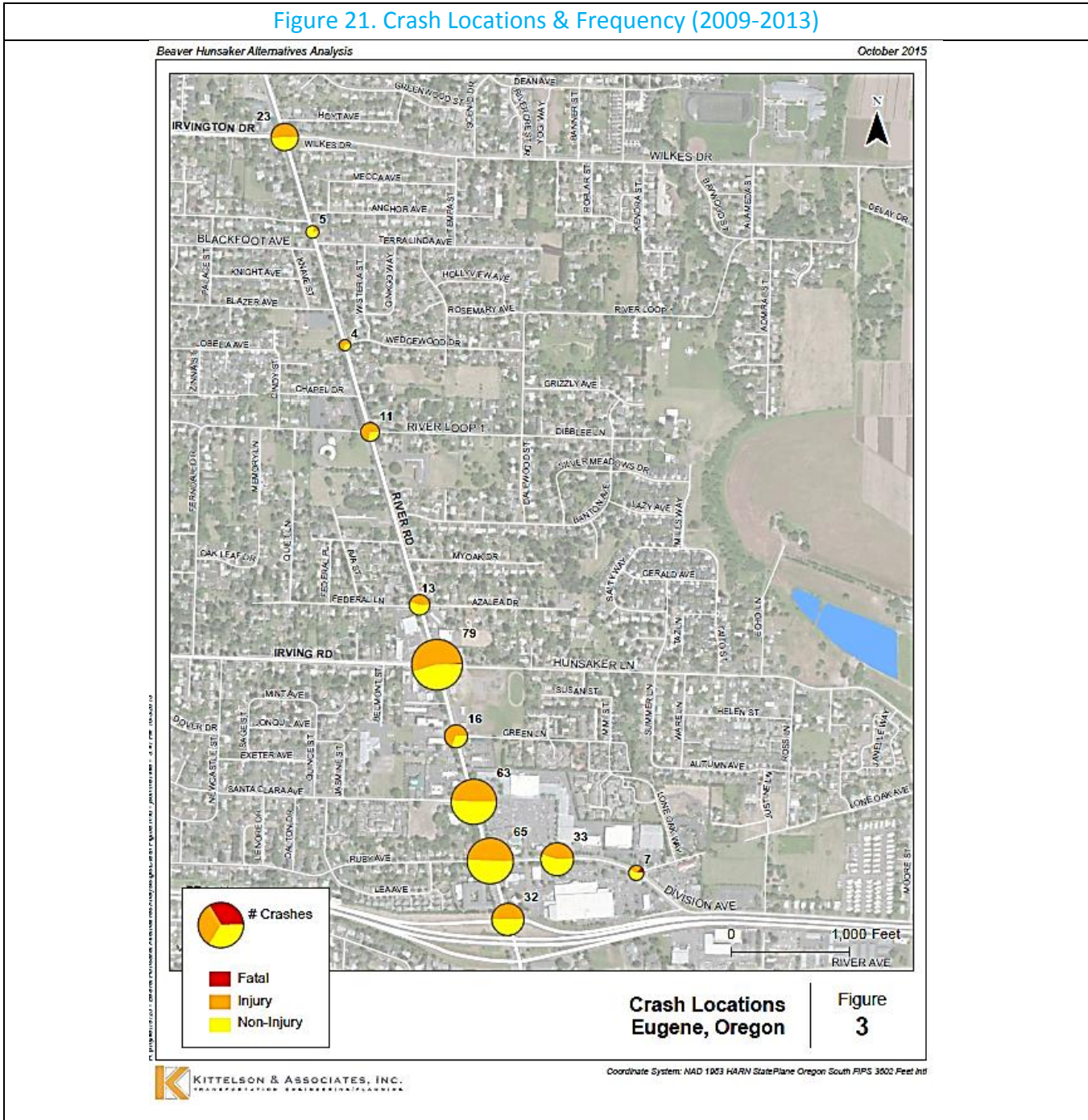
Figure 20. Future Traffic Volume-to-Capacity Estimates (2035)



Safety Analysis

ODOT provided information on the reported crashes from 2009 – 2013 along key roadways in the corridor area. A summary of the frequency of crashes is shown in Figure 21. As shown, the highest frequency of crashes during this period occurred along River Road between Hunsaker Lane and the Beltline Highway. This section of River Road generally has higher volumes and more density of access points than sections to the north.

Figure 21. Crash Locations & Frequency (2009-2013)



Of the reported crashes, approximately half were classified by ODOT as involving property damage only and approximately half were classified as non-fatal injury crashes. Two fatalities were recorded (see Figure 22). These include:

- At the intersection of Hunsaker Lane/River Road, a fatal crash involving a cyclist occurred the evening of Monday, August 29, 2011 (which was noted as a clear and dry day). The crash records indicate this was a rear-end collision but did not note the participant at fault.
- At the Division Avenue/Lone Oak Avenue intersection, a fatal crash occurred in the early morning hours of Saturday, April 3, 2010. The crash records indicate that it was a rainy day and involved a fixed object collision with a tree, stump, or shrubs. Excessive speed and alcohol were also cited as factors.

Figure 22. Crash Locations & Severity by Mode (2009-2013)

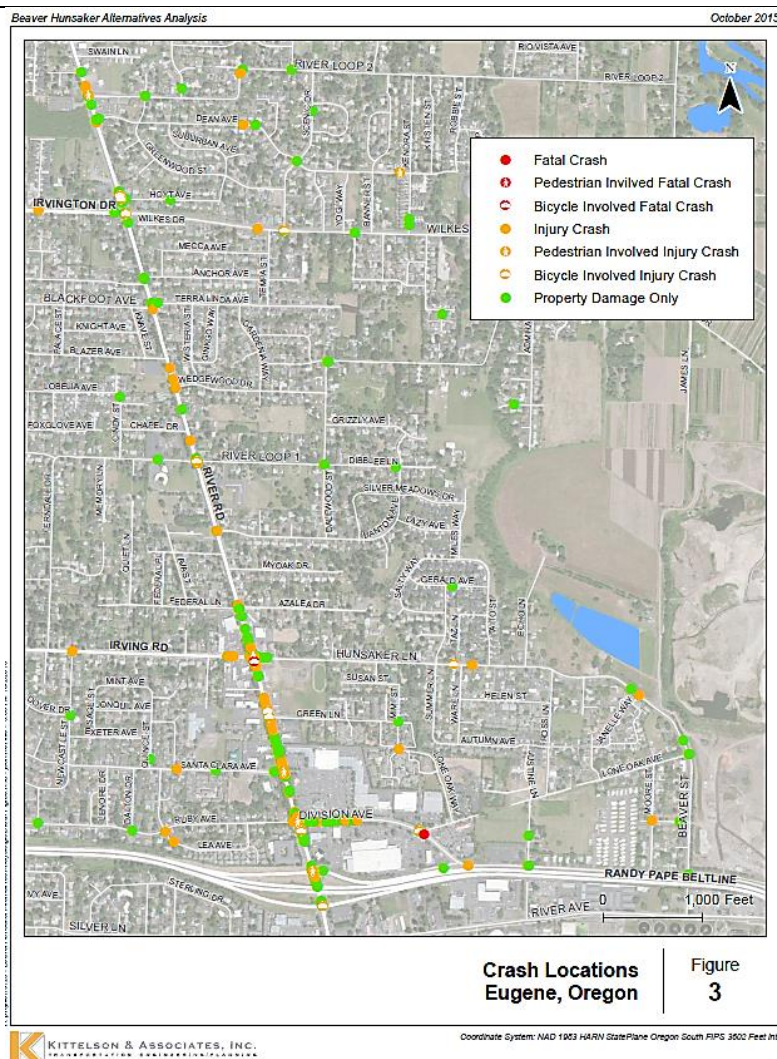
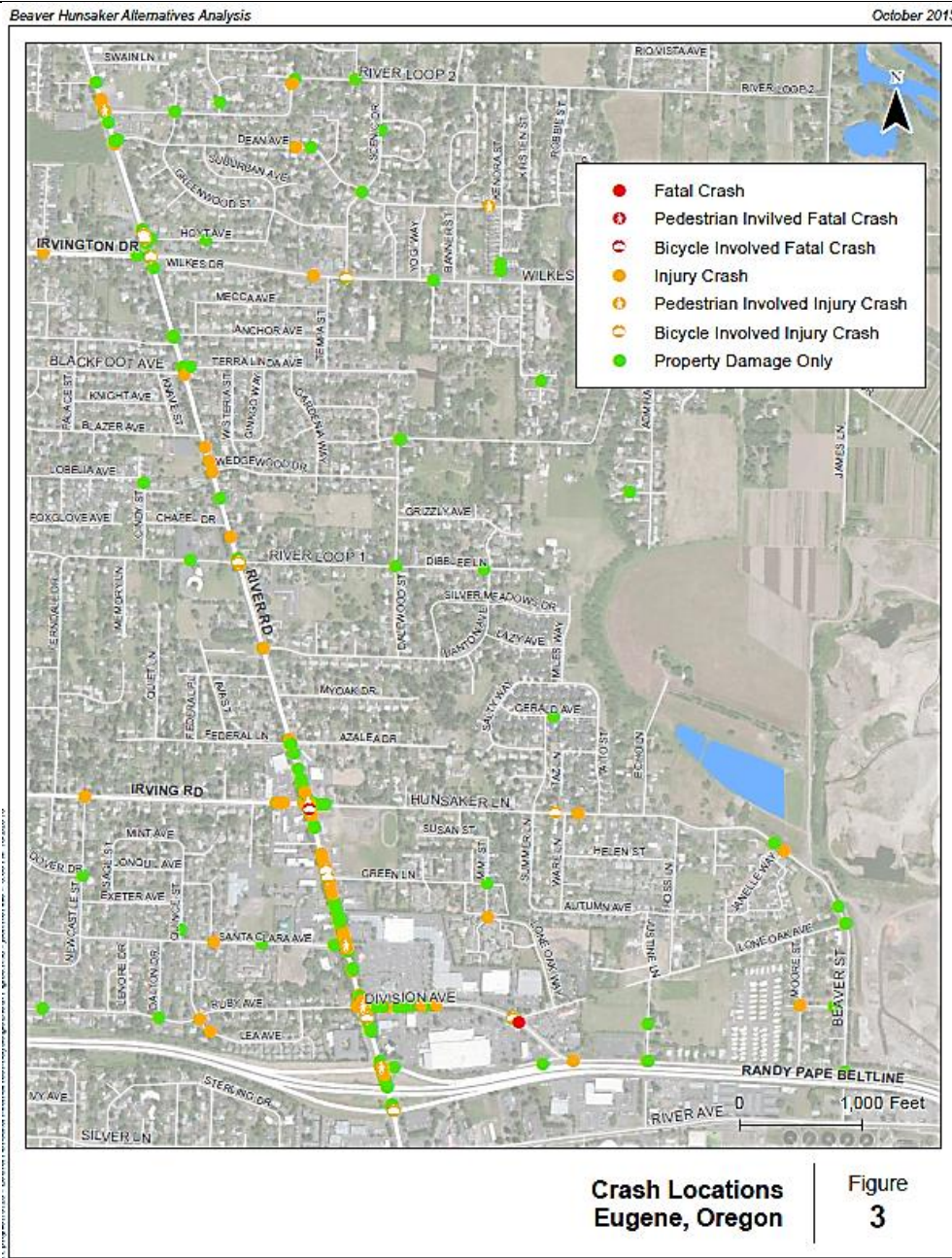


Figure 23 shows the reported crashes that involved pedestrians or bicycles within the corridor area. As shown, the majority of such crashes, including the previously discussed fatal crash involving a cyclist, occurred along River Road between Irving Road/Hunsaker Lane and the Beltline Highway. The cause of crashes varied with no apparent trends. One of the crashes was reported to involve alcohol.

Figure 23. Bike & Ped Crashes (2009-2013)



Crash Locations Eugene, Oregon Figure 3

Summary of Existing Conditions Findings

Overall, the existing conditions assessment revealed the following considerations for the alternatives development:

- *Pedestrian and Bicycle Connectivity Considerations*
 - Many of the roadways in the study area do not have pedestrian or bicycle facilities. Integrating an on-street system with an off-street system can provide multimodal options for travel for users of all ages and abilities. Providing pedestrian and bicycle connections between the homes in the study area and the parks planned adjacent to the Madison Middle School, Lone Oak Park and Terra Linda Park as well as to the commercial areas and to the future transit station, will help provide a more complete neighborhood.
 - Any future pedestrian and bicycle connections should be coordinated with the 4J school district and the Safe Routes to Schools program.
 - The Eugene Trails Plan identifies a neighborhood greenway system in which the transportation system is part of the recreational experience with wider planter strips and sidewalks.
 - The Rivers-Ridges project identified an off-street trail along the west bank of the Willamette River that could be integrated as part of a future pedestrian and bicycle system in the study area.
 - Enhancing/extending the existing shared-use path that terminates at Division Avenue will provide additional connectivity between the neighborhoods both north and south of the Beltline Highway.
 - There may be an opportunity to provide pedestrian and bicycle connectivity through the Delta Sand and Gravel property.
- *Regulatory Review Considerations*
 - Any new roadways contemplated outside of the Eugene UGB would be subject to the goal exception analyses required by OAR 660-012-0065(h). New pedestrian and bicycle facilities outside the UGB would not be subject to the OAR requirements.
 - As part of the detailed design of study recommendations, a more detailed review of the natural resource impacts may need to be conducted. In particular, wetland and floodplain impacts may need further review.
- *Transit Considerations*
 - LTD is contemplating moving their existing transit station south of the Beltline Highway to the property located to the southeast of the Hunsaker Lane/River Road intersection.

Lane County should collaborate with LTD and the City of Eugene to provide convenient and comfortable pedestrian and bicycle connectivity between the neighborhoods and the transit station as well as the future design of the intersection.

- *Street Considerations*

- The Beaver Street – Hunsaker Lane corridor plays a key role in implementing improvements being considered as part of both the Eugene TSP and the Beltline Facility Plan. The future construction of a local-arterial bridge could connect directly to this corridor and shape the needs of motorists, pedestrians, cyclists and transit riders in the corridor. Lane County should continue collaborate with ODOT and the City on the future efforts related to these improvements.
- Future improvements to Beaver Street – Hunsaker Lane should consider design options that help reduce vehicular speeds.
- The only roadway capacity constraints identified for both existing and year 2035 conditions occur along River Road in the south part of the study area. Any vehicular improvements should focus on providing connectivity rather than capacity needs and will likely be considered as part of the Beltline Facility Plan improvements as well.
- Many of the recorded crashes (including those involving pedestrians and cyclists) occurred along River Road between Irving Road/Hunsaker Lane and the Beltline Highway. Coordination with the city and ODOT on the Beltline NEPA efforts may help identify any improvements that may be needed.
- Any new street connectivity options should consider the needs of the undeveloped School District property south of Wilkes Drive.
- In general, the local street network lacks connectivity, with several streets terminating at property boundaries. As part of future annexation into the City and potential redevelopment, many of those properties have the potential to be further subdivided, which would eventually result in street extensions and connections.

Chapter 3 – Public Involvement

The community provided significant input on each aspect and phase of the Corridor Study. This chapter provides a summary of the community's commitment to these efforts and the feedback they provided.

A fundamental goal of the study was to arrive at a community-preferred solution for meeting the transportation needs in the Beaver Street – Hunsaker Lane corridor. The public was engaged in the process through a variety of media and outreach mechanisms, as detailed below.

Stakeholder Interviews

In August/September 2015, the County initiated the corridor study by conducting interviews with 17 representatives of the various neighborhood groups and business owners. The intent of these interviews was to understand the various perspectives on the pedestrian, bicycle, transit, vehicular, and street needs in the corridors. The interviews also highlighted potential land use considerations related to development/redevelopment opportunities in the future. These stakeholder interviews helped the County to shape the areas of technical analysis related to the existing conditions. In general, the interviews provided context on needs, opportunities and constraints associated with future improvements to explore, and to generate interest from the community on remaining engaged in the overall study process.

During this same period, County staff met with representatives of the City of Eugene, ODOT, and LTD to understand the context of this corridor study related to ongoing planning and design efforts by each agency. These meetings also led to the formation of a project management team (PMT) with agency staff from each affected jurisdiction that helped guide and review the technical aspects of all stages of the corridor study. The PMT also participated in the open houses with the community.

Neighborhood Meetings

One of the outcomes of the stakeholder interviews was the need to initiate meetings with the Santa Clara neighborhood association to obtain more detailed insights on existing needs and to get feedback on alternatives being considered. The first meeting occurred in September 2015, shortly after neighborhood board members completed their stakeholder interview with County staff. Throughout the Corridor Study, County staff maintained close connection with the neighborhood, through its representatives, to review technical analyses and potential solutions. A number of members of the neighborhood association were beneficial in helping increase the attendance at the open house for the corridor study as well.

In addition to the Santa Clara Neighborhood Association, County staff also met with the Santa Clara Community Organization throughout the process to obtain feedback, specifically targeted to the employment/commercial needs of the corridor.

Project Webpage

Throughout the process, the County updated a webpage dedicated to the study to enable interested parties to review key documents, be informed about upcoming opportunities to provide in-person

feedback and to establish a County staff member as the primary contact point for the process. Through this information, a number of interested residents and business owners contacted County staff to provide feedback independent of formal meetings or briefings.

Board of County Commissioner Briefings

Lane County Commissioner Jay Bozievich represents District 1, which includes the study area. Commissioner Bozievich was updated and consulted throughout the planning process to discuss specific opportunities and trade-offs and potential design alternatives. Commissioner Bozievich also met with neighborhood representatives to help gather additional information and attended neighborhood meetings to hear public concerns.

Interjurisdictional Meetings

County staff also presented the corridor study opportunities, trade-offs and potential design alternatives to the following partner agency groups to obtain feedback on the potential designs:

- Central Lane Metropolitan Planning Organization: Transportation Options Advisory Committee (September 10, 2015)
- Eugene Bicycle & Pedestrian Advisory Committee (September 10, 2015)
- Lane County Transportation Advisory Committee (September 23, 2015 and May 25, 2016)
- Central Lane Metropolitan Planning Organization: Metropolitan Policy Committee (June 2016)

County staff also met with LTD staff a number of times throughout the study process to understand the potential for future bus traffic on the corridor, when the local arterial bridge is constructed, and the opportunities and needs associated with the potential development of the LTD property in the southeast corner of the River Road/Hunsaker Lane intersection.

Public Workshop

Area residents participated in a public workshop in June 2016 to provide input on designs for improving the safety of Beaver Street and Hunsaker Lane. At this workshop, a series of design options were presented for feedback. At this workshop, each of these attendees provided mark-ups on the drawings illustrating the design options and completed a survey about key questions related to potential corridor solutions. At this workshop, most people support the proposed bike lanes and sidewalks as well as a bike path extension from Beaver Street to Wilkes Drive.



Public Hearing

More than 15 area residents and business owners attended the Lane County Transportation Advisory Committee (TrAC) public hearing to share their ideas, experiences, and feedback on the future changes to Beaver Street and Hunsaker Lane, as recommended in the Beaver-Hunsaker Corridor Plan. Most of the public testimony



supported the changes to improve safety for pedestrians, cyclists, and local traffic. In response to concerns about property impacts, staff confirmed that a subsequent design process would be necessary, which would involve affect property owners, to determine the alignment of several design elements, such as sidewalks, planter strips, and parking bays. In response to concerns about vehicle speeds, staff confirmed that raised pedestrian crossings and pedestrian-activated flashing beacons are part of the Plan recommendations for the Beaver-Hunsaker corridors; additional funding is needed to complete those design details, such as stormwater management, utility and driveway locations. The need for traffic calming was an emphasis in the approval recommendation by the Transportation Advisory Committee.

Other Outreach Tools

In addition to the each of the meetings, the County also provided a number of outreach materials to help provide area residents and business owners with information about the corridor study. Examples of these materials include:

- A project fact sheet with answers to Frequently Asked Questions about the project;
- Two community newsletters about the project and the results of the Public workshop
- Direct mailings to an interested parties list as well as to abutting properties and interested parties

Environmental Justice and Title VI

Environmental Justice (EJ) and Title VI focus on understanding and addressing the unique needs of different socioeconomic groups, which are vital components to effective transportation decision-making. EJ stems from Title VI of the Civil Rights Act of 1964 and subsequent legislation, particularly the 1994 Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations. The state and federal funds allocated to the study (\$174,325 of Surface Transportation Planning – Urban funds) administered through the Central Lane Metropolitan Planning Organization (MPO) require EJ and Title VI compliance. Key components of compliance include:

- Identifying the low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate and improve the public involvement process to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.

Potential environmental justice populations include myriad housing types in the area, such as: Lone Oak Assisted Living, Saint Vincent de Paul, Laurel Court Group Care, Oak Leaf, Apple Orchard Affordable Housing, Sierra Oaks Nursing Home, Cornerstone Housing, Green Leaf Village, and mobile home parks. County staff contacted each of these housing complexes via phone, email, and direct mail. Cornerstone Housing engaged in the process, meeting with staff, attending the workshop, and completing a survey indicating support for walking and biking improvements.

Summary of Key Feedback Provided through the Corridor Study

Throughout the Corridor Study public engagement efforts, the County consistently received feedback that changes are needed to improve safety, comfort and convenience for pedestrians, cyclists, traffic local to the neighborhood as well as for traffic that is using the corridor to travel between River Road and the Beltline Highway -- while at the same time, minimizing impacts to adjacent property owners and to the environment. The need for traffic calming was an emphasis in the approval recommendation by the Transportation Advisory Committee, in response to public testimony concerning vehicle speeds and volumes.



Chapter 4 – Alternatives Considered and Corridor Recommendations

This chapter describes the outcome of the planning process.

Alternatives Considered

Following completion of the existing conditions analyses and the stakeholder interviews and initial public engagement efforts, Lane County staff, in collaboration with the Corridor Study PMT, reviewed the opportunities and constraints associated with four distinct alternatives for the corridor. These concepts were shared at the June 2016 public open house as follows:

- A “Traditional Section” that complies with the existing Major Collector standards. This section would require 57 feet of right-of-way and would provide 11-foot travel lanes, sidewalks, bicycle lanes and a landscaping strip on both sides of the road along the entire corridor. This concept is reflected in Figure 24.
- A “Constrained Right-of-Way” section that would require 46 feet of right-of-way and would provide 10-foot travel lanes, sidewalks, and bicycle lanes on both sides of the road along the entire corridor. This concept is reflected in Figure 25.
- A “Green Street” section that would require 60 feet of right-of-way and would provide 10-foot travel lanes, sidewalks, bicycle lanes and a rain garden on both sides of the road along the entire corridor. This concept is reflected in Figure 26.
- A “Constrained Multi-Use Path” section that would require 49 feet of right-of-way and would provide 11.5-foot travel lanes, sidewalk on one-side of the roadway and a rain garden and multi-use path on the other side of the roadway along the entire corridor. This concept is reflected in Figure 27.

Figure 24. Traditional Section

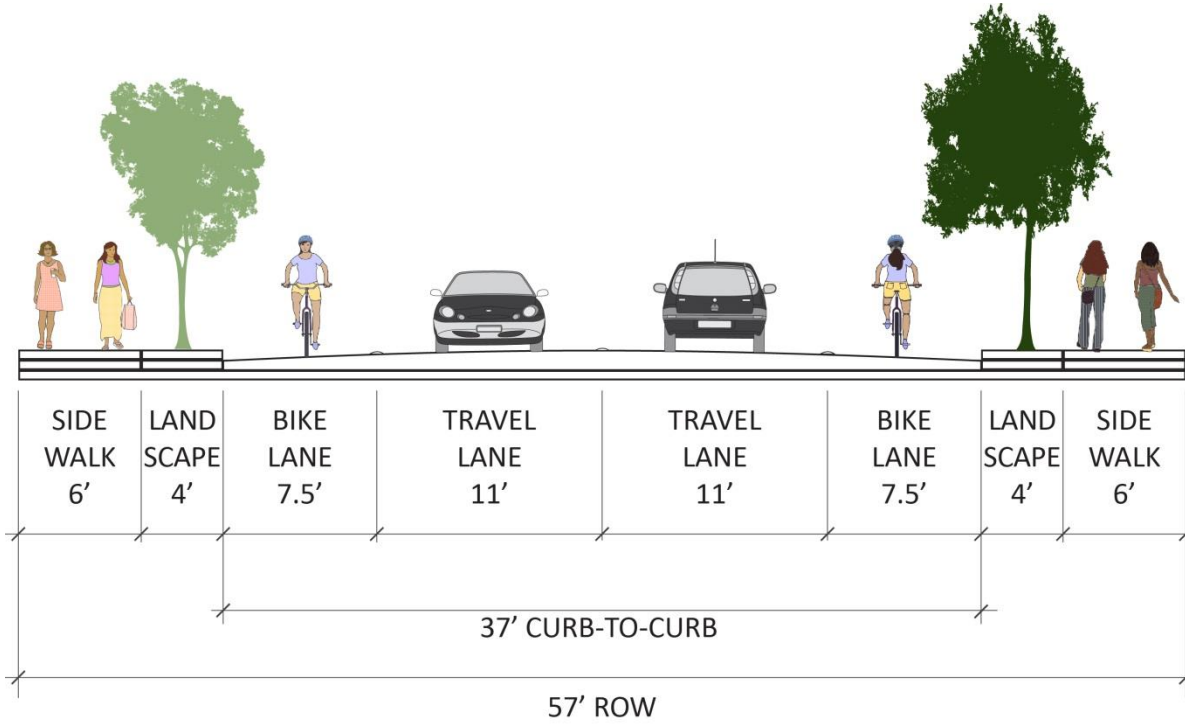


Figure 25. Constrained Right-of-Way

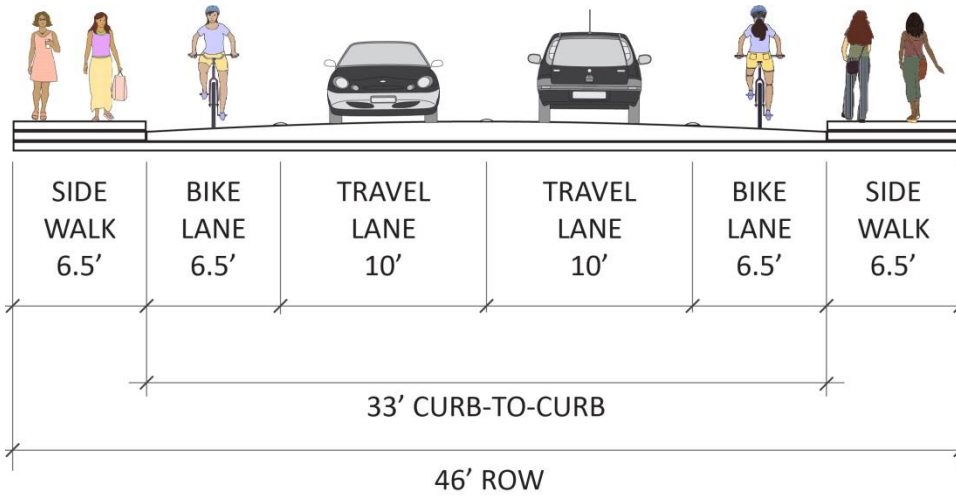


Figure 26. Green Street

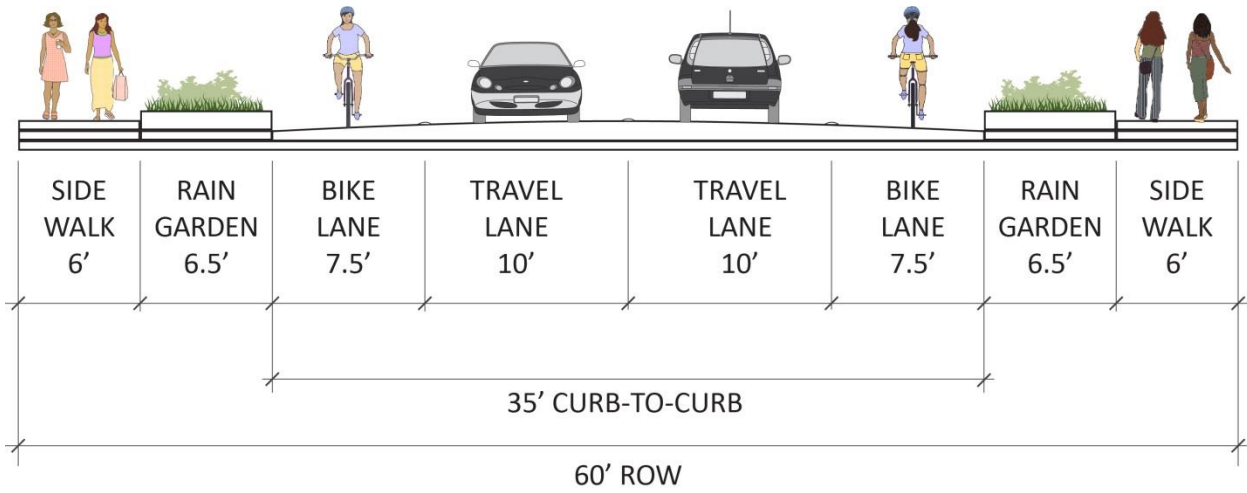
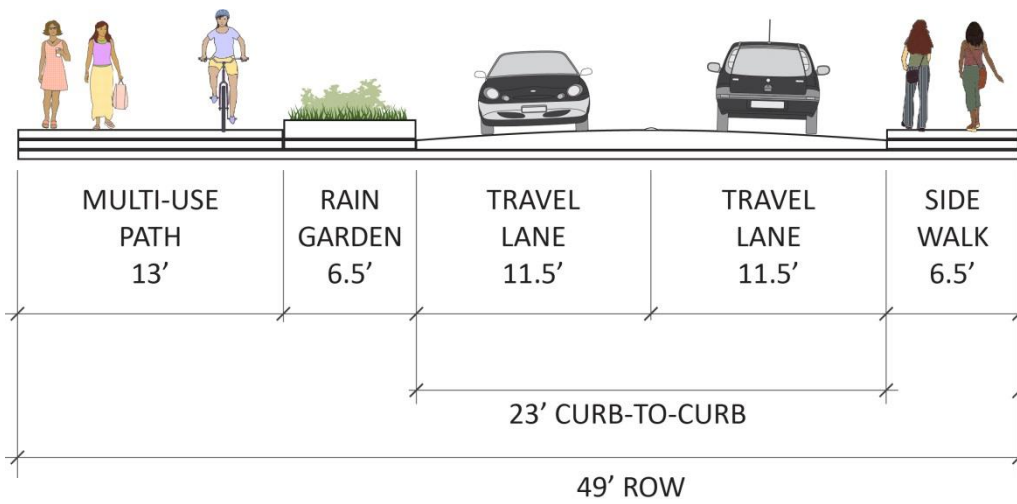


Figure 27. Constrained Multi-Use Path



Recommendations

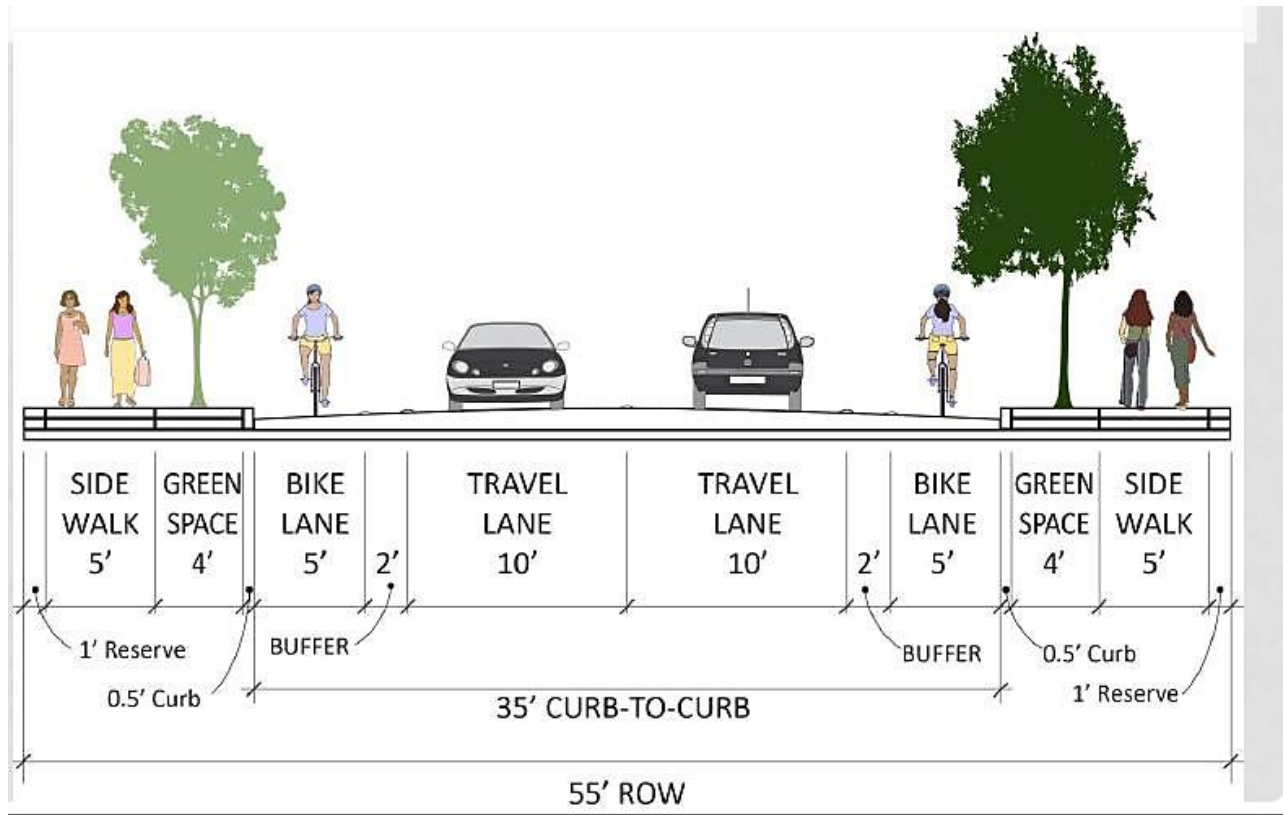
The Beaver-Hunsaker corridor is serving many roles, as expected for its “Major Collector” designation, which includes providing through travel and access to abutting properties. Sidewalks and bike lanes are expected on all collector streets. The lack of sidewalks and bike facilities -- as well as the speed of vehicles -- contributes to an environment that the County and the neighborhood want to see improved. As such, this Plan recommends changes to the corridor that include: the provision of sidewalks, bicycle lanes, multi-use pedestrian/bicycle paths; improved pedestrian crossings at key locations within the corridor; and reducing travel lanes and vehicle speeds throughout the corridor. These recommendations are intended to meet the needs of all users (including the vulnerable and disadvantaged population), minimize impacts to properties and the environment, reduce vehicle speeds, and meet the long-term vehicular travel demand in the corridor.

This Plan recommends the following design concepts, based on the culmination of technical analysis and public involvement:

- **Hunsaker Lane:** A modified constrained right-of-way concept, as reflected in Figure 28.
- **Beaver Street:** A modified constrained multi-use concept, as reflected in Figure 29.
- **A new multi-use path along the UGB** to connect Beaver Street and Wilkes Drive, as reflected in Figure 30.

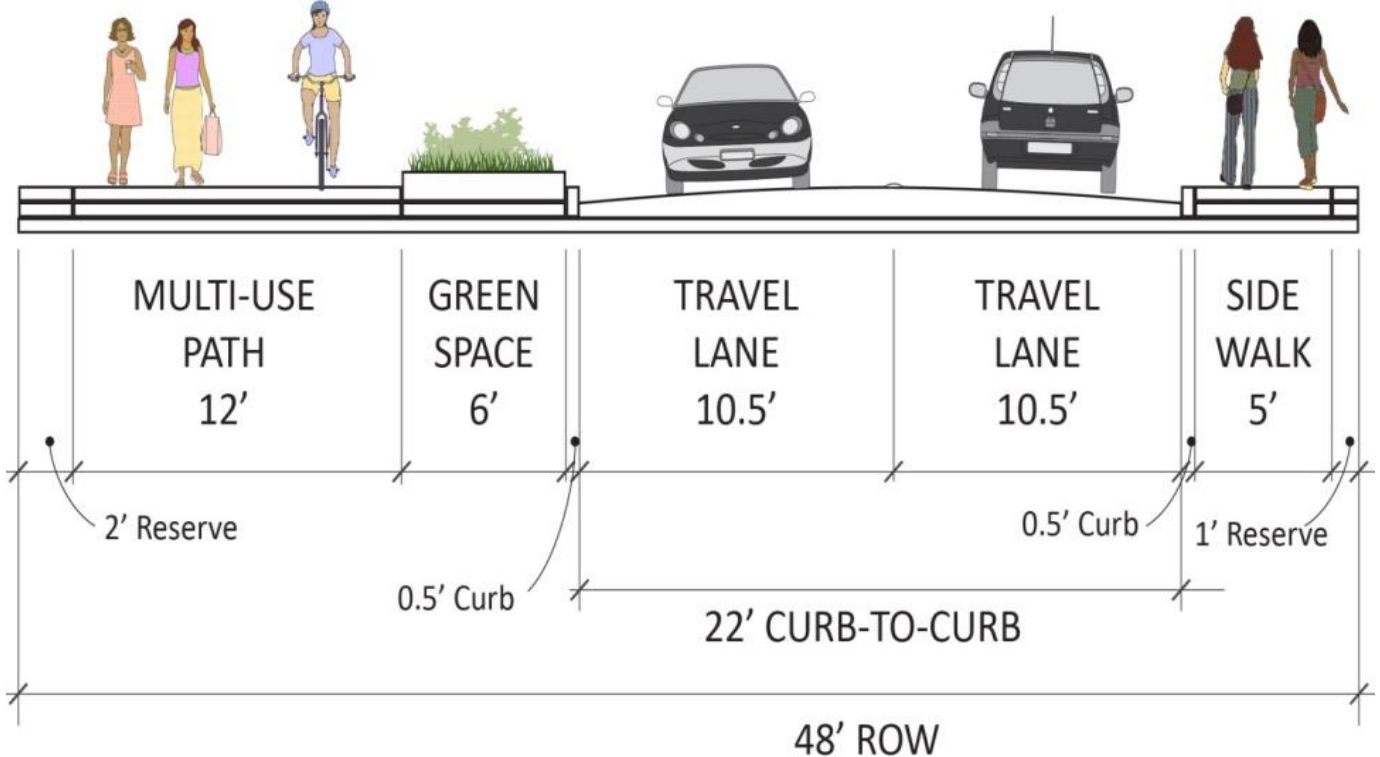
Additional details regarding these recommendations are provided following the figures shown below. These recommendations are design concepts that need to be further refined, which is pending additional funding and public engagement.

Figure 28. Recommendation for Hunsaker Lane



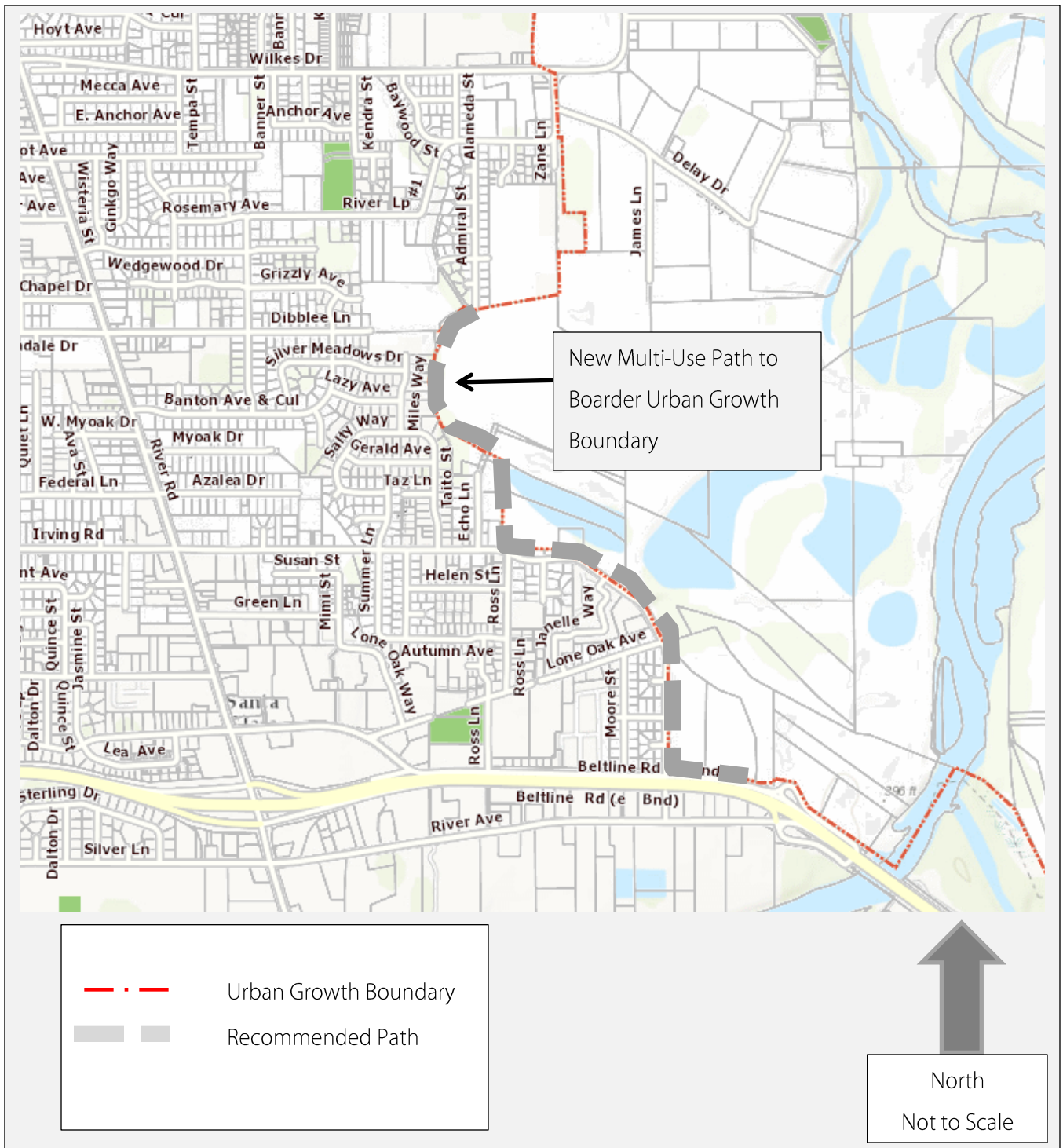
For Hunsaker Lane, sidewalks and bike lanes are recommended on both sides of the street. This is to address the anticipated demand for walking and bicycling facilities along this corridor, particularly to connect the residences that line both sides of the street to the proposed transit station and the existing neighborhood commercial uses on each side of the street at the intersection with River Road. The design recommendation includes a green space to provide a buffer for pedestrians, which could be used for tree plantings and/or stormwater infiltration. While the neighborhood generally supported the concept, several adjacent property owners objected to the green space due to additional property impacts and future maintenance concerns. The green space may be substituted with parking bays or omitted – depending on a subsequent design process which will refine these details with property owners, based on reasonable criteria for minimizing property impacts. For the most part, the recommended design would fit within the existing right-of-way width; under current conditions, there are several private property encroachments within the existing right-of-way. Based on preliminary data, there are only about four properties from which additional six feet right-of-way width would be needed. Right-of-way needs may vary depending on the future design refinement process.

Figure 28. Recommendation for Beaver Street



For Beaver Street, the design recommendation links the corridor to the existing pedestrian and bicycle path along Division Avenue by creating a new pathway adjacent to the Delta Sand and Gravel property. Sidewalks are provided only on the south/west side of the street for the following reasons: to emphasize use of the multi-use path on the north/east side of the street; in recognition that an unbalanced right-of-way need on the north/east side would come from Delta Sand and Gravel, which has indicated support for the path; in acknowledgement that southbound traffic volumes are significantly lower, in which case a buffered bike lane and setback sidewalk would not be as essential to ensure bicycle and pedestrian safety; and to minimize land impacts, particularly an open drainage ditch and transmission lines. The design solution also recognizes the potential to add a north-south off-street pathway from the corridor north to Wilkes Drive. In particular, the design recommends narrowing the existing travel lanes and keeping the roadway to one travel lane in each direction. This is especially important to the neighborhood with regard to ODOT's proposed improvements to Beltline, which could include a new street connecting to Beaver Street. Additional design work is needed to determine the location and type of connection (e.g. a roundabout may be possible) and the transition to this recommended design. In particular, Beaver Street is not envisioned to be widened to accommodate additional travel lanes.

Figure 30. Multi-Use Path for Beaver-Wilkes



New Multi-Use Path for Beaver-Wilkes

The County's technical work revealed that a new north-south street between Beaver Street and Wilkes Drive would not be supported by state law concerning transportation facilities outside urban growth boundaries (see details below). Instead, a new multi-use path is recommended, which is allowed by state law. The path would extend the existing path on Division Avenue to the north, along the north/east side of Beaver Street and the west side of Delta Sand and Gravel, generally east of the urban growth boundary, to Admiral Street, for an eventual connection to Wilkes Drive. North of Wilkes Drive is Madison Middle School and City parkland, both of which have a high demand for walking and bicycling trips. The Santa Clara Neighborhood Organization has been working with Delta Sand and Gravel to clear the area for the future path. Throughout the planning process, Delta has indicated support for the path and a willingness to provide the additional land needed for constructing the path. Details of the path design and alignment require additional work with Delta Sand and Gravel.

Alternatives Considered but Not Recommended

As part of the Corridor Study, community members requested evaluation of a street connection between Beaver Street and Wilkes Drive. This type of connection would occur outside of the existing UGB for the City. After performing an in-depth analysis of local, state and federal policies and requirements, the PMT concluded that a street of this nature was not feasible and consistent with these requirements. Instead, the PMT and the public agreed that a pedestrian-bicycle path should be constructed outside the UGB to connect cyclists and pedestrians between the two corridors. More detail on this review is provided below.

Land Use and Natural Resource Context

The potential Beaver Street – Wilkes Drive corridor is generally located outside the urban growth boundary (UGB). As discussed in Chapter 2 of this study, the lands east of the UGB in this area are designated for agricultural use and are protected by Statewide Planning Goal 3. These agricultural lands are predominantly high-value farmland soils (Class 1), which is the highest priority for retention.

It may be helpful to note that the City of Eugene is not considering these lands in any future UGB expansion scenario (i.e. the 20-year supply for Envision Eugene and the 50-year reserve analysis) in order to protect these high value resources.

Another point to note is that the lands surrounding the UGB in this area are within the floodplain. Although development is currently allowed in the floodplain, subject to special development standards, state and federal requirements are expected to become more stringent in the future. The open waterway that follows the UGB is a protected Goal 5 Natural Resource.

Transportation Improvements on Rural Lands

Oregon's Transportation Planning Rule (TPR) contains specific provisions for transportation improvements on rural lands. These are documented in Oregon Administrative Rule (OAR) 660-012-0065 and 660-012-0070. The state reviews all proposed Goal Exceptions for adherence to these

criteria. However, it is important to note that OAR 660-012-0065 does allow the provision of bikeways, footpaths and recreational trails outside the UGB without a Goal Exception. Otherwise, the OAR is specific that any other transportation improvements are subject to a limited set of conditions; a new road "...serving local travel needs shall be limited to that necessary to support rural land uses..." (Subsection 3o). Any roadways serving urban land uses are subject to the criteria in OAR 660-012-0070.

Neither the Eugene TSP nor TransPlan provide the policy justification for providing a roadway outside the UGB to serve urban uses as required by OAR-660-012-0070. Both of these Plans have strong policy language prioritizing multimodal projects and better management of the existing system first and foremost. Further, both the Eugene TSP and the Beltline Facility Plan identify River Road to the north of Hunsaker as operating within applicable performance standards through the year 2035. Both do identify the potential need to add vehicular capacity at the River Road/Hunsaker Lane intersection (likely through turn lanes). However, this need does not extend to the north.

Instead, as properties continue to develop within the UGB in this area, local connectivity needs can be addressed as part of provision of new streets to serve the new and existing neighborhoods within the UGB.

Next Steps

This Plan is intended to provide some certainty to area residents and affected property owners about the future of the corridors, particularly given the number of concurrent planning efforts underway by ODOT and LTD. Adoption of this Plan by the Lane County Board of Commissioners will provide direction to staff to continue to pursue implementation of the designs recommended in the Plan. This pursuit most immediately involves the need to secure additional funding to complete the design and construct the improvements. The funding has not yet been determined, but Lane County will pursue state, federal, and regional funding sources.



DATE: March 11, 2016

TO: Commissioner Jay Bozievich, West Lane District 1

FROM: Becky Taylor, Senior Transportation Planner, Lane County
Julia Kuhn, PE, Senior Principal, Kittelson & Associates, Inc.
Stephen Vorhes, County Counsel

SUBJECT: BEAVER-WILKES CONNECTION

As part of the continuing review and development of the Lane County Transportation System Plan (LCTSP) and other Metro and regional transportation plans, staff has performed additional research related to the Statewide Planning Goal requirements for urban transportation facilities outside urban growth boundaries (UGBs). Specifically, we have developed the following information that may assist you in discussions with your constituents related to the likelihood of receiving state approvals for a new street connection between Beaver Street and Wilkes Drive outside of the UGB. This memo describes the State's Goal Exception requirements and how we believe that a new street connection might/might not comply with these requirements.

Land Use and Natural Resource Context

The potential Beaver-Wilkes corridor is generally located outside the UGB. The corridor is identified in TransPlan and the LCTSP as a future roadway project not planned for construction during the 20-year planning period. Future roadway projects are shown on an illustrative map, which states: "The map reflects the general location of future projects...and should be used for reference only." As shown in Figure 1, the lands east of the UGB in this area over which the project is proposed are designated for agricultural use and are protected by Statewide Planning Goal 3. These agricultural lands are predominantly high-value farmland soils (Class 1), which is the highest priority for retention. It may be helpful to note that the City of Eugene is not considering these lands in any future UGB expansion scenario (i.e. the 20-year supply for Envision Eugene and the 50-year urban reserve analysis) in order to protect these high value agricultural resources, as well as potential mineral and aggregate resources in the same area.

Another point to note is that the lands surrounding the UGB in this area are within the floodplain. Although development is currently allowed in the floodplain, subject to special development standards, state and federal requirements are expected to become more

stringent in the future. The open waterway that follows the UGB is a protected Goal 5 Natural Resource in the Metro Plan.

Transportation Improvements on Rural Lands

Oregon’s Transportation Planning Rule (TPR) contains specific provisions for transportation improvements on rural lands. These are documented in Oregon Administrative Rule (OAR) 660-012-0065 and 660-012-0070. The state reviews all proposed Goal Exceptions for adherence to these criteria and other relevant statutory or administrative rule requirements. To assist in your discussions with constituents, we have outlined each of the TPR criteria and how the Project Management Team (PMT) believes that the Beaver-Wilkes corridor might/might not comply and areas where we’d need additional research to address the relevant issue.

It is important to note that OAR 660-012-0065 *does* allow the provision of bikeways, footpaths and recreational trails outside the UGB without a Goal Exception. Otherwise, the OAR is specific that any other transportation improvements are subject to a limited set of conditions; a new road “...serving local travel needs shall be limited to that necessary to support rural land uses...” (Subsection 3(o)). Any roadways serving urban land uses are subject to the criteria in OAR 660-012-0070.

As an aside, in the Coburg TSP co-adoption process, the city presented a conditional provision assuming the proposed UGB was not upheld by the state. In this case, the City requested an east-west connector roadway whose provision would be dependent on either: (a) application for and approval of a Goal Exception enabling an urban facility outside the UGB; or (b) demonstration that the facility would only serve rural land uses. The Board directed Lane County staff to determine if there is a rural need (e.g. for freight and emergency access, which would be allowed on rural lands) instead of an urban need (e.g. city traffic, which would require an exception on rural lands) for this corridor. This work is being done as part of Lane County’s TSP Update process.

Exceptions for Transportation Improvements on Rural Land

The following matrix highlights the provisions from OAR 660-012-0070 that must be addressed as part of any Goal Exception proposal and how the PMT views that a Beaver-Wilkes corridor street outside the UGB might/might not meet these. We have also noted areas where additional research would likely be needed to address the criteria. Please note that any Goal Exception proposal requires that Lane County “provide facts and reasons supported by substantial evidence in the record of the local exceptions proceeding.” The matrix is intended to be a framework to help determine if this substantial evidence may/may not be available.

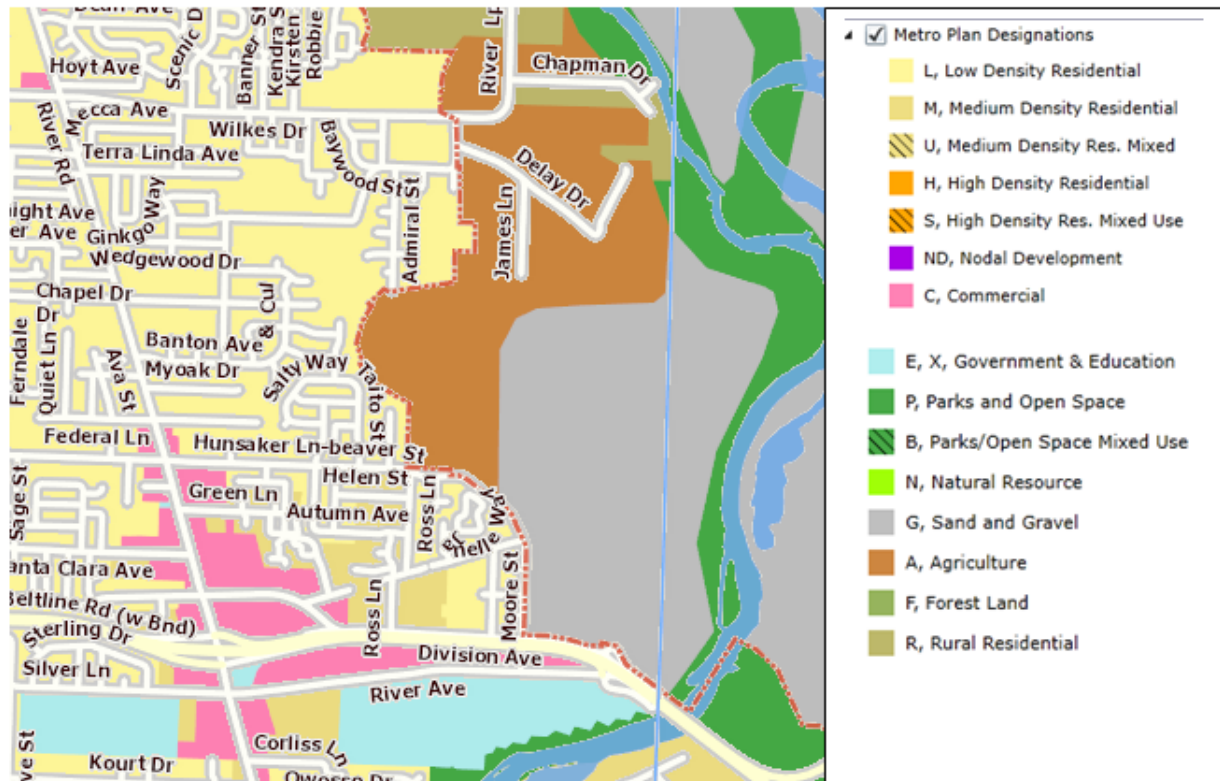
OAR 660-012-0070 subsections critical to an exception	Staff Response
Subsection (4) The exception shall provide reasons justifying why the state policy in the applicable goals should not apply. Further, the	This provision requires that the State, Regional, County and/or City TSP provide the justification for the Goal Exception. It further

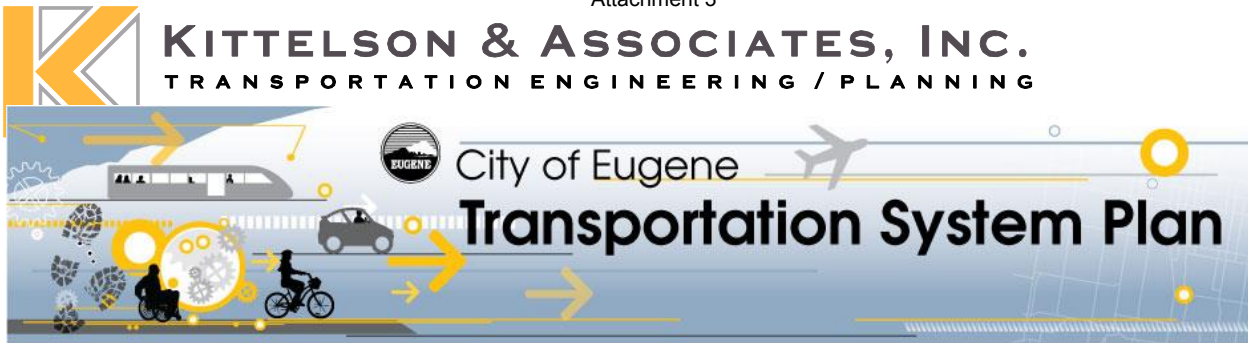
<p>exception shall demonstrate that there is a transportation need identified consistent with the requirements of OAR 660-012-0030 which cannot reasonably be accommodated through one or a combination of the following measures not requiring an exception:</p> <ul style="list-style-type: none"> a) Alternative modes of transportation; b) Traffic management measures; and c) Improvements to existing transportation facilities. 	<p>requires investment in existing infrastructure, the provision of multimodal facilities and the implementation of Transportation Demand Management (TDM) and Transportation System Management Operations (TSMO) strategies prior to considering any new road outside the UGB.</p> <p>In the case of Beaver-Hunsaker, neither the draft Eugene TSP nor TransPlan provide the policy justification for providing a roadway outside the UGB to serve urban uses. Both have strong policy language prioritizing multimodal projects and better management of the existing system first and foremost. Further, both the Eugene TSP and the Beltline Facility Plan identify River Road to the north of Hunsaker as operating within applicable performance standards through the year 2035. Both do identify the potential need to add vehicular capacity at the River Road/Hunsaker intersection (likely through turn lanes). However, this need does not extend to the north.</p> <p>We believe that the existing and proposed policies as well as the technical transportation analysis provided on various efforts to-date would not provide the substantial evidence needed to address compliance with these criteria.</p>
<p>Subsection (5): The exception shall demonstrate that non-exception locations cannot reasonably accommodate the proposed transportation improvement or facility. The exception shall set forth the facts and assumptions used as the basis for determining why the use requires a location on resource land subject to Goals 3 or 4.</p>	<p>As noted above, no determination of need to support a roadway outside the UGB has been established in the ongoing planning efforts. As properties continue to develop within the UGB in this area, local connectivity needs can be addressed as part of provision of new streets to serve the new and existing neighborhoods within the UGB.</p>
<p>Subsection (6): To determine the reasonableness of alternatives to an exception under sections (4) and (5) of this rule, cost, operational feasibility, economic dislocation</p>	<p>This provision is only applicable if we were able to identify an alternative outside the UGB that could meet the exception criteria through the provision of substantial evidence. If we</p>

<p>and other relevant factors shall be addressed.</p>	<p>were to identify such an alternative, we would need to provide a detailed evaluation on why the existing infrastructure and policies do not address a determined need. We would also need to perform a detailed comparison of cost, operational feasibility, economic impacts and other relevant factors determined applicable between the proposed roadway outside the UGB and those options available within the UGB to serve the same purpose.</p>
<p>Subsection (7): The exception shall:</p> <p>(a) Compare the long-term economic, social, environmental and energy consequences of the proposed location and other alternative locations requiring exceptions. The exception shall describe the characteristics of each alternative location considered by the jurisdiction for which an exception might be taken, the typical advantages and disadvantages of using the location for the proposed transportation facility or improvement, and the typical positive and negative consequences resulting from the transportation facility or improvement at the proposed location with measures designed to reduce adverse impacts;</p> <p>(b) Determine whether the net adverse impacts associated with the proposed exception site, with mitigation measures designed to reduce adverse impacts, are significantly more adverse than the net impacts from other locations which would also require an exception. A proposed exception location would fail to meet this requirement only if the affected local government concludes that the impacts associated with it are significantly more adverse than the other identified exception sites. The exception shall include the reasons why the consequences of the needed</p>	<p>The Beaver-Wilkes corridor would be located on resource lands, thus requiring analysis and a determination of the least productive lands and a review of alternative locations. As noted above, the agricultural lands that a proposed corridor would traverse contain Class 1 soils, which are the most productive. In addition to the surrounding farmlands, there are known potential gravel resource lands in the area and the ability to sustain these resources and the long-term economic impact of the general area would need to be considered. This is a criterion in which additional research is needed to provide the level of detail necessary to demonstrate a roadway outside the UGB would not adversely impact prime farmlands or the known potential gravel resource lands.</p>

<p>transportation facility or improvement at the proposed exception location are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed location. Where the proposed goal exception location is on resource lands subject to Goals 3 or 4, the exception shall include the facts used to determine which resource land is least productive; the ability to sustain resource uses near the proposed use; and the long-term economic impact on the general area caused by irreversible removal of the land from the resource base</p>	
<p>Subsection (8) The exception shall: (c) Adopt as part of the exception, facility design and land use measures which minimize accessibility of rural lands from the proposed transportation facility or improvement and support continued rural use of surrounding lands.</p>	<p>This section is established to ensure that the provision of a roadway outside the UGB does not facilitate access to rural lands and increase the likelihood of future requests to bring additional lands into the UGB so as to avoid further degradation of Goal 3 or Goal 4 resource lands. Any new roadway would be unable to facilitate local connectivity and would need to be access controlled along its entire length outside the UGB. These requirements may be counter to the local residents' desires to increase connectivity in this area.</p>

Figure 1:
Excerpt of Metro Plan Land Use Designations Map (2004 Update)





DRAFT TECHNICAL MEMORANDUM

Eugene Transportation System Plan

Future Conditions Results - Build Scenario

Date: January 22, 2015 Project #:10296
To: Eugene PMT
Kurt Yeiter, City of Eugene
Cc: Kristin Hull, CH2M Hill
From: Julia Kuhn, Matt Kittelson & Ashleigh Griffin, Kittelson & Associates, Inc.

This technical memorandum presents the year 2035 “build analyses” for the Eugene Transportation System Plan (TSP). The enclosed analyses relate primarily to the quality of service experienced by vehicular traffic. The future needs of “active modes” are addressed in separate documents. The build analyses incorporate the assumptions outlined below.

- The City and Region will continue to see growth in employment and population over the next twenty years consistent with Envision Eugene (and the soon-to-be adopted Comprehensive Plan), and the Springfield and Coburg Comprehensive Plans. Additionally, growth in statewide traffic will continue to occur consistent with the Oregon Transportation Plan.
- The City will expand its Urban Growth Boundary (UGB) to accommodate additional growth in population and employment over the next twenty years. This UGB expansion will be incorporated into the soon-to-be adopted Comprehensive Plan.
- Regional growth in population and employment will be supported by the transportation system programs, policies and projects reflected in Springfield’s TSP as well as the following categories of transportation system projects in Eugene:
 - *Projects to be completed within 20 years* – frequent transit service improvements including corridor improvements on six key arterials in the city, urbanization of key existing collector and arterial streets to provide for multimodal travel, construction of a local bridge to the north of the Randy Pape Beltline near River Road, roadway capacity improvements at a small number of locations, passenger rail

improvements at the Eugene Station, and two new roadways in the Clear Lake UGB expansion area.

- *20-year Pedestrian and Bicycle System Improvements* – this category incorporates continued implementation of the City’s Pedestrian and Bicycle Master Plan. The primary elements of the Master Plan will become part of Eugene’s TSP.
- *Projects to Complete Upon Development* – those that are likely needed as new neighborhoods and employment areas develop or redevelop. The timing of these projects is uncertain and they are unlikely to be advanced by the city in the absence of specific private development activities. Typically, these projects address only localized multimodal transportation needs associated with newly developing or redevelopment areas.
- *Operational Projects* – those that are needed at specific intersections and/or corridors to improve the quality of service provided to all modes. This may include the use of technology, implementation of Transportation System and Management Options (TSMO) strategies, signal corridor timing strategies, etc.

The TSP identifies a series of projects for future study to determine when and if a specific multimodal system improvement is needed to address a future deficiency. These projects are not included in the 2035 travel demand model.

TRAFFIC VOLUME DEVELOPMENT AND OPERATIONS ANALYSES

Based on estimates of future job and household growth, LCOG developed traffic volume forecasts for the city’s collector and arterial street system, using an emme travel demand model. Based on information obtained from LCOG, coupled with measured traffic counts at intersections and roadways within the city, Kittelson & Associates, Inc. (KAI) developed year 2035 intersection and roadway volumes using a procedure consistent with guidance from ODOT’s Analysis and Procedures Manual (APM).

The existing conditions and No Build memorandums prepared for the TSP included analyses of 50 intersections throughout the city. The build analysis includes evaluation of these same intersections plus 12 additional intersections previously analyzed as part of the Beltline Facility Plan. The build analysis compares the expected intersection performance to adopted city and state standards. KAI conducted this analysis in a manner consistent with the methodologies outlined in the Highway Capacity Manual and guidance provided in ODOT’s APM.

The year 2035 intersection operations are shown in Table A in the Appendix and illustrated in Figures 1 (No Build) and 2 (TSP Projects). Within the figures, those locations whose performance meets city and state standards are colored as green; locations where the city and state standards are not met are shown as red. Specific findings regarding the analysis are discussed below.

Figures 1 and 2 also include a comparison of the year 2035 traffic demand to capacity for individual arterial and collector streets within the city based on the three categories:

- Streets that operate “well” – the vehicular demand is less than 80 percent of the capacity. These streets are shown in green in the figures.
- Streets that are “nearing capacity” – the vehicular demand is between 80 and 100 percent of the capacity. These streets are shown in yellow in the figures.
- Streets that are “over capacity” – the vehicular demand exceeds the capacity, which is shown in red on the figures.

In reviewing the figures, it is helpful to note that the corridor analyses consider a full hour of traffic demand (based on direct model output) during the weekday commute period. In looking at a full hour of traffic demand, the corridor analyses may not reflect some of the queuing that occurs at intersections. Conversely, the intersection analyses are based on traffic volumes that have been further refined (“post processed” from the model outputs) and reflect conditions that occur during the peak 15 minute time period. Queuing on the roadway segments leading up to intersections would be expected at those locations where intersection operations are shown to exceed standards.

SUMMARY OF NO BUILD FINDINGS

As a basis of comparison, the No Build memorandum highlighted the following key findings:

- *West 11th Avenue Corridor* – both under existing and No Build conditions, the corridor experiences congestion through much of its length and at many of its key intersections. This corridor plays an important role in both regional and statewide mobility as well as local accessibility to the downtown, University of Oregon, residential and employment areas.
- *West 18th Avenue* – under the No Build, this corridor becomes congested primarily between Bailey Hill Road and Pearl Street. This is likely attributable to the planned residential growth in this area of the city as well as diversion of traffic from the congested West 11th Avenue corridor.
- *Highway 99* – under existing and No Build, this corridor experiences congestion as it transitions into downtown Eugene. In addition, congestion occurs under both conditions at the Beltline ramp termini intersections, likely attributable in part to the commercial uses in proximity of the interchange.
- *Northwest Expressway* – for the most part, this corridor operates well under both existing and No Build conditions, with two exceptions; the areas adjacent to and at the Beltline ramp termini as well as to River Road are expected to experience congestion in the future.
- *River Road* – Under the No Build, this corridor is expected to experience congestion between Irving Road and River Avenue as well as at and south of the intersection with the Northwest Expressway. The section between Irving Road and River Avenue will be

influenced by the improvements that result from the ongoing Beltline Facility Plan. The section south of Northwest Expressway includes a critical grade-separated crossing of the railroad that represents the only crossing for over 2.5 miles to the west, thereby serving an important role in emergency vehicle and freight and regional mobility needs.

- *6th and 7th Avenues* – this one-way street pair is expected to operate at or over capacity under No Build conditions throughout much of its length. The couplet provides an essential connection into downtown as well as for regional and local freight mobility.
- *Franklin Boulevard* – this corridor is expected to experience congestion between the downtown and I-5 under the No Build. In addition, given its role in serving accessibility to the University of Oregon (UO), will continue to experience congestion during peak event times on-campus, of which the UO employs a variety of demand-management strategies to mitigate.
- *Beltline Highway* – the corridor serves as a major connection to West Eugene as well as regional and statewide mobility and freight needs. As such, it is expected to continue to experience congestion between I-5 and Northwest Expressway. In the No Build, the section between Roosevelt Boulevard and West 11th Avenue is also expected to experience congestion. The Beltline Facility Plan outlines a variety of strategies that may be implemented over time to address the capacity and safety needs between River Road and the Delta Highway.
- *Coburg Road* – this regional corridor is expected to experience congestion in the vicinity of the Beltline Highway as well as between Harlow Road and the downtown.
- *Amazon Parkway/30th Avenue* – this corridor serves as an important connection between the downtown and residents to the south as well as to I-5 and Lane Community College (LCC) and is expected to see increasing levels of congestion.
- *River Crossings* – under the No Build, all of the vehicular crossings of the Willamette River are expected to be over capacity in Eugene and Springfield. This condition can affect emergency response routes, freight mobility and economic development and regional and local mobility and accessibility.

ANALYSIS OF THE 20 YEAR PROJECT LIST

Through input from the TCRG, regional and local stakeholders and public engagement events, the TSP includes implementation of high frequency transit on six key corridors, pedestrian and bicycle improvements, and roadway/intersections at select locations. Between now and 2035, the TSP assumes implementation of the following categories of improvements:

- Projects to be completed within 20 years;
- Pedestrian and Bicycle System improvements;

- Projects to complete upon development; and,
- Operational improvements to increase the efficiency of the existing roadway system

Many of the projects included in these lists serve primarily localized accessibility and connectivity needs. Examples of projects that provide more regional multimodal capacity as compared to the No Build include:

- Frequent transit service improvements along the following corridors:
 - West 11th Avenue, 6th Avenue and 7th Avenue EmX
 - River Road
 - Coburg Road
 - Highway 99
 - Martin Luther King Jr. Boulevard
 - 30th Avenue/Amazon Parkway
- Construction of a “local arterial” bridge and operational improvements to the Randy Pape Beltline Highway/Delta Highway ramps
- Widening of the Randy Pape Beltline Highway between Roosevelt Boulevard and West 11th Avenue and associated intersection improvements.

With all of the 20 year TSP projects in-place, the corridors highlighted under the No Build analyses are still anticipated to experience similar or slightly lower levels of congestion, as discussed below and reflected in Figure 2.

- *West 11th Avenue Corridor* – Even with the implementation of EmX, this corridor is expected to experience congestion through much of its length and at many of its key intersections.
- *West 18th Avenue* – with the TSP projects in-place, the corridor is expected to experience similar levels of congestion as seen under the No Build although it operates primarily under or near capacity.
- *Highway 99* – this corridor shows slight improvements in congestion levels as compared to the No Build. Intersection improvements, such as installation of roundabouts at the Beltline ramp termini could help mitigate localized congestion in their vicinity.
- *Northwest Expressway* – with the TSP projects, the corridor is expected to operate consistent with that seen under the No Build condition.
- *River Road* – with the TSP projects, the corridor is also expected to operate consistent with that seen under the No Build condition.
- *6th and 7th Avenues* – Even with the implementation of EmX, this couplet is expected to experience congestion through much of its length and at many of its key intersections.

- *Franklin Boulevard* – this corridor is expected to experience slight improvements in congestion levels as compared to the No Build and operate primarily under or near capacity.
- *Beltline Highway* – with the construction of the local arterial bridge and other TSP projects, this corridor could see minor improvements to congestion levels as compared to the No Build. However, much of the corridor between I-5 and the Northwest Expressway is still projected to operate at or over capacity. Widening of the corridor between Roosevelt and West 11th Avenue could enable the corridor function under capacity along this segment.
- *Coburg Road* – this regional corridor is expected to operate in a manner similar to that described in the No Build.
- *Amazon Parkway/30th Avenue* – this corridor is also expected to experience similar congestion levels as shown in the No Build.
- *River Crossings* – like the No Build, all of the vehicular crossings of the Willamette River are expected to be at or over capacity in Eugene and Springfield even with implementation of the TSP projects.

Like the corridors, many of the key intersections are expected to experience congestion and/or not meet State or City operating standards. At some of these locations, the City and/or ODOT may want to consider the adoption of alternative vehicular mobility standards and/or level of service standards in attempts to balance multimodal quality of service and adjacent land use needs. These are outlined below.

- *Highway 99/Randy Pape Beltline westbound ramp terminus* – this signalized intersection is projected to operate at a level of service (LOS) “B” and a volume-to-capacity ratio (v/c) of 0.91, exceeding ODOT’s mobility standard of 0.85 but still operating well within city LOS standards.
- *Roosevelt Boulevard/Randy Pape Beltline* – even with significant widening of the intersection approaches, the intersection is projected to operate at LOS “E” and a volume-to-capacity ratio of 0.93.
- *Roosevelt Boulevard/Highway 99* – if a second northbound left-turn is added, the intersection is projected to operate at LOS “E” and a volume-to-capacity ratio of 0.95. This still exceeds ODOT and City standards but still allows the intersection to operate below capacity.
- *Coburg Road/Oakway Road*– this signalized intersection is projected to operate at a level of service (LOS) “D” and a volume-to-capacity ratio (v/c) of 0.94, exceeding ODOT’s mobility standard of 0.85 but still meeting city LOS standards.
- *Coburg Road/Country Club Road*– this signalized intersection is projected to operate at a level of service (LOS) “F” and a volume-to-capacity ratio (v/c) of 1.09. This intersection

would require significant reconstruction to meet standards if the traffic volumes reach the forecast year 2035 levels.

- *6th and 7th Avenue couplet intersections* – these corridors already have three to four through lanes in the east-west direction at all of the locations studied. This couplet may require additional signal timing and technological improvements to help with vehicular flow without impacting the multimodal environment.
 - Along 6th Avenue, the Garfield Street and Madison signalized intersections are projected to operate at LOS “B” and under capacity but exceed ODOT’s 0.85 mobility standard.
 - The intersection of 6th Avenue/Chambers Street is expected to operate at LOS “F” and a volume-to-capacity ratio of 1.03.
 - Along 7th Avenue, the Jefferson Street, Chambers Street, and Washington Street intersections are projected to exceed ODOT’s mobility standard of 0.85 but operate below capacity and with a LOS of “E” or better.
- West 11th Avenue – many of the intersections between Beltline Highway and Chambers Street are projected to operate at or over capacity and exceed the city’s LOS standard of “D” even with implementation of EmX. The intersection results are slightly better than the No Build. This corridor may require additional technological solutions to provide as efficient of movements for vehicles as possible while preserving the cross-section identified during the Environmental process. The projected intersection volume-to-capacity ratios are:
 - Randy Pape Beltline/West 11th Avenue = 1.45
 - S Bertleson Road/West 11th Avenue = 1.35
 - Bailey Hill Road/West 11th Avenue = 1.25
 - Seneca Road/West 11th Avenue = 1.1
 - Chambers Street/West 11th Avenue = 1.03 although the delay is associated with level of service “D”, thereby meeting city standards
- Garfield/West 13th Avenue – this intersection is forecast to operate well over capacity in its current configuration; the city may need to review alternative configurations at this location as well as potential level-of-service considerations.

In addition to the alternative standards considerations, additional analysis will be needed to determine the appropriate traffic control and lane configuration at the new local arterial bridge/Beltline Westbound off-ramp terminal/Delta Highway intersection as part of the ongoing Beltline Facility Planning efforts.

CONCLUSIONS

The City of Eugene, City of Springfield, Lane County, Lane Transit District, Central Lane MPO, and ODOT will need to continue to work together to investigate and implement future multimodal improvement projects, policies and programs that provide for a balanced transportation system. On many of the key city-wide and regional corridors, the high levels of projected vehicular travel demand will not be met by the widening of roadways. As such, the City and ODOT should consider alternative mobility and/or level-of-service standards at the locations outlined below.

State Facilities

- Consider adopting a standard of 0.99, consistent with the Portland Metro region at the following locations: Randy Pape Beltline/Highway 99 ramp termini; Randy Pape Beltline/Roosevelt Boulevard; Highway 99/Roosevelt Boulevard; Coburg Road/Oakway Road; 6th Avenue/Garfield Street; 6th Avenue/Madison Street; Chambers/7th Avenue; Jefferson/7th Avenue; and Washington/7th Avenue.
- Adopt a standard of greater than 1 at the following locations: 6th Avenue/Chambers Street; Randy Pape Beltline/West 11th Avenue.

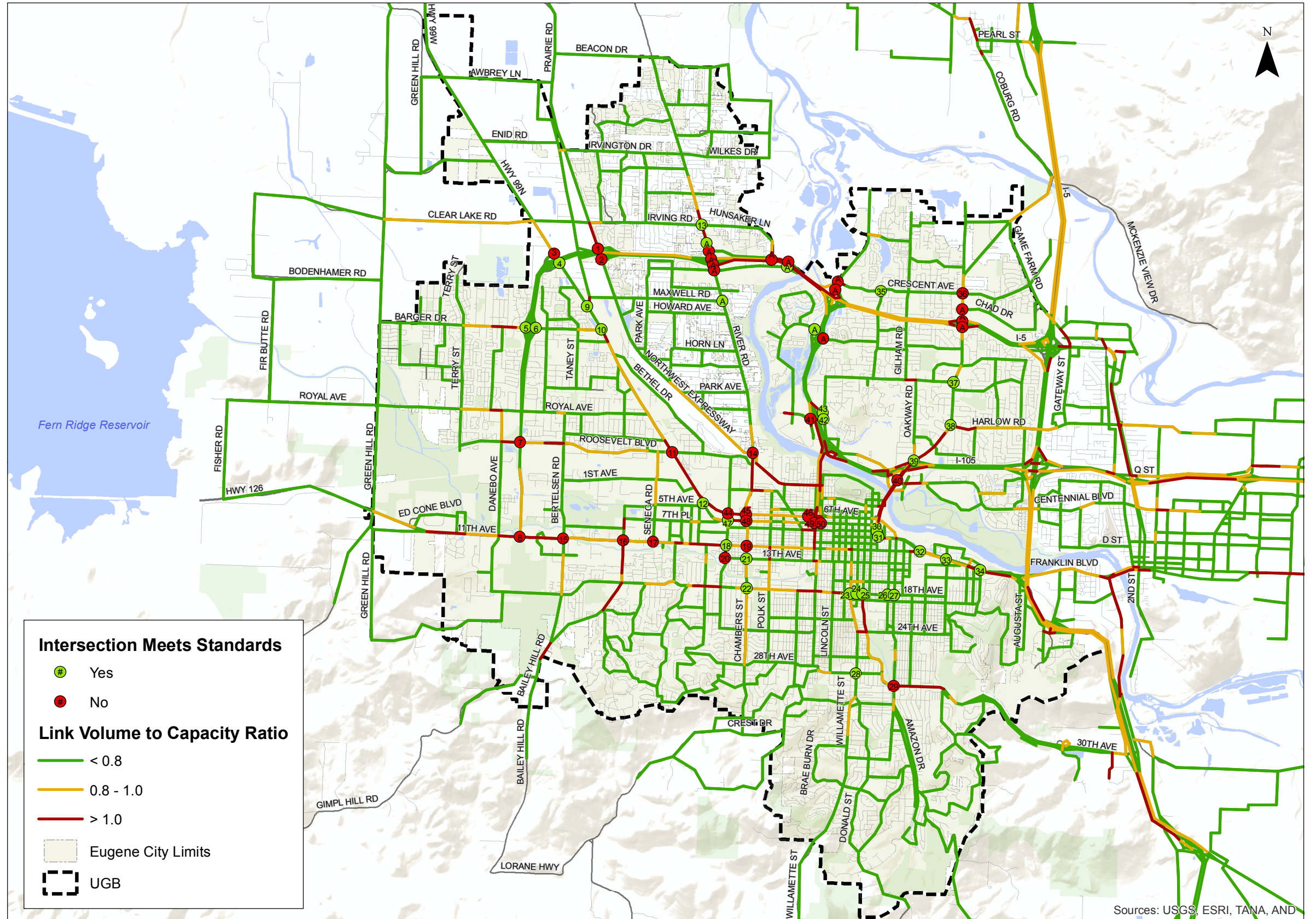
City Facilities

- Consider adopting a level-of-service “F” standard at the following locations: S Bertelsen Road/West 11th Avenue; Bailey Hill Road/West 11th Avenue; Seneca Road/West 11th Avenue; Garfield Street/13th Avenue; and Coburg Road/Country Club Road.

Further, the efficiency of the existing transportation system will need to be maximized through transportation system management (TSM) improvements, connectivity improvements, multimodal improvements, and TDM strategies. These strategies, in combination with the identified TSP projects, will provide benefits to the city’s and the regional multimodal Transportation System.

Appendix 1
2035 Performance Summary

Intersection	Cross Streets
1	Beltline Road Westbound Ramps And North est Expressw ay
2	Beltline Road Eastbound Ramps And North est Expressw ay
3	Beltline Road Westbound Ramps And Pacific Highw ay W
4	Beltline Road Eastbound Ramps And Pacific Highw ay W
5	Beltline Road Southbound Ramps And Barger Drive
6	Beltline Road Northbound Ramps And Barger Drive
7	Beltline Road And Roosevelt Boulevard
8	Beltline Road And W 11th Avenue
9	Pacific Highw ay W And Prairie Road
10	Pacific Highw ay W And Barger Drive
11	Pacific Highw ay W And Roosevelt Boulevard
12	W 7th Avenue And W 5th Avenue
13	River Road And Irving Road
14	River Road And Northw est Expressw ay - Railroad Boulevard
15	S Bertelsen Road And W 11th Avenue
16	Bailey Hill Road And W 11th Avenue
17	Seneca Road And W 11th Avenue
18	Garfield Street And W 11th Avenue
19	Chambers Street And W 11th Avenue
20	Garfield Street And W 13th Avenue
21	Chambers Street And W 13th Avenue
22	Chambers Street And W 18th Avenue
23	Willamette Street And W 18th Avenue
24	Oak Street And W 18th Avenue
25	Pearl Street And E 18th Avenue
26	E 18th Avenue And Patterson Street
27	E 18th Avenue And Hilyard Street
28	Willamette Street And W 29th Avenue
29	Amazon Parkw ay - 30th Avenue And Hilyard Street
30	Mill Street And E 8th Avenue
31	Mill Street And E Broadw ay
32	Franklin Boulevard And E 11th Avenue
33	Agate Street And Franklin Boulevard
34	Walnut Street And Franklin Boulevard
35	Crescent Avenue And Norkenzie Road
36	Coburg Road And Crescent Avenue
37	Coburg Road And Cal Young Road
38	Coburg Road And Harlow Road
39	Coburg Road And Oakw ay Road
40	Coburg Road And Country Club Road
41	Delta Highw ay And Valley River Dr Southbound Ramps
42	Willagillespie Road And Valley River Drive
43	Delta Highw ay And Willagillespie Road
44	W 6th Avenue And Garfield Street
45	Chambers Street And W 6th Avenue
46	W 6th Avenue And Madison Street
47	W 7th Avenue And Garfield Street
48	Chambers Street And W 7th Avenue
49	Jefferson Street And W 7th Avenue
50	Washington Street And W 7th Avenue
A	From Beltline Facility Plan

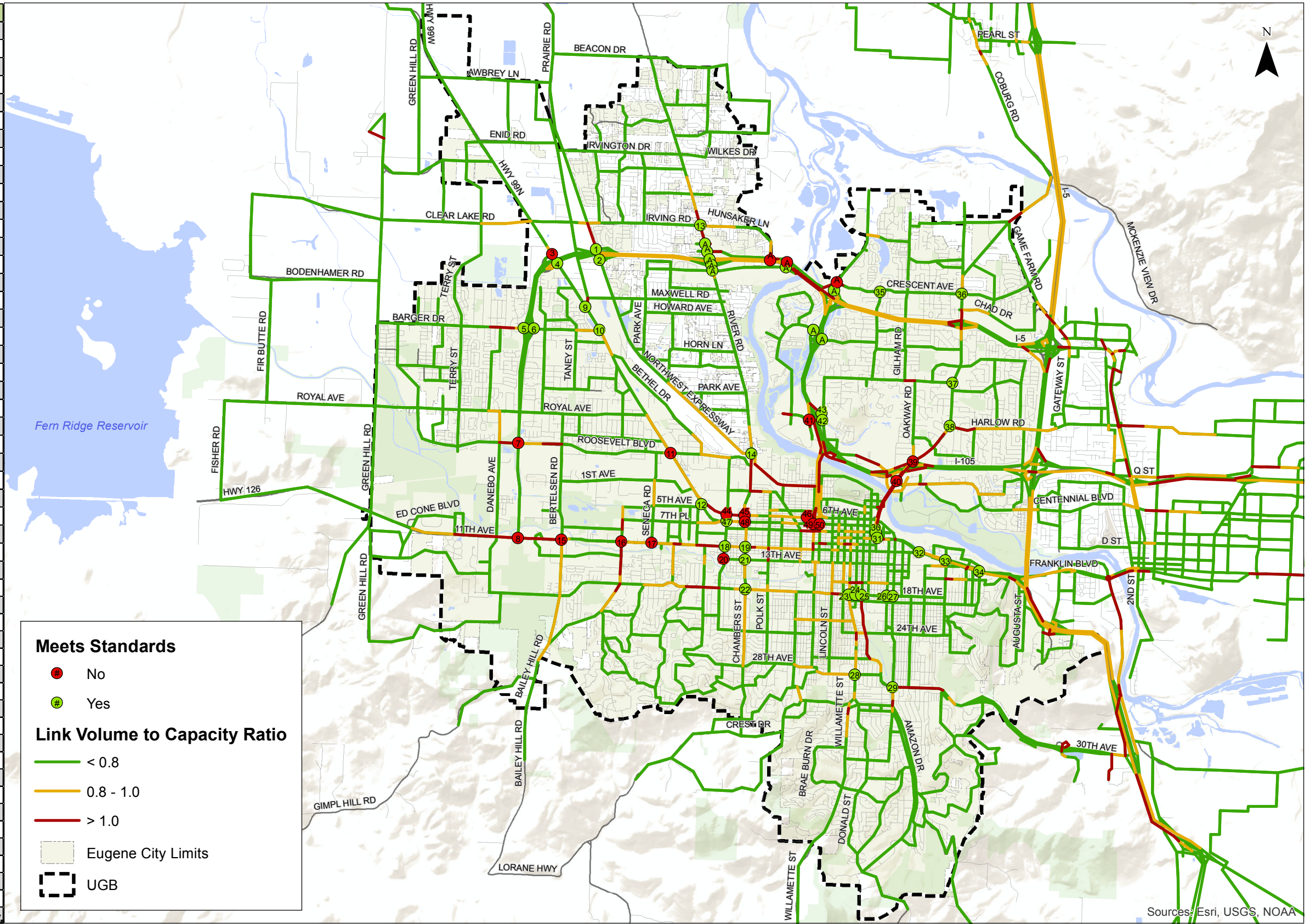


2035 Traffic Conditions
Weekday PM Peak Hour

Figure
2

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Intersection	Cross Streets
1	Beltline Road Westbound Ramps And Northwest Expressway
2	Beltline Road Eastbound Ramps And Northwest Expressway
3	Beltline Road Westbound Ramps And Pacific Highway W
4	Beltline Road Eastbound Ramps And Pacific Highway W
5	Beltline Road Southbound Ramps And Barger Drive
6	Beltline Road Northbound Ramps And Barger Drive
7	Beltline Road And Roosevelt Boulevard
8	Beltline Road And W 11th Avenue
9	Pacific Highway W And Prairie Road
10	Pacific Highway W And Barger Drive
11	Pacific Highway W And Roosevelt Boulevard
12	W 7th Avenue And W 5th Avenue
13	River Road And Irving Road
14	River Road And Northwest Expressway - Railroad Boulevard
15	S Bertelsen Road And W 11th Avenue
16	Bailey Hill Road And W 11th Avenue
17	Seneca Road And W 11th Avenue
18	Garfield Street And W 11th Avenue
19	Chambers Street And W 11th Avenue
20	Garfield Street And W 13th Avenue
21	Chambers Street And W 13th Avenue
22	Chambers Street And W 18th Avenue
23	Willamette Street And W 18th Avenue
24	Oak Street And W 18th Avenue
25	Pearl Street And E 18th Avenue
26	E 18th Avenue And Patterson Street
27	E 18th Avenue And Hilyard Street
28	Willamette Street And W 29th Avenue
29	Amazon Parkway - 30th Avenue And Hilyard Street
30	Mill Street And E 8th Avenue
31	Mill Street And E Broadway
32	Franklin Boulevard And E 11th Avenue
33	Agate Street And Franklin Boulevard
34	Walnut Street And Franklin Boulevard
35	Crescent Avenue And Norkenzie Road
36	Coburg Road And Crescent Avenue
37	Coburg Road And Cal Young Road
38	Coburg Road And Harlow Road
39	Coburg Road And Oakway Road
40	Coburg Road And Country Club Road
41	Delta Highway And Valley River Dr Southbound Ramps
42	Willagillespie Road And Valley River Drive
43	Delta Highway And Willagillespie Road
44	W 6th Avenue And Garfield Street
45	Chambers Street And W 6th Avenue
46	W 6th Avenue And Madison Street
47	W 7th Avenue And Garfield Street
48	Chambers Street And W 7th Avenue
49	Jefferson Street And W 7th Avenue
50	Washington Street And W 7th Avenue
A	Beltline Facility Plan Study Intersections, Analyzed with Bridge Only



Meets Standards

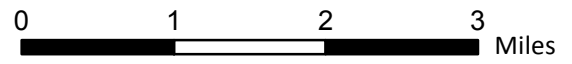
- No
- Yes

Link Volume to Capacity Ratio

- < 0.8
- 0.8 - 1.0
- > 1.0

— Eugene City Limits

— UGB

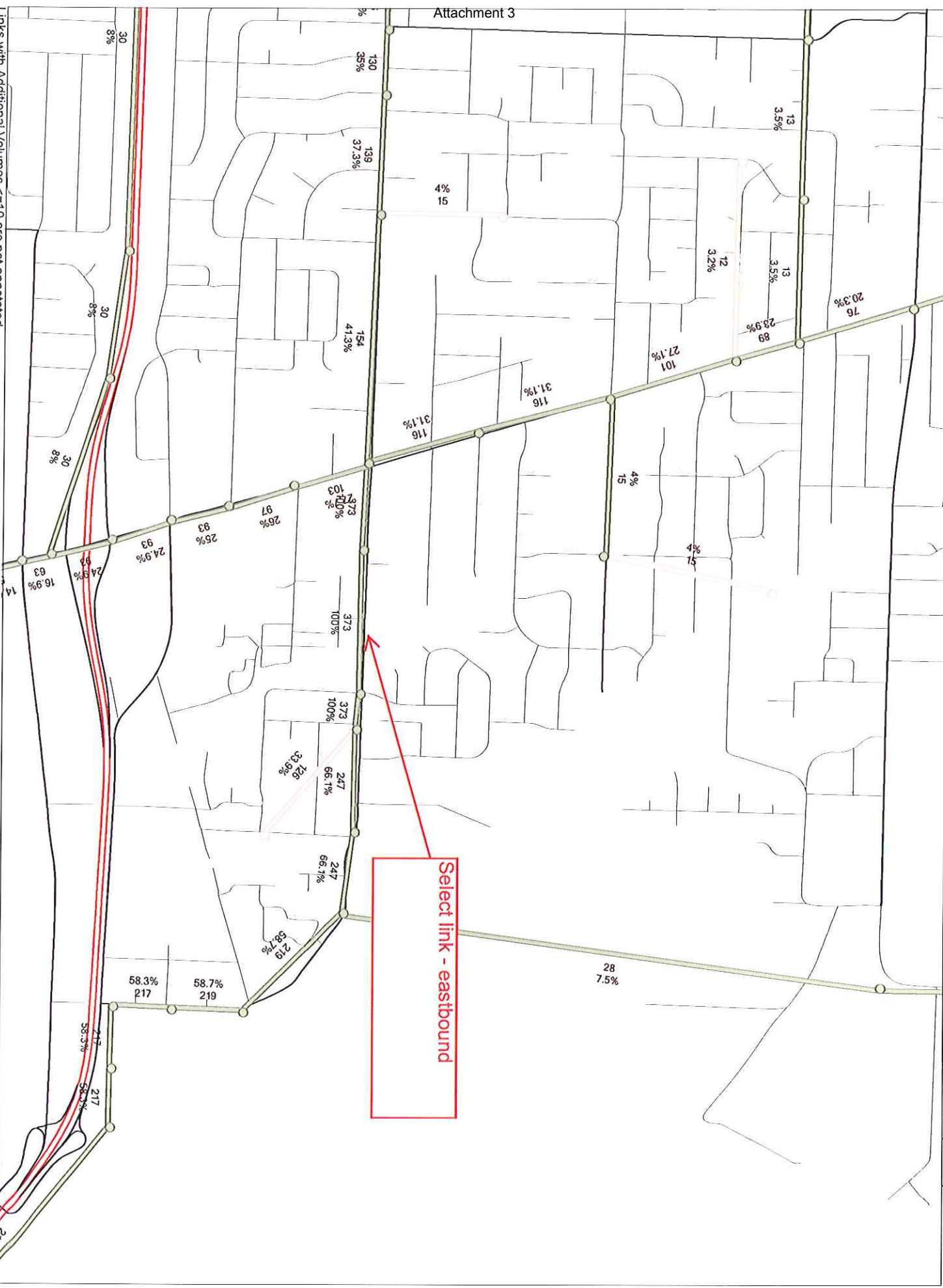


2035 Build Traffic Conditions Weekday PM Peak Hour

Figure 2

K:\H_Perlan\proj\10296 - City of Eugene TSP\gis\01_2035 Build Traffic Conditions Weekday PM Peak Hour\Mitigated.mxd - agiffin - 1:18 PM 1/8/2015

Attachment 3



Links with Additional Volumes <=10 are not annotated

Attachment 3



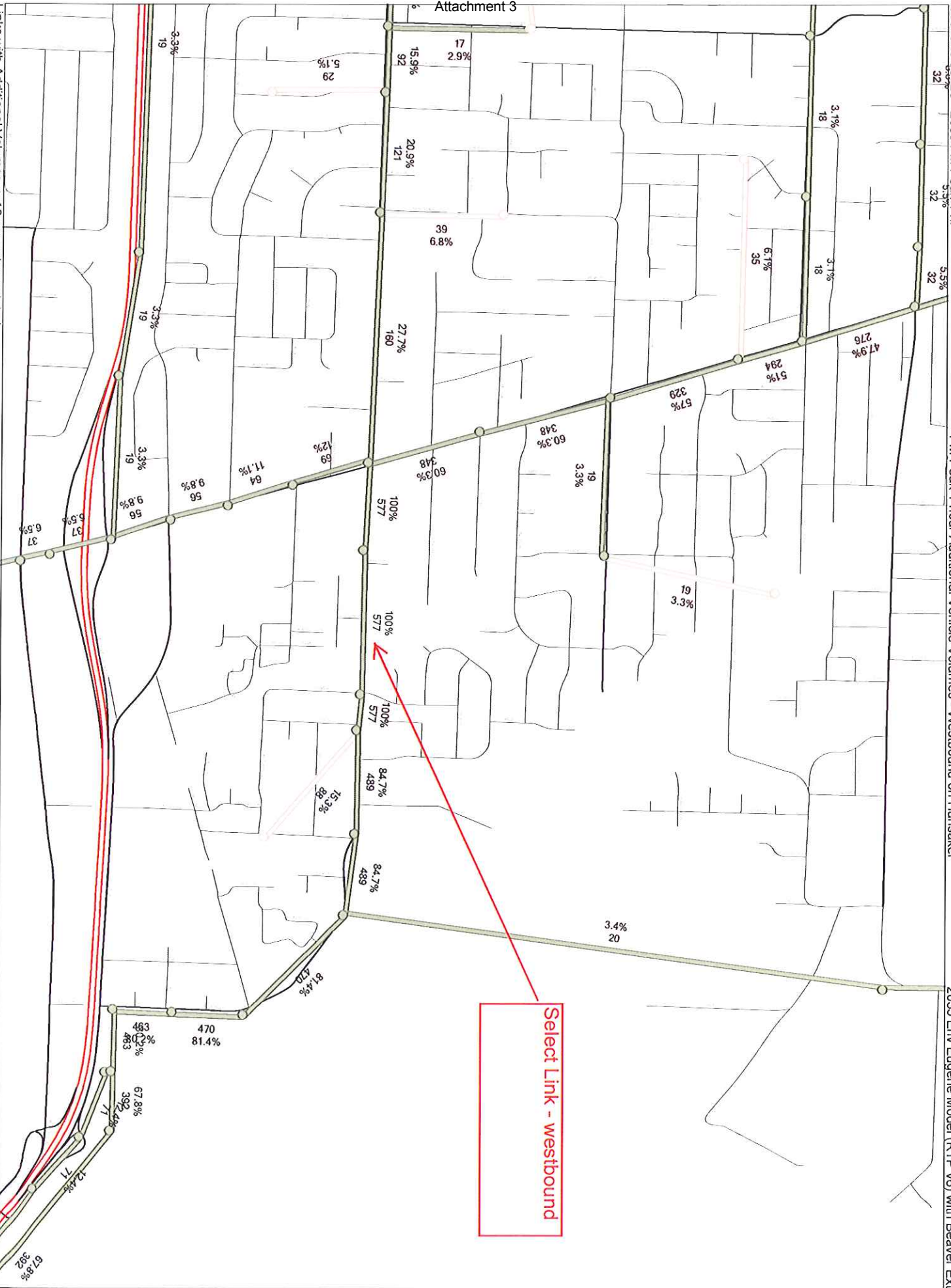
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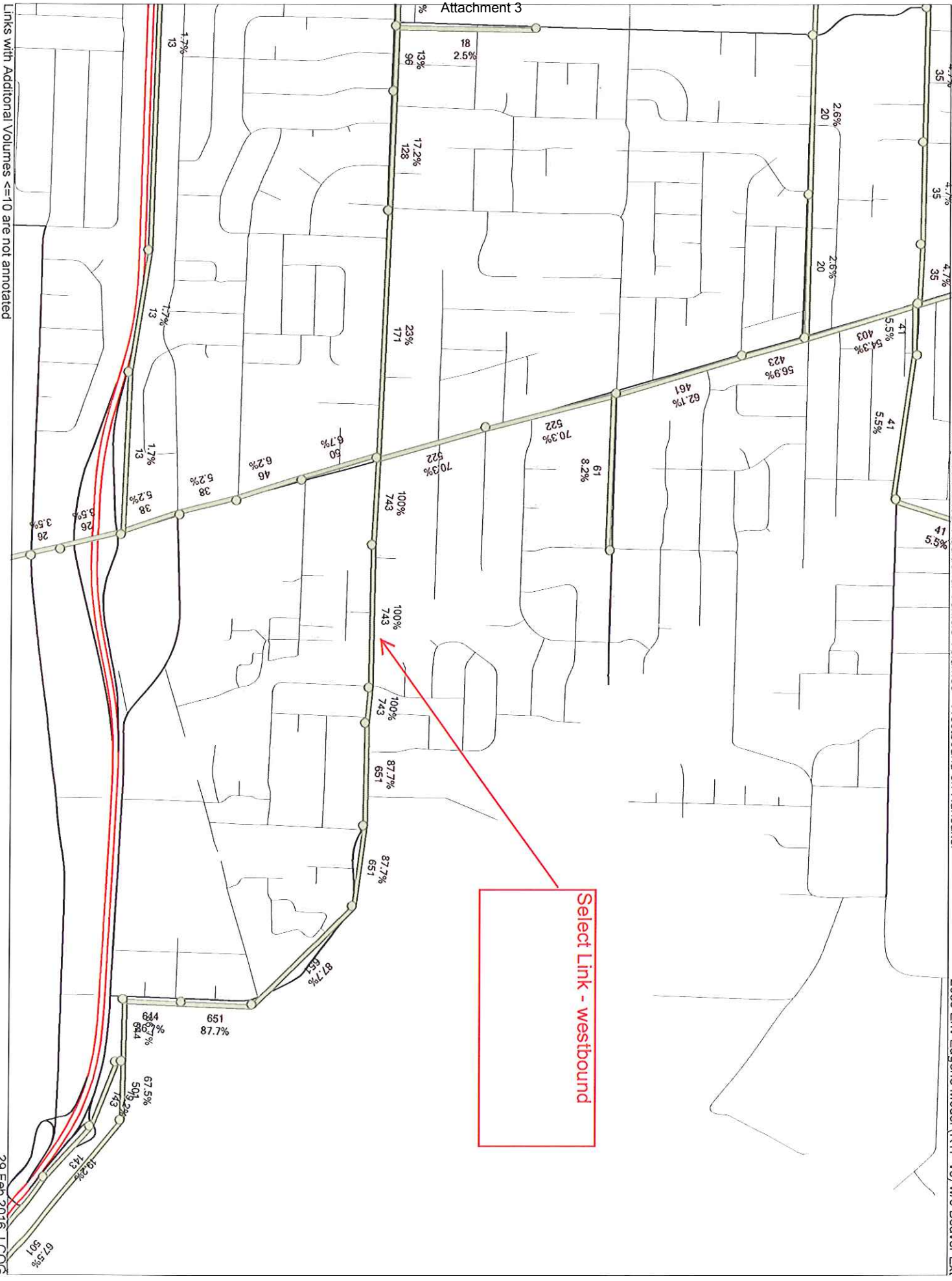
Links with Additional Volumes <=10 are not annotated

Attachment 3



Links with Additional Volumes <=10 are not annotated

Attachment 3



Links with Additional Volumes <=10 are not annotated

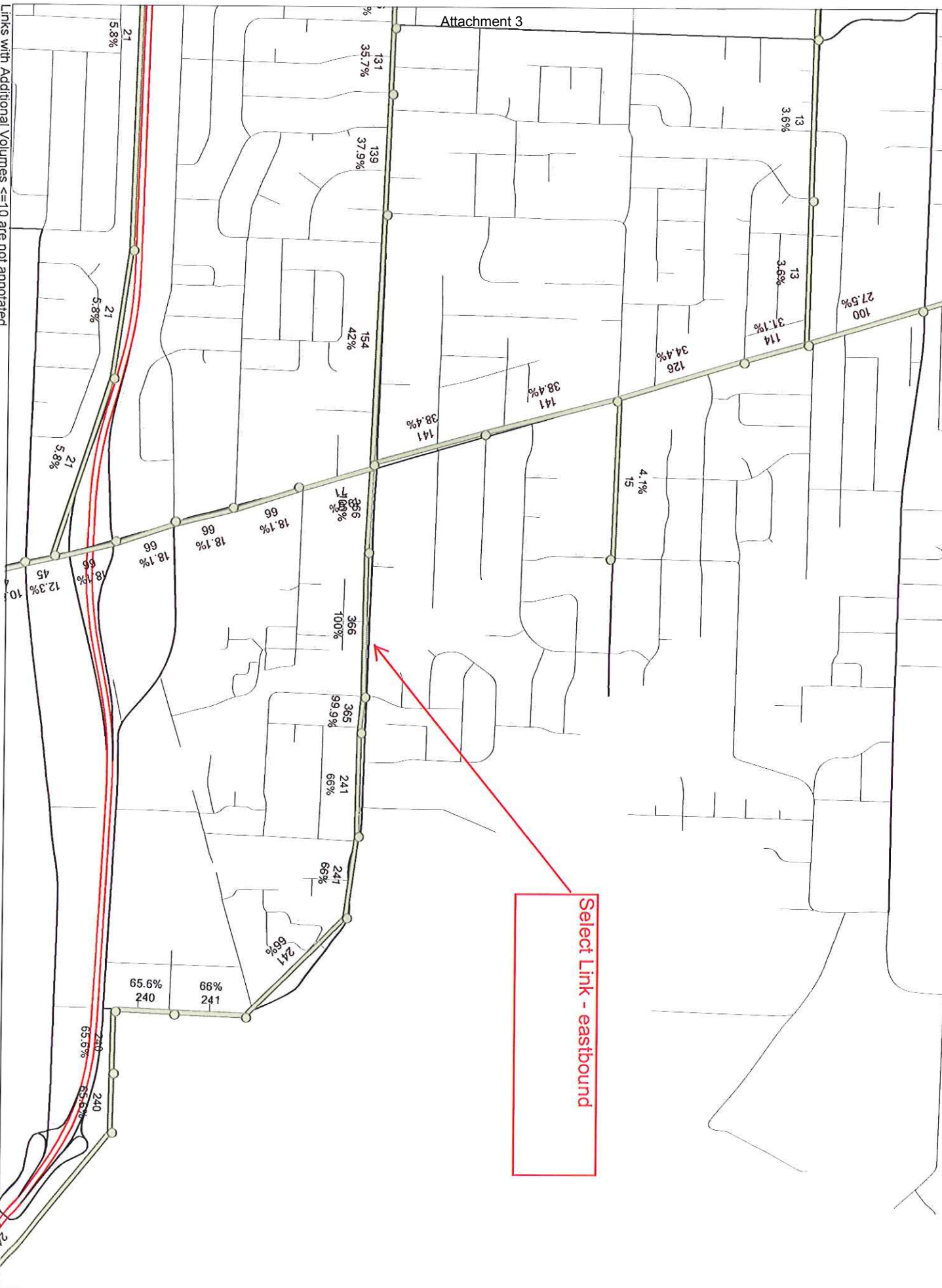
Select Link - westbound

Attachment 3





Attachment 3



Links with Additional Volumes <=10 are not annotated

PUBLIC OUTREACH SUMMARY – JULY 2017

A fundamental outcome of the study was to arrive at a community-preferred solution for meeting the transportation needs in the Beaver Street – Hunsaker Lane corridor. The public was engaged in the process through a variety of media and outreach mechanisms, as detailed below.

Environmental Justice

Potential environmental justice populations include myriad housing types in the area, such as: Lone Oak Assisted Living, Saint Vincent de Paul, Laurel Court Group Care, Oak Leaf, Apple Orchard Affordable Housing, Sierra Oaks Nursing Home, Cornerstone Housing, Green Leaf Village, and mobile home parks (*see Attachment 4-1*). These facilities were included in the outreach described below. A screening of other vulnerable populations in the area was also conducted (*see Attachment 4-2*). The recommended solutions were aimed at improving transportation access and expanding transportation options for environmental justice populations, specifically by adding sidewalks, bike lanes, and multi-use paths through the corridor.

Public Outreach Tools










- Project Webpage -- *See Attachment 4-3*
- Fact Sheet -- *See Attachment 4-4*
- Interested Parties Lists – *See Attachment 4-5*
- Direct Mailings – *See Attachments 4-6, 4-7, 4-8, and 4-9*
- Comment Forms – *See Attachment 4-10*
- Newsletters July 2016 & August 2017 – *See Attachments 4-11 and 4-12*
- Frequently Asked Questions – *See Attachment 4-13*
- Stakeholder Interviews (August 2015) – *See Attachment 4-14*

Meetings

- Santa Clara Community Organization (September 3, 2015)
- Central Lane Metropolitan Planning Organization: Transportation Options Advisory Committee (September 10, 2015)
- Eugene Bicycle & Pedestrian Advisory Committee (September 10, 2015)
- Lane County Transportation Advisory Committee (September 23, 2015, May 25, 2016, and July 26, 2017)
- Central Lane Metropolitan Planning Organization: Metropolitan Policy Committee (June 2016)
- Public Workshop (June 15, 2016) – *See Attachments 4-15 and 4-16*
- Public Hearing – *See Attachments 4-17, 4-18, 4-19*

Title VI Populations

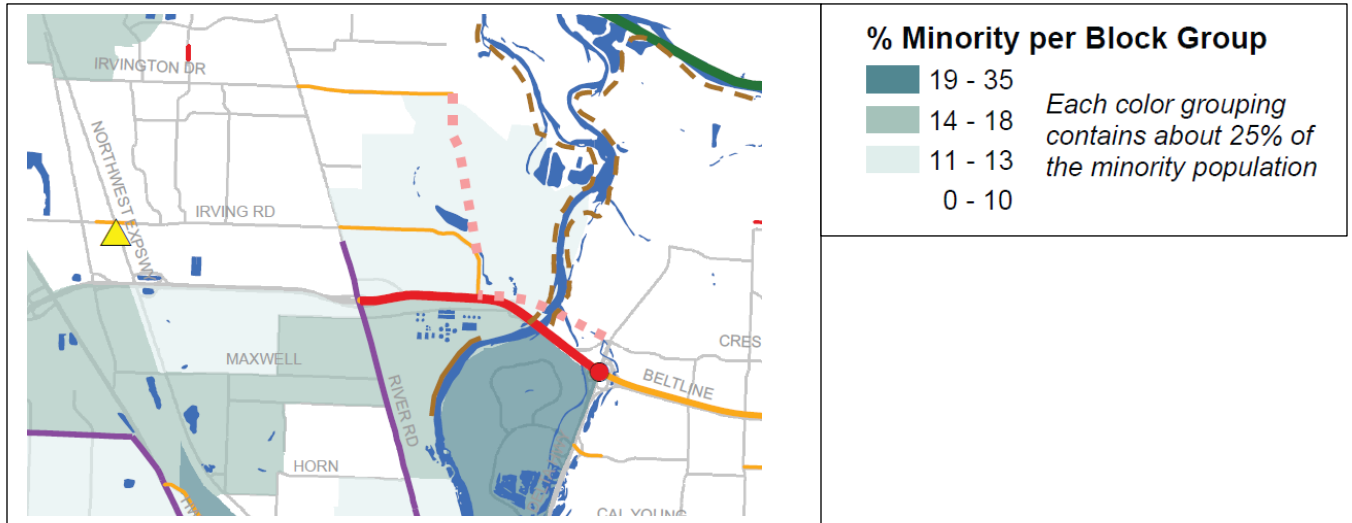


 <p>Lone Oak Assisted Living Nursing care facility / residential care home (313 occupants)</p>	 <p>Laurel Court Group Care Home (424 occupants)</p>	 <p>Apple Orchard Village Metro Affordable Housing (48 apartments)</p>	 <p>Cornerstone Housing Affordable Housing (2 four-plex units) <i>(Future 28 units)</i></p>	 <p>Mobile Home Park (71 dwellings)</p>
 <p>St Vincent de Paul Apartments (36 units)</p>	 <p>Oak Leaf Village Apartments (14 units)</p>	 <p>Sierra Oaks Senior Living Nursing Home</p>	 <p>Green Leaf Village Apartments (34 units)</p>	

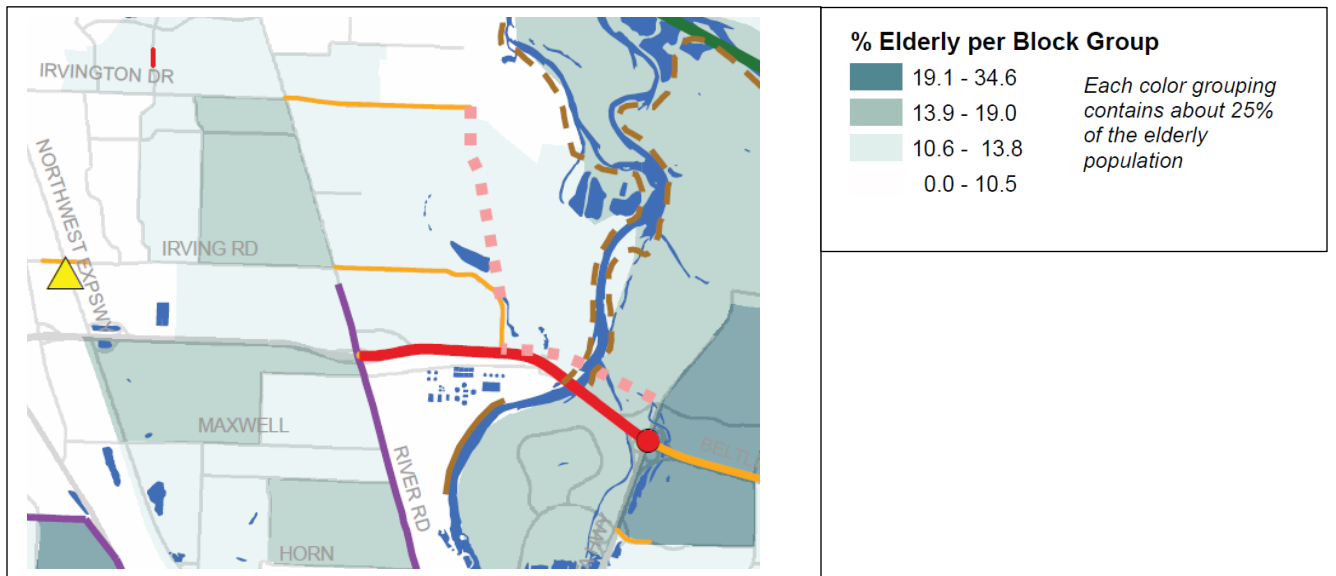
Beaver-Hunsaker Corridor Study

Environmental Justice / Title VI Protected Populations

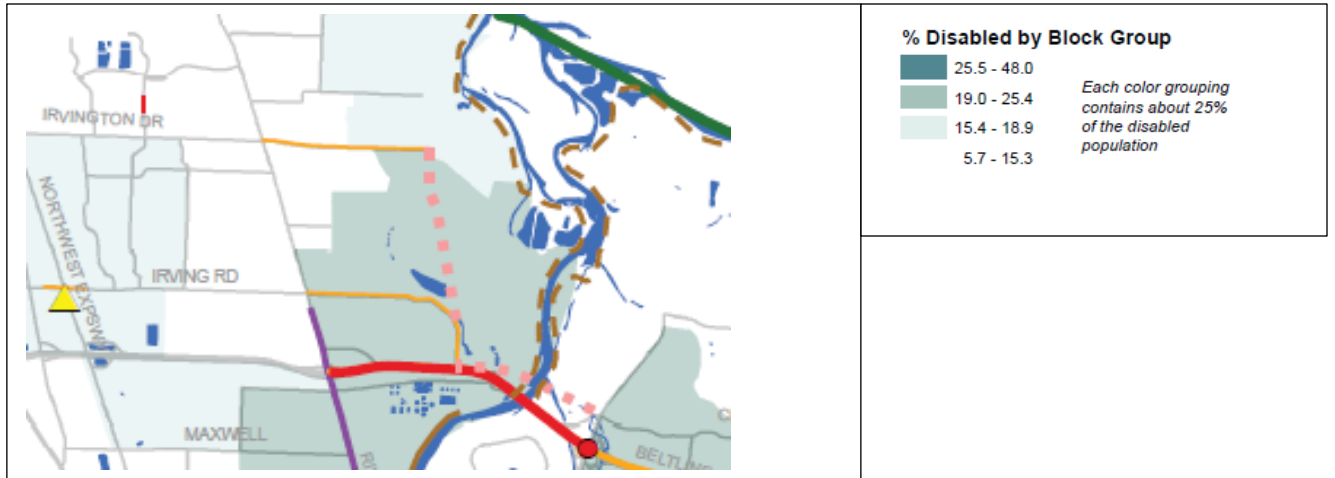
Minority Concentration within the Study Area



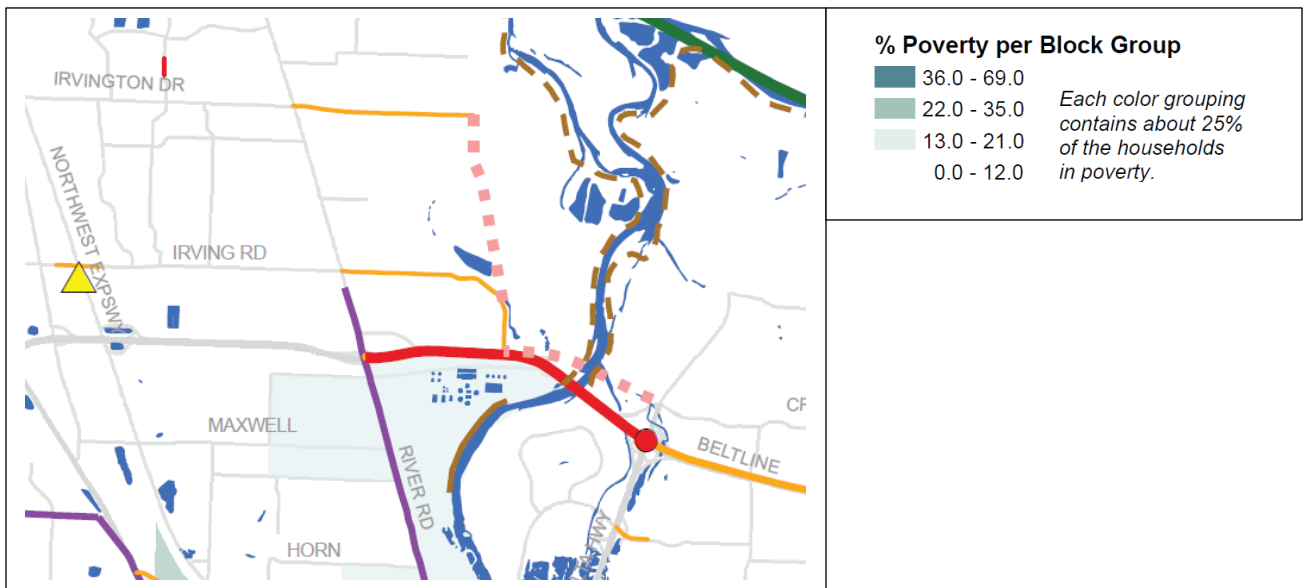
Elderly Concentration within the Study Area



Disabled Concentration within the Study Area



Household Poverty Concentration within the Study Area



BEAVER-HUNSAKER CORRIDOR STUDY

[Newsletter \(June 2016\)](#)

[Frequently Asked Questions](#)

[Hunsaker Lane](#)

[Beaver Street](#)

[Multi-Use Path](#)

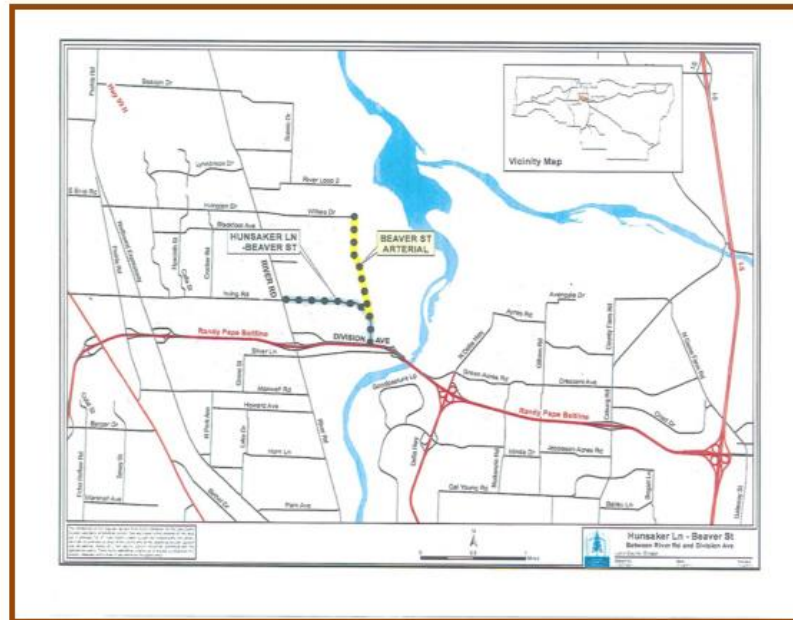
[What's Next?](#)

[Draft Plan - Design Concepts](#)

BEAVER-HUNSAKER CORRIDOR STUDY



In partnership with the Oregon Department of Transportation (ODOT), Lane Transit District (LTD), and the City of Eugene, Lane County developed a corridor plan to address the transportation needs for people driving, walking, biking, and riding the bus. The study area includes for the two corridors shown in the map below: 1) "Beaver-Hunsaker" which is the existing looped street that connects Division Avenue with River Road; and 2) "Beaver-Wilkes" which does not currently exist, but has been contemplated in prior transportation plans.



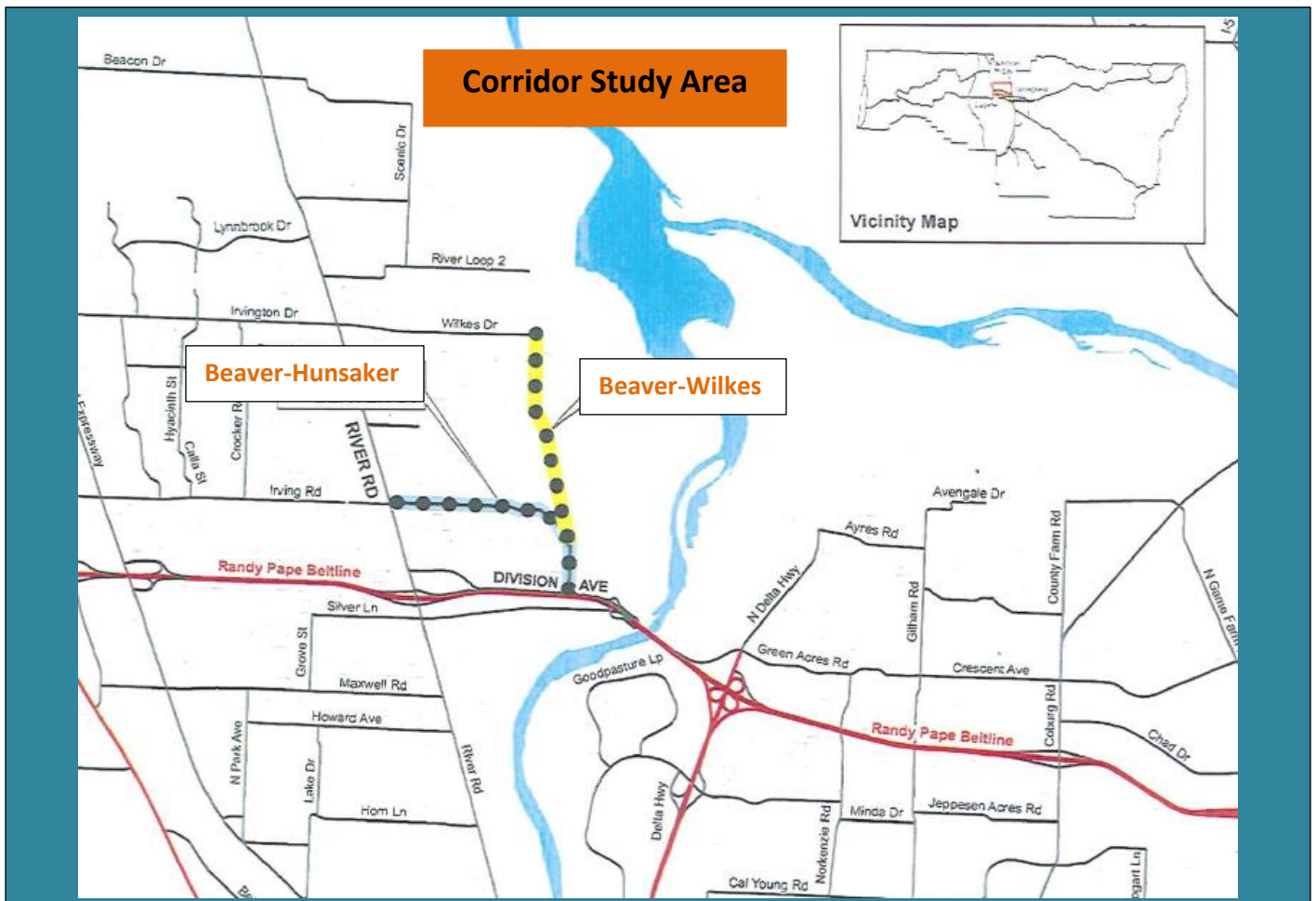


Future Travel on Beaver Street

Safe Accessible Convenient Access

Project Purpose:

This is a transportation planning study of two corridors: Beaver-Hunsaker and Beaver-Wilkes. Transportation improvements were identified for these corridors in past transportation system plans: 2001 *TransPlan* and 2004 *Lane County Transportation System Plan*. These metro- and county-wide 20-year system plans did not include a detailed analysis of the transportation needs nor did they consider design alternatives to meet those needs. This study will provide that needed level of detailed analysis.



There are some obvious needs within the study area. Beaver-Hunsaker currently lacks accessible transportation facilities for people walking, using transit, and biking. The financial and physical environments are a catalyst for considering a range of solutions. The transition of this Lane County rural facility to a City of Eugene urban facility will be part of the project considerations. The needs of the Beaver-Wilkes corridor are less obvious and a detailed analysis to determine the actual need has not been done. This study will include traffic modeling to determine connectivity needs for vehicles and/or bicycles/pedestrians. A known challenge to this corridor is its location being outside Eugene's urban growth boundary.

Embarking on this study was made possible through state and federal funding. Lane County is leading the project because it has jurisdiction over most of the study area, but Eugene, ODOT, and LTD are equally influencing the project through active involvement on the project's management team. The timing of this study capitalizes on other planning activities underway in the area, such as ODOT's *Beltline Facility Plan*, LTD's *Moving Ahead*, Eugene's *Transportation System Plan* and *Envision Eugene*, and Lane County's update of its *Transportation System Plan*. This study will align with those efforts for effective and efficient coordination.

Intended Results:

Determine the best way to provide the needed transportation facilities in a safe and accessible manner for all modes of transportation, with minimal impact to properties and the environment. The determination will be the outcome of a process that includes technical analysis (traffic modeling for congestion, safety, connectivity, operations, performance; land use, build and natural environmental considerations, regulatory framework) and community engagement (interviewing stakeholders, meeting with the neighborhood, hosting public events). The project will result in a written report, documenting the process, findings, and recommendations, that will be acknowledged by the Lane County Board of Commissioners. The study will include a conceptual design for the Beaver-Hunsaker corridor and a recommendation for the future of Beaver-Wilkes. The product of the study will facilitate the next steps to realizing physical improvements, such as obtaining environmental permits and construction funds.

For more information, contact:

Becky Taylor, Senior Transportation Planner
Lane County Public Works, 3040 North Delta Highway, Eugene, OR 97401
Phone: 541-682-6932 Email: Becky.Taylor@co.lane.or.us

Visit our web page:

<http://www.lanecounty.org/Departments/PW/TransPlanning>



Beaver-Hunsaker Corridor Study**Interested Parties**

Also see Advisory Contacts (PMT/TAC/Stakeholders)

LAST NAME	FIRST NAME	EMAIL	PHONE	AGENCY/Interest	Address
Allen	Don		541-688-5146		2722 Summer Lane
Ames	Trisha	ames_trisha@yahoo.com	541-285-8706	abutting owner	535 Hunsaker
Brand	Theresa	theresa.brand@ltd.org	541-682-6132	LTD, Point2Point	
Cady	Michelle	mcady@cornerstonecommunityhousing.org	541-683-1751	Cornerstone Community Housing	PO Box 11923, Eugene, OR 97440
Carmichael	Tom	tom.carmichael@gmail.com	541-357-8661	Property owner	500 Hunsaker Lane
Chadbourne	Jill	ichadbourne@cornerstonecommunityhousing.org	541-683-1751	Cornerstone Community Housing	PO Box 11923, Eugene, OR 97440
Cabbage	Amy	acabbage@cornerstonecommunityhousing.org	541-683-1751	Cornerstone Community Housing	PO Box 11923, Eugene, OR 97440
Coykendall	Todd	ttcoykendall@msn.com	541-990-5190	partition 465 Hunsaker	1545 Salmon Run SW, Albany 97321
Coykendall	Ivan	iirec@q.com	541-990-3282		655 Erin Crest NW, Albany 97321
Crossler	Mark	msj_crossler@hotmail.com	541-607-????	bike paths on Willamette, avoiding River Rd	4453 Calumet Way, Eugene
Downey	Patrick & Molly	pmgdowney@msn.com			1286 Bond Lane
Douglas	Renee	douglasr345@aol.com	541-746-3362	owns abutting property	37066 Couley Road; Springfield, OR 97478
Earl	Melissa	melissaearl@gmail.com	541-221-1581		2677 Ware Lane
Ellsworth	Bruce	bruceellsworth2@gmail.com			
Ellsworth	Nora	tashadog90@gmail.com	458-210-6650		2460 Beaver Street
Finigan	Jerry	jerfinigan@comcast.net	541-688-1406	Santa Clara Neighborhood Association Chair	1250 Irvington Drive
Foelker	Tim	tim@protechworks.com	541-689-8897		4792 Herman Street
Foster	Mark	mark.a.foster@odot.state.or.us	541-757-4179	ODOT Local Agency Liasion	3700 SW Philomath Blvd, Corvallis 97333
Fox	Sam	sam.fox@co.lane.or.us			
Galloway	Zach	zach.a.galloway@ci.eugene.or.us	541-682-5485	City of Eugene Planning	
Gilbert	Damien	damieng@branchengineering.com	541-746-0637	Branch Engineering	
Gilbert	Patsy		541-689-9628		2722 Daffodil Court
Glessner	Debbie	jazndeb@gmail.com	541-510-2785		2666 Ware Lane
Gustafson	Karen	mkkvgusto@aol.com	541-998-1767	owns abutting property	95429 Territorial Rd, Junction City, OR 97448
Habliston	Polly	polly@uoregon.edu	541-461-0339		1258 Dalton Drive
Hagen	John	donita.john@yahoo.com	541-521-1174	owner of 4 properties abutting Hunsaker	255 Hunsaker Lane
Haigler	Cliff		541-747-5513	owns duplexes on Lone Oak (585 & 595)	89179 Marcola Rd, Springfield
Haliski	Gary	haliskig@hotmail.com	541-337-1331		4564 Altura Street
Hammer	John	john@jphammer.com	541-683-1166	abutting property owner	PO Box 2266, Eugene, OR 97402
Hanson	Daniel	danfromeugene@gmail.com	541-543-1534		2625 Ware Lane
Hardwick	Claudia	claudiahardwick@yahoo.com	541-953-0048	abutting property owner	2552 Edgewater Dr; Eugene, OR 97401
Harris	Cammie	cammie.harris@ltd.org	541-682-6118	LTD Marketing & Communications	
Hays	Gary	westwindfisheries@hotmail.com	541-662-0966	owns property abutting Hunsaker	PO Box 1312; Winchester Bay, OR 97467
Helm	Darla	darlahelm8@gmail.com	541-968-7033		PO Box 41364, 97404
Herman	Richard	rherman@cornerstonecommunityhousing.com			
Hochhalter	Ray	rayh57@outlook.com			2711 Summer Lane
Hopkins	Paul	phhorizon@aol.com	541-912-4250	30-year resident next to Darimart	125 Hunsaker Lane
Hunter	Marilyn	huntermarilyn39@gmail.com	541-688-0860		244 Susan St, Eugene 97404
Inversion	Alfred	leomonkey@comcast.net	541-461-5078	owns abutting property	2386 Beaver Street
Jackson	Amy	amyj@remax.com			
Klope	paul	paul.w.klope@ci.eugene.or.us			
Laird	Matt	teamlaird2010@gmail.com	541-844-6631		2675 Ross Lane
Landgreen	Scott	landepx@riousa.com	541-461-4786		296 Hunsaker Lane
Lautaro Investmen	Beverly		541-686-2393	owns abutting property (506 Hunsaker)	PO Box 5357, Eugene, OR 97405
Lord	Lydia	lydia6@mindspring.com	541-688-3894		334 Lone Oak Avenue
MacRhodes	Shane	macrhodes@4j.lane.edu	541-790-7492; 541-556-3553	4J SRTS	
McCright	Casey	casey.mccright@ml.com	541-342-5650; 541-556-1720	Gobal Wealth Advisor	800 Willamette #650, Eugene

Attachment 4-5

McCright	Brittney	themccrightfamily@gmail.com	541-285-3034		4057 Scottdale Street, Eugene, OR 97404
McMahon	Ed	ed@hbalanecounty.org	541-484-5352	Home Builders Association	
Meyi-Galloway	Ellen	ellen.e.meyi-galloway@ci.eugene.or.us	541-682-5532	City of Eugene Community Development	
Miksis	Mark	mark@dechase.com			
Morin	AJ	morin.ajm@gmail.com			
Myrand	Richard		541-915-9667	owner concerned about traffic speeds	2813 Taito
Narva	Joel	joelnarva@earthlink.net	541-689-5232		2830 Echo Ln
Nelson	Bill & Lori	blanelson@msn.com	541-688-8880		2800 Summer Lane
Neu	Jim	jineusies2@gmail.com	925-446-0234		3070 Webster Street, Eugene
Pickett	Stan	spickett@deltasq.com	541-688-2233	Delta Sand & Gravel, General Manager	
Price	George		541-688-8360		Hyacinth
Reilly	Carleen	carleenr@gmail.com	541-689-8561	River Road Community Organization Chair	395 Marim Lane
Ruud	Muriel	meruud@gmail.com	541-485-1119		2658 Ware Ln
Sampson	Rob	rob@hattv.com			
Santee	Chris	cmsantee@gmail.com		17-year resident	520 Hunsaker Lane
Sebba	Rafael	rafael.sebba@co.lane.or.us			
Shapitka	Joseph		541-688-9469	owns abutting property	424 Terra Linda
Sutton	Ron	ron.w.sutton@gmail.com	541-521-8780		226 Susan Street
Tait	Bruce		541-689-7691	owns abutting property	
Thompson	Devin	thompson.devinlee@gmail.com	541-285-6718		
Thumel	Margaret	margarethumel@yahoo.com		owns property on Green Lane	
Thurstop		thurstop@gmail.com			
Vaughn	Ann	vaughn_a@comcast.net	541-461-8942		4269 Altura Street
Wagner	Patt	wagnerpatt@yahoo.com	541-688-6899		3063 Webster Street
Walport	Meredith		541-844-1259		565 Hunsaker Lane
Watson	Carlyn	carlynW@whitewaterconst.com			
Whipp	Jessika	jessika.whipp@svdp.us	541-606-9062	SVdP Resident Service Coordinator	
Wildish	Gary	gwildish@chambers-gc.com	541-688-6878		2424 Quince St
Williams	Catherine	gracefullgoddess@yahoo.com	661-287-3520	owns property on Hunsaker	25614 Melvill Ct; Stevenson Rnh, CA 91381



Lane County Public Works Department

Engineering & Construction Services Division

June 30, 2015

Owner/Occupant
Address Abutting Beaver-Hunsaker
Eugene, OR 97404

RE: Beaver-Hunsaker Corridor Study

As an owner and/or occupant of property abutting Beaver Street and/or Hunsaker Lane, I am writing to inform you of a transportation study being conducted by Lane County for this corridor. Lane County received federal funding to study this corridor to determine the transportation needs for all modes and prepare some alternatives to address those needs.

Within the next several months, Lane County's survey crew will be working in your area, collecting information, to facilitate this study. The survey work will include: performing a topographic survey of the road; and locating private and government survey markers in the area to help determine the existing right of way of the County Road. Though it may be necessary for crews to enter your property, in order to properly perform the survey, they will not damage trees, shrubs, or buildings while gathering the survey information. The survey crew will attempt to notify you in person, prior to entering your property in accordance with Oregon Revised Statutes (ORS) 209.015. Any questions related to the survey work should be directed to Jay Blomme', Interim Lane County Surveyor, at 541-682-6997.

The process will include additional public outreach and community workshops. The project does not involve construction of improvements. We do not have funding at this time to implement any of the improvements that may be recommended by our study. If you would like to continue to receive notice about this project and upcoming events, please provide your name, mailing address, and other contact information such as email and telephone. Please contact Becky Taylor, Transportation Planner, at 541-682-6932 or at becky.taylor@co.lane.or.us.

Additional information is available on our webpage at
<http://www.lanecounty.org/Departments/PW/TransPlanning>

Sincerely,

Becky Taylor
Transportation Planner

Jay Blomme'
Interim Lane County Surveyor



Lane County Public Works Department

Engineering & Construction Services Division

July 7, 2016

Billy Don & Gloria James
339 Hunsaker Lane
Eugene, OR 97404

Dear Mr. & Mrs. James:

I am writing to property owners abutting Beaver Street and Hunsaker Lane. I am in the process of developing designs for those streets to address safety concerns. Currently, there is no safe place for people to walk or bike.

Neighbors have also expressed concerns about vehicle volumes and speeds. Knowing that traffic is expected to increase over time, I'm looking at designs that would help slow vehicle speeds, such as narrower travel lanes and raised crossings for pedestrians. Bike lanes, sidewalks, and street trees have also been proven to slow vehicle speeds. There is an interest in changing the posted speed from 35 mph to 25 mph.

This map shows your property at 339 Hunsaker Lane. The light blue line shows the existing right-of-way (where your property ends and the public street begins). The white shading shows where we might install sidewalks on Hunsaker Lane. This concept shows that the sidewalk could be built within the existing right-of-way, but that it may affect some landscaping and parking areas.



Enclosed is a comment form with more information about the designs and the kind of information we are seeking from the community. It would be great if you would be able to complete this form and return it to me. You may also email me for an electronic version.

There is currently no funding or schedule for construction. This is the first step in the process of realizing improvements – by figuring out what needs to be built and whether there is community support. My goal is to arrive at a community-preferred design that will inform future construction decisions.

Please let me know if you have any questions. I would love to hear from you!

Sincerely,

Becky Taylor
Senior Transportation Planner



Becky Taylor | Senior Transportation Planner

Lane County Public Works | Engineering and Construction Services

3040 N. Delta Hwy | Eugene, OR 97408

541-682-6932 | becky.taylor@co.lane.or.us

Personal Motto: The greatest satisfaction in life is working hard at work worth doing.





Lane County Public Works Department

Engineering & Construction Services Division

July 7, 2016

Lone Oak Assisted Living
2615 Lone Oak Way
Eugene, OR 97404

Hello!

I would like to learn more about the transportation needs of your residents and employees. I'm currently working with the local community on some design solutions to improving the safety of Beaver Street and Hunsaker Lane. Enclosed is a comment form with more information about the designs and the kind of information we are seeking from the community. It would be great if you would be able to complete this form and return it to me. You may also email me for an electronic version.

There is currently no funding or schedule for construction. This is the first step in the process of realizing improvements – by figuring out what needs to be built and whether there is community support. My goal is to arrive at a community-preferred design that will inform future construction decisions.

Please let me know if you have any questions. I would love to hear from you!

Sincerely,

Becky Taylor
Senior Transportation Planner



Becky Taylor | Senior Transportation Planner

Lane County Public Works | Engineering and Construction Services

3040 N. Delta Hwy | Eugene, OR 97408

541-682-6932 | becky.taylor@co.lane.or.us

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Lane County Public Works Department

Engineering & Construction Services Division

August 7, 2015

Cliff Haigler
595 Lone Oak
Eugene, OR 97404

RE: Beaver-Hunsaker Corridor Study

Thank you for responding to my June 30th letter, expressing your interest in this project. If you are willing to share your perspective, I would like to hear more from you. Enclosed is more information about the project and a comment form. If you prefer to share your comments by phone or email, please submit those to me at 541-682-6932 or at becky.taylor@co.lane.or.us.

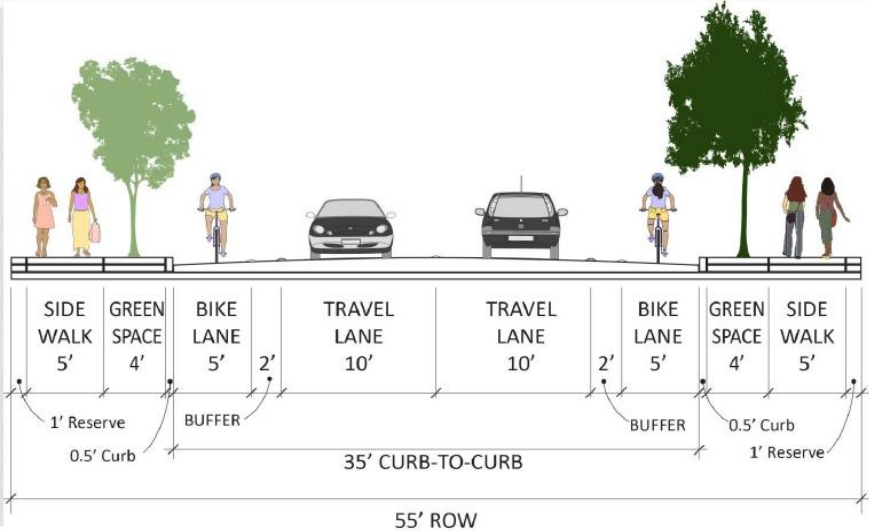
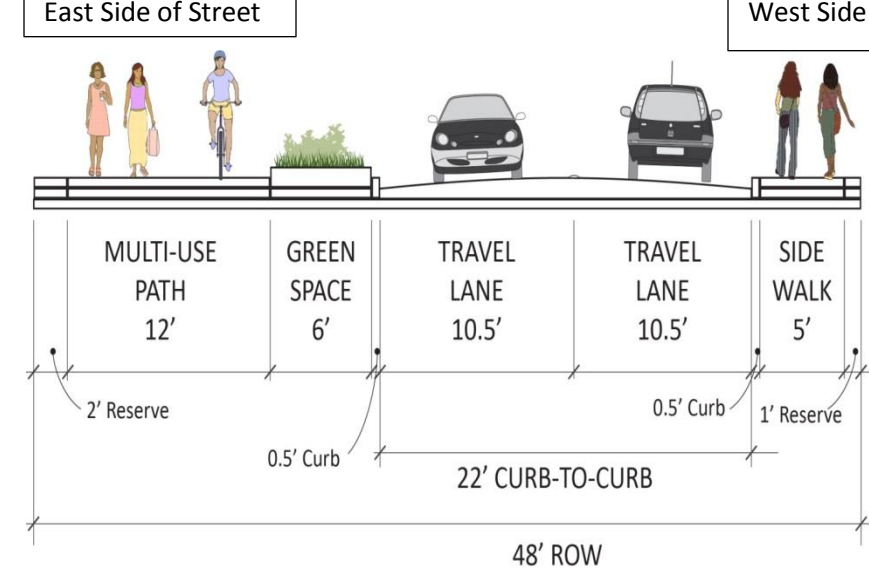
Sincerely,

Becky Taylor
Senior Transportation Planner

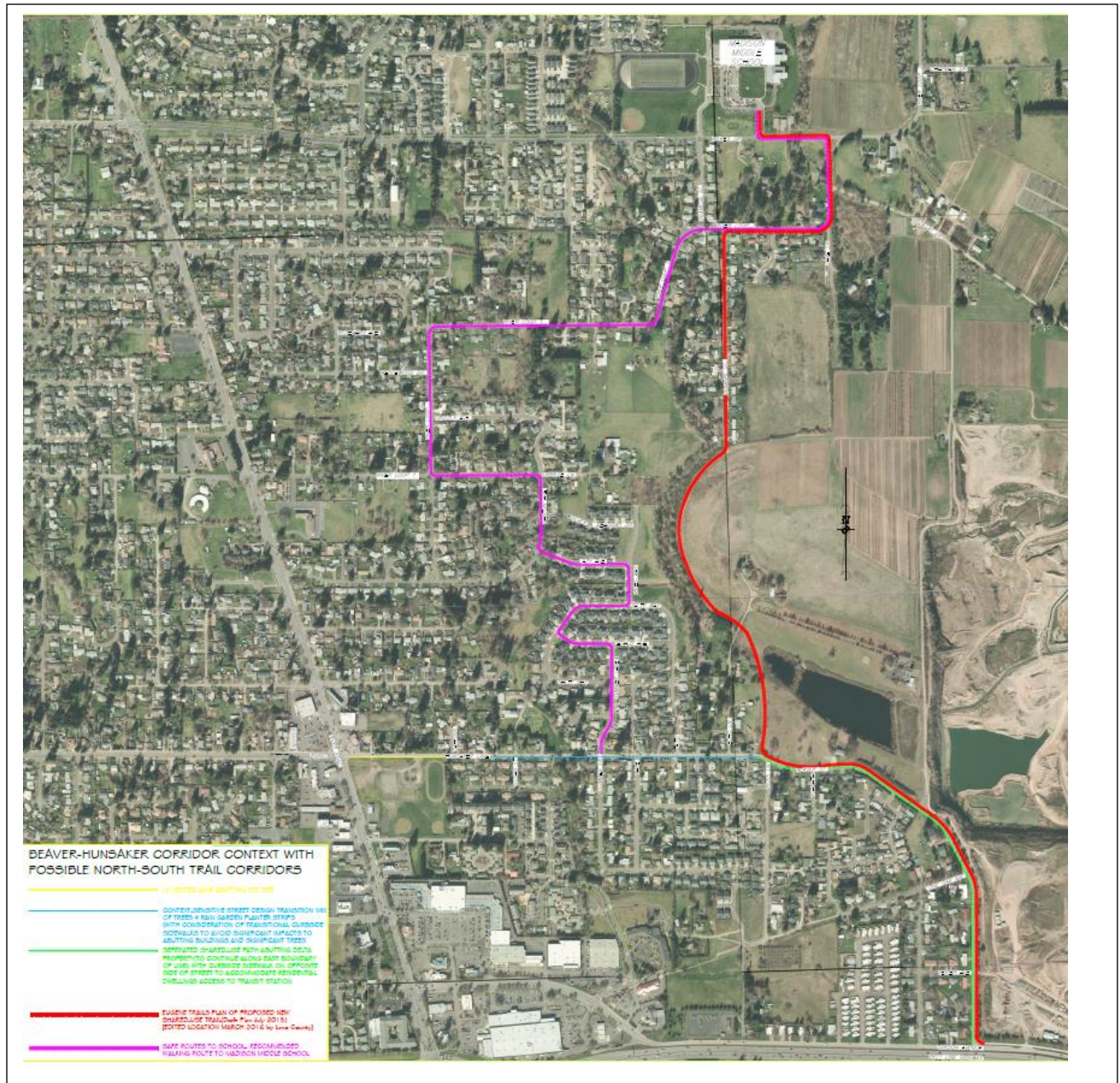
Survey Results Summary

37 respondents

What do you think about the draft design concepts?

Hunsaker Lane	Comments
 <p>Rank your response to this design: <u>Majority voted "Support"</u> 1 = strongly against (4 votes), 2 = against (3 votes), 3 = neutral (3 votes), 4 = support (11 votes), 5 = strongly support (11 votes)</p>	<p>What's different about this design and why:</p> <p>Travel lanes have been reduced from 11 feet to 10 feet to slow vehicle speeds, with the goal being a posted speed of 25 mph instead of the current 35 mph</p> <p>Do you support this change? Yes 25 votes No 10 votes</p> <p>The green space is 2 feet narrower to reduce the overall street width and minimize impacts to abutting properties.</p> <p>Do you support this change? Yes 29 votes No 6 votes</p>
Beaver Street	Comments
 <p>Rank your response to this design: <u>Majority voted "Strongly Support"</u> 1 = strongly against (0 votes), 2 = against (0 votes), 3 = neutral (1 vote), 4 = support (15 votes), 5 = strongly support (12 votes)</p>	<p>What's different about this design and why:</p> <p>Extending the bike path from Division Avenue, along the east side of Beaver Street, for an eventual bike path connection to Wilkes Drive</p> <p>Do you support this change? Yes 29 votes No 1 vote</p> <p>Providing a curbside sidewalk to enable walking on the west side of the street and an extra 1/2 foot of travel lane width in case bikes want to share the road</p> <p>Do you support this change? Yes 29 votes No 2 votes</p>

Walking and Biking Corridors



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

- **This is the same route my son took to ride his bike to school. Will bike improvements be made to River Loop #1?**
- **Why? It's not the most direct route – which is the one the kids will take. Much too windy and dangerous for walkers/bikers along River Lp #1, anyway. Also, these are teenagers; they're not going to take the "safe" route to middle school.**
- **I like this idea for children's' safety.**
- **Great idea for residents from Hunsaker to Wilkes. Lighting may have to be incorporated into design.**
- **Good idea – keep kids off River Road as much as possible.**

Survey Results Summary

37 respondents

- Good route. It needs to be signed for bikes and peds to navigate it easily.
- Could the proposed bike path also be a pedestrian path, it seems safer & shorter
- I am in favor of this safe route to school
- This is hard to determine the path that has been proposed
- I'd have to analyze the route in more depth. Is the idea that it would be a bike boulevard? What level? What improvements? It's a bit windy.
- Looks good – my husband rides his trike on those streets now
- Good!
- Needs lots of signage
- Safe route for children is good!
- Using Taito would be more direct
- Signage for students is very important, to encourage bike transportation and ensure student safety.
- The red line path is better and more direct
- It's complicated. Based on what I know about kids, they look for the shortest distance between two points, even when it means trespassing on private property. This looks like an invitation to cut across.
- We do need safer walking paths. I do not agree with adding trees that cost to maintain.

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

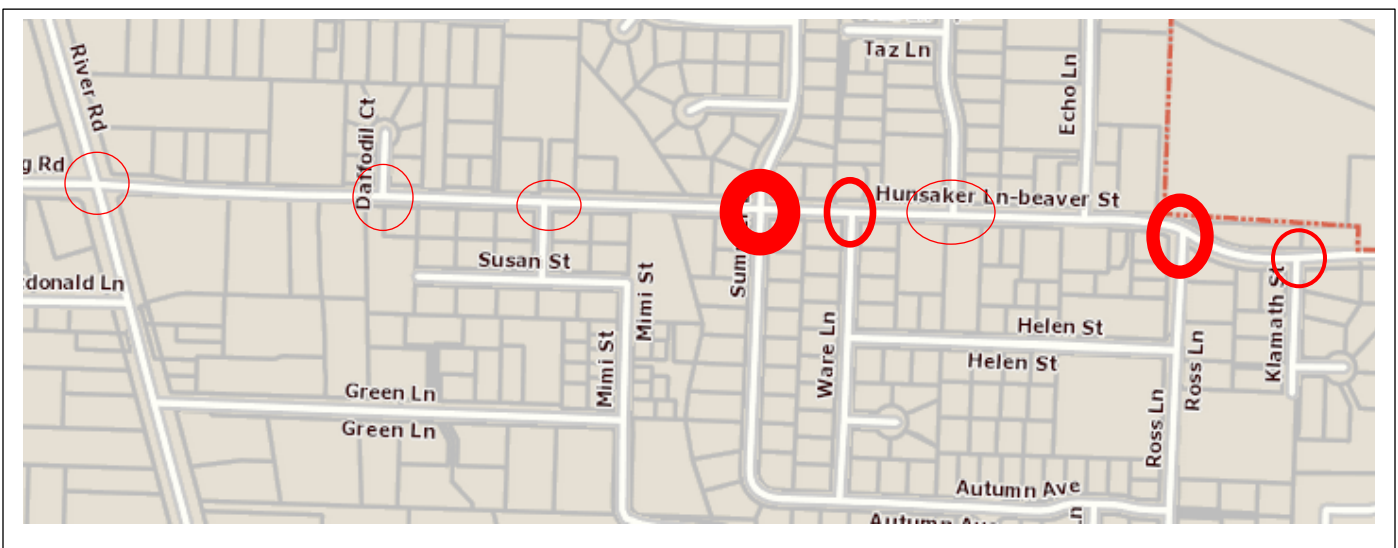
- Would be nice
- We like that the proposed path connects to Madison Middle School and improves safety along Beaver-Hunsaker
- Too bad it's not for cars!!!
- Why not connect Hunsaker directly to Zane Lane/River Loop #1? Or if this version, why not Admiral Street to Alameda Street? Students & bikers currently use the driveway past the school's football field – only cars use the driveway into the school's parking lot. Also, the driveway past the football field is the direct route to the proposed Madison community park.
- I do like this idea for all bike riders.
- Great idea for biking and extension of west bank bike path. Keeps cyclists/peds off River Road connector.
- Looks great, but straighter is better. Why no use Alameda?
- Good
- I am in favor of this proposed bike path
- Looks good. See about bending it around the back of the 4J property to allow a straight line up Zane or make it go up Alameda & improve that crossing.

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

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

Hunsaker Lane Crossing Needs for People Walking and Biking

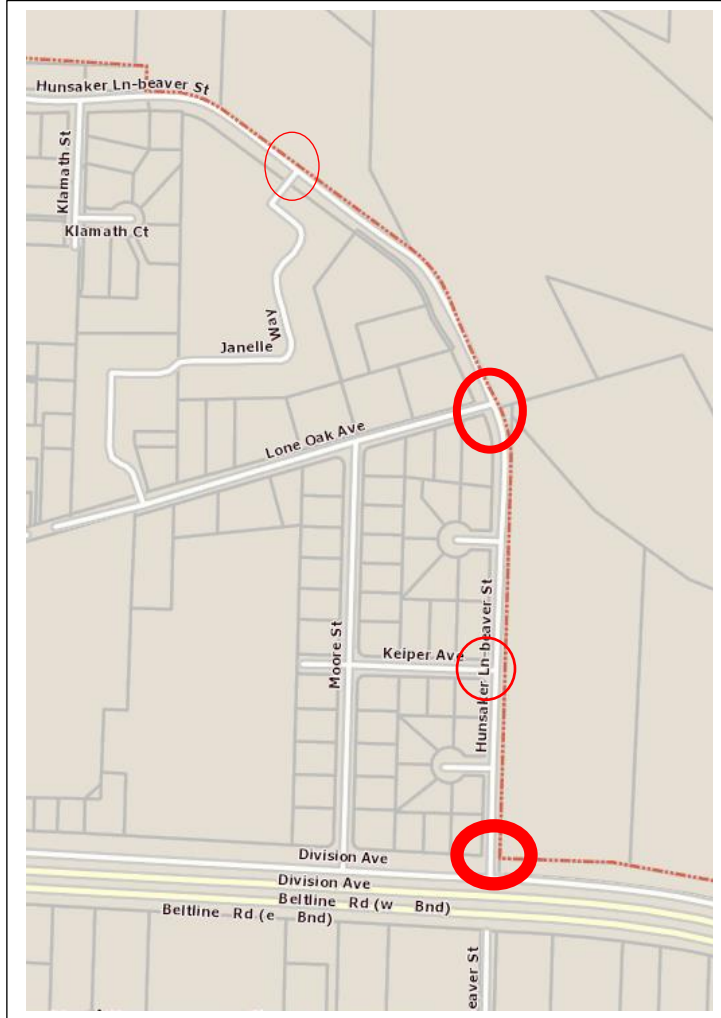
(Line weight of circle increases by 0.5pt per response)



Survey Results Summary

37 respondents

Beaver Street Crossing Needs for People Walking and Biking



Tell Us More About Yourself...

Do you live or own property on Beaver Street or Hunsaker Lane? Yes **13** No **23**

Do you live in the area (if not on these streets)? Yes **12** No **7**

Do you work in the area? Yes **11** No **23**

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

- **By bike:**
 - 5 people daily
 - 7 people weekly
 - 3 people monthly
 - 6 people a few times a year
 - 10 people never

- **By foot:**
 - 4 people daily
 - 10 people weekly
 - 3 people a few times a year
 - 13 people never

- **By car:**
 - 22 people daily
 - 9 people weekly
 - 4 people monthly
 - 3 people a few times a year
 - 1 person never

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

Sidewalks	Yes <u>30 votes</u>	No <u>2 vote</u>
Bike lanes	Yes <u>28 votes</u>	No <u>2 vote</u>
Street Trees	Yes <u>12 votes</u>	No <u>10 votes</u>
Street Lights	Yes <u>21 votes</u>	No <u>3 vote</u>

What else?

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

Survey Results Summary

37 respondents

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

- Beaver/Hunsaker needs more traffic enforcement. Drivers consistently exceed speed limit. If speed is lowered to 25 mph it needs to be enforced.
- Would bike and foot drastically more if I felt safe
- Prioritizing the connection of the bike path. It's time River Road gets access to trail. Our community needs it and it expanding greatly in the near future with all the development.
- Support the narrower green space as long as we keep greenery
- Expand Hunsaker to 65' ROW with center turn lane, bike lane, sidewalks, and green strips
- Expand Beaver Street to 60' ROW
- 25 mph? Really?
- Minimize green space
- It's important to make the route safe for bikes
- I walk my dogs along Beaver/Hunsaker 3-4 times a week. It would be great to feel safer when I do that.
- Better signage; traffic slowing features
- Prefer biasing 55 wide street to south side of ROW west of Taito Street
- Pie in the sky proposals: Longer on/off ramps off Beltline; bypass from North Delta Hwy to north River Road for future development to eliminate traffic at Beltline/River Road corridor; realign Delta Hwy/Beltline intersection; add east/west bridges over river; proposed Beaver Street arterial; west bank path be continued north on east side of Knife River property to connect with Beaver Street arterial bike lane
- Question necessity of green space in regard to existing trees. Widening of Beaver should be from the east side. Bike lane definitely needed. Not sure about sidewalk or greenspace. May not be enough room regarding private property easements. Are greenspaces necessary?
- Built it so a 10-year-old can use it on their own
- Reduce traffic congestion at River Road.
- Bike lanes OK if enough room to be safe
- No taking of property
- No assessment to property owners
- Trees on walk lane is slippery in winter
- Almost no one walks on west side now as it is too dangerous (narrow). Better to extend bike and foot travel on east side by Delta Sand and Gravel. There is no storm drains also.
- Depends on how much it would impact our property tax and how much land would be lost to these improvements.
- Thank you for sending this out and giving property owners a say.



BEAVER-HUNSAKER CORRIDOR STUDY NEWSLETTER



COMMUNITY SOLUTIONS

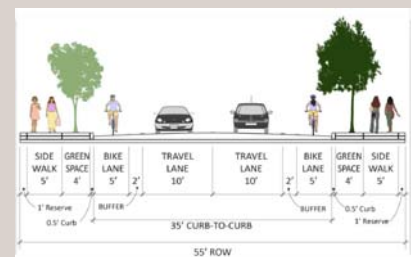
Planning designs to meet current and future needs

June 15, 2016 – More than 50 area residents and business owners gathered together at North Eugene High School to share their ideas, experiences, and feedback on potential changes to Beaver Street and Hunsaker Lane. These changes are aimed at improving the safety, comfort and convenience for pedestrians, cyclists, traffic local to the neighborhood and traffic that is using the corridor to travel between River Road and the Beltline Highway. Although the Beaver-Hunsaker corridor is serving the many roles that both the City and Lane County expect in its “Major Collector” designation, the lack of sidewalks and bike facilities as well as the speed of vehicles contributes to an environment that the County and the neighborhood want to see improved.

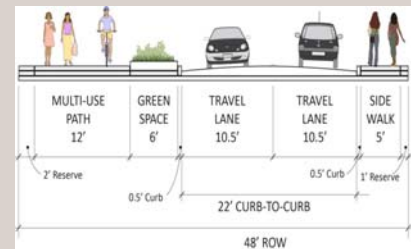
The County presented design solutions at the workshop that were based on both technical analysis as well as feedback gathered by staff and through the Lane County Board of Commissioners through a variety of interactions with the people traveling the street and living next to it over the past 12 months. The County kicked off the project with a series of “stakeholder interviews” with a wide range of community members, including property owners, businesses, and the school district, and then followed up with meetings with neighborhood groups and advisory groups, such as Eugene’s Active Transportation Committee, the Central Lane Metropolitan Policy Committee, and Lane County’s Transportation Advisory Committee.

THE SOLUTIONS

HUNSAKER LANE



BEAVER STREET



BEAVER-WILKES BIKE PATH



For Beaver Street, the design solution links the corridor to the existing pedestrian and bicycle path along Division Avenue by creating a new pathway adjacent to the Delta Sand and Gravel property. Sidewalks are provided only on the south/west side of the street. The design solution also recognizes the potential to add a north-south off-street pathway from the corridor north to Wilkes Drive. For Hunsaker Lane, sidewalks and bike lanes are provided on both sides of the street. Under both designs, a green space is added to provide a separation between people walking or cycling and vehicles and buses as well as to provide for natural plantings to help with street drainage. Both designs also plan for the continued use of the corridor by Lane Transit District buses as well as allowing for safe passage by emergency responders.

At the workshop, 64 percent of people responded positively to reducing the width of the travel lanes from 11 feet to 10 feet to help reduce vehicle speeds in the corridor. Both the Fire Marshal and LTD confirmed that the reduced travel lane width will serve their needs. In addition, most of the people who attended the workshop agreed that adding pedestrian and bicycle facilities is of utmost importance, however, some questioned whether the facilities are needed on both sides of the roadway, due to potential local property impacts. Reducing these impacts will be looked at more detail when the project moves into construction.

The County's technical work revealed that a new north-south street between Beaver Street and Wilkes Drive would not be supported by state law.

WHAT'S NEXT?

Over the next several months, the County, City, and the State are embarking on a number of plans that will shape the future of transportation along and near the Beaver-Hunsaker corridor. Lane County staff will be summarizing the process, technical analysis, public comments, design concepts, and recommendations to inform future decision-making and ultimate construction in the Beaver-Hunsaker corridor. Refining the designs to include some of the recommendations, like strategically placing pedestrian crossings along the corridor to improve safety and slow vehicle speeds, and transitioning the sidewalk from setback to curbside to protect building setbacks and significant vegetation, will require more information and funding beyond the scope of this corridor study.

The proposed Beltline Bridge will also affect the design of the corridor. The location and design of the proposed intersection of the new street with Beaver Street is pending local adoption of the Beltline Facility Plan and subsequent NEPA review.

In addition, both Lane County and the City of Eugene are currently working toward adoption of 20-year transportation system plans that reflect how the future land use vision can be supported by our multimodal transportation system.

We look forward to seeing you at any or all of the upcoming opportunities for each of these efforts that are critical to our future.

Eugene Transportation System Plan

- October-November 2016 Eugene Planning Commission recommendations to City County
- November – December Joint Public Hearing: Eugene City Council and Lane County Board of Commissioners

Lane County Transportation System Plan

- January 2017 Draft Project List
- March 2017 Draft Transportation System Plan
- July 2017 Planning Commission Public Hearing
- October 2017 Board of County Commissioners Public Hearing

For more information, PLEASE VISIT OUR WEBSITE:

<http://www.lanecounty.org/departments/pw/transplanning/pages/beaver-hunsakercorridorstudy.aspx>

or contact:

Becky Taylor
Senior Transportation Planner

Lane County Public Works
3040 North Delta Highway
Eugene, OR 97401
541-682-6932
becky.taylor@co.lane.or.us

BEAVER-HUNSAKER CORRIDOR STUDY

NEWSLETTER (AUGUST 2017)



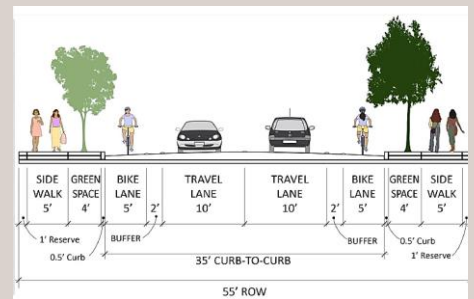
TRANSPORTATION ADVISORY COMMITTEE RECOMMENDS PLAN APPROVAL

July 26, 2017 – More than 15 area residents and business owners attended the Lane County Transportation Advisory Committee (TrAC) public hearing to share their ideas, experiences, and feedback on the future changes to Beaver Street and Hunsaker Lane, as recommended in the Beaver-Hunsaker Corridor Plan. Many of the area residents were excited about the recommendations to improve safety for pedestrians, cyclists, and local traffic. Residents and County staff are also excited about the future use of raised pedestrian crossings and pedestrian-activated flashing beacons, which are part of the Plan recommendations for the Beaver-Hunsaker corridors. The need for traffic calming was an emphasis in the approval recommendation by the Transportation Advisory Committee.

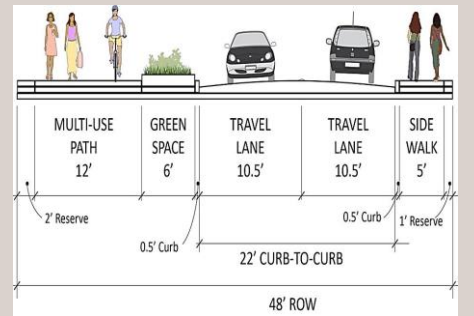
On August 22, 2017, the Lane County Board of Commissioners will consider final adoption of the Beaver-Hunsaker Corridor Plan. Following adoption of the Plan, a detailed design process is necessary, which would involve affect property owners, to determine the alignment of several design elements, such as sidewalks, planter strips, and parking bays. (More information is provided on page 5.)

RECOMMENDED DESIGN CONCEPTS

HUNSAKER LANE



BEAVER STREET

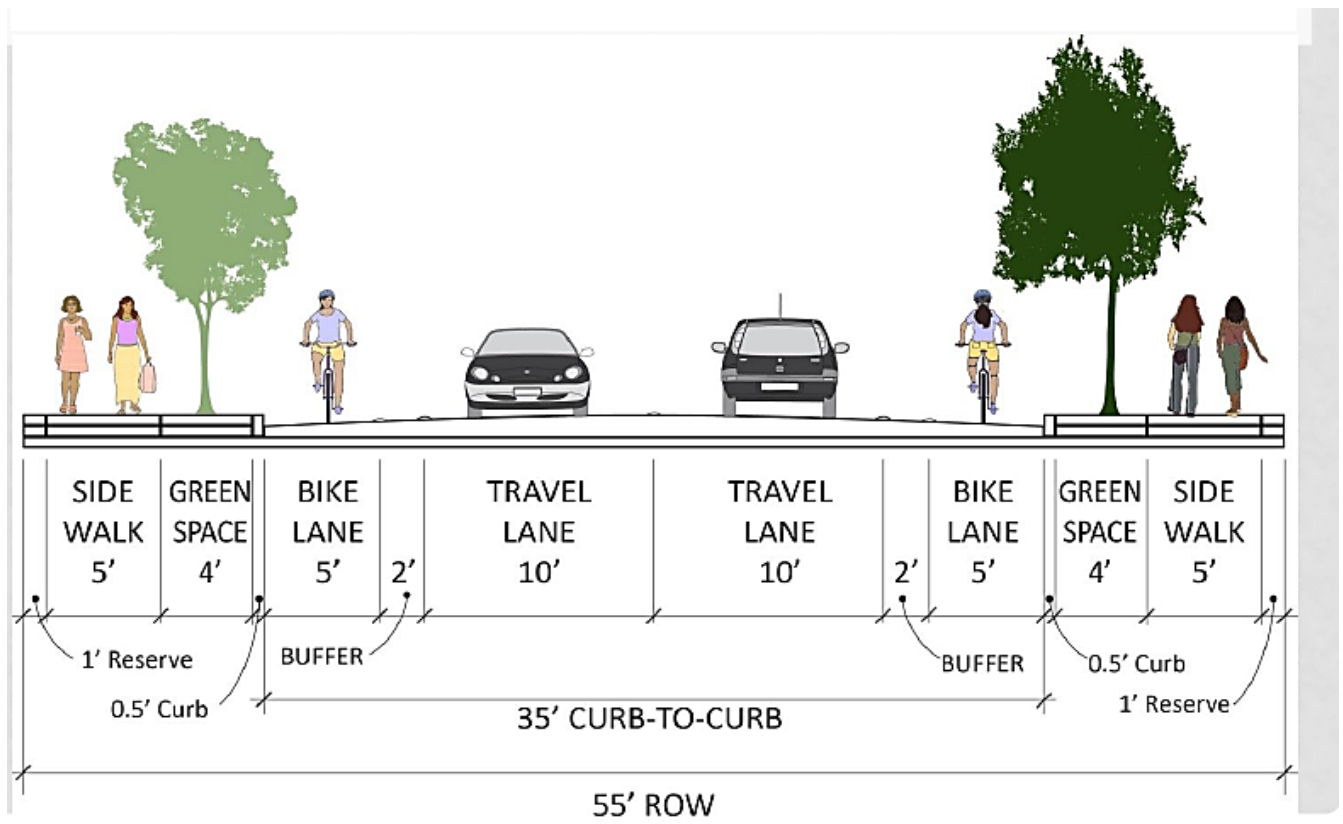


BEAVER-WILKES BIKE PATH

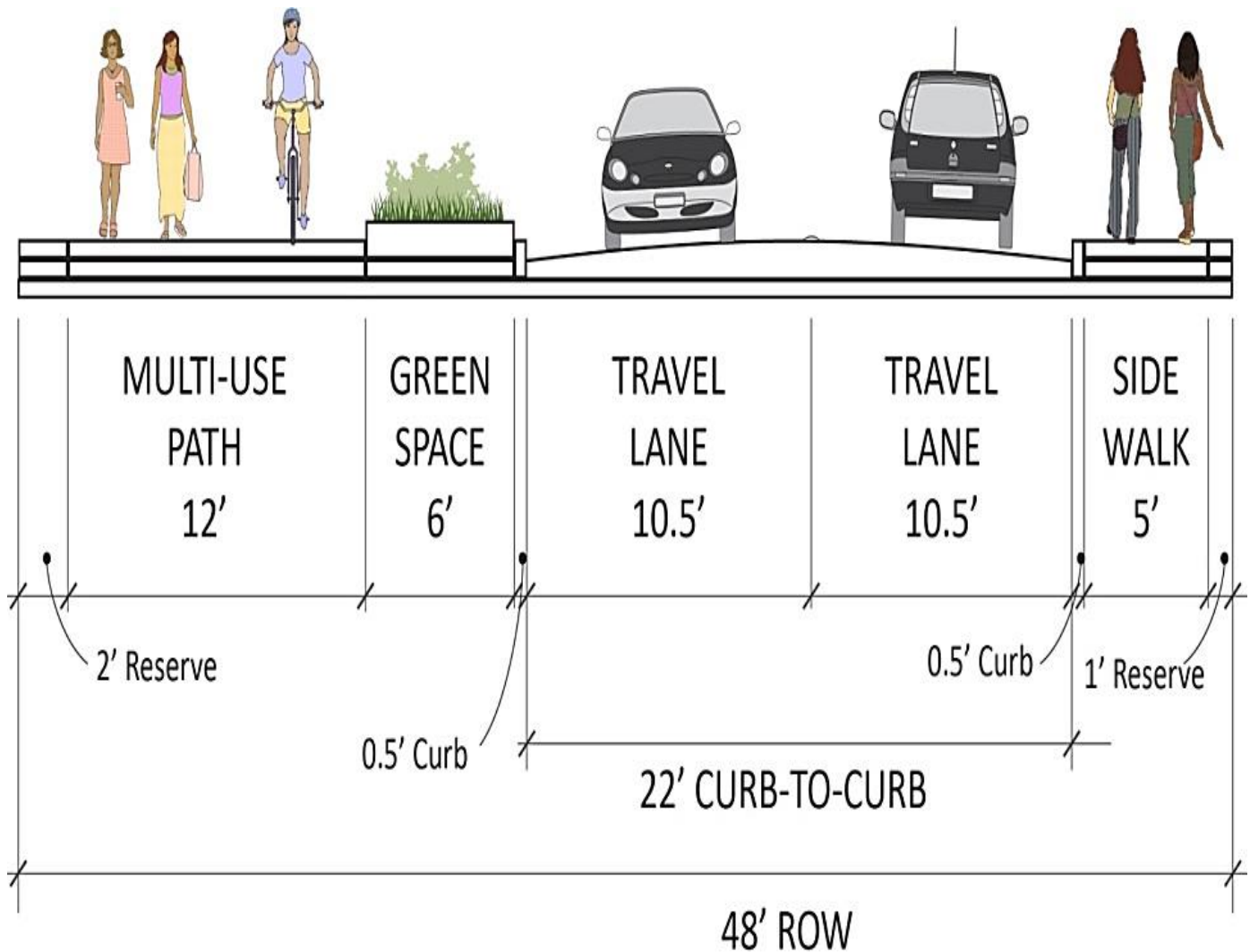


Design Recommendations

For Hunsaker Lane, sidewalks and bike lanes are recommended on both sides of the street. These facilities would connect the residences that line both sides of the street to the proposed transit station and the existing neighborhood commercial uses on each side of the street at the intersection with River Road. The design recommendation calls for a green space to provide a buffer for pedestrians, which could be used for tree plantings and/or stormwater infiltration. The green space may be substituted with parking bays or omitted – depending on a subsequent design process which will refine these details with property owners, based on reasonable criteria for minimizing property impacts. For the most part, the recommended design would fit within the existing right-of-way width; under current conditions, there are several private property encroachments within the existing right-of-way. Right-of-way needs may vary depending on the future design refinement process.

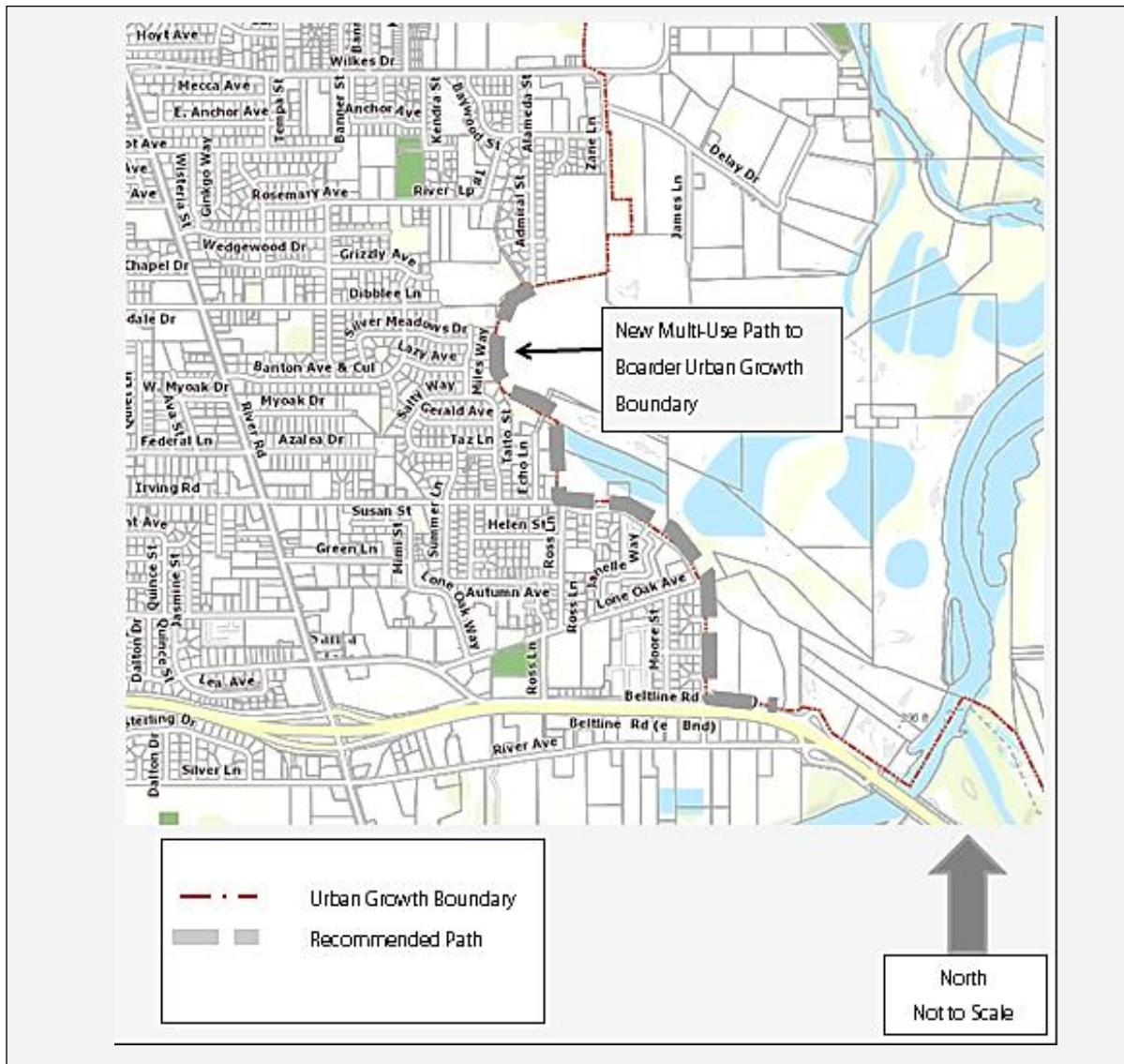


For Beaver Street, the design recommendation links the corridor to the existing pedestrian and bicycle path along Division Avenue by creating a new pathway adjacent to the Delta Sand and Gravel property. Sidewalks are provided only on the south/west side of the street for the following reasons: to emphasize use of the multi-use path on the north/east side of the street; in recognition that an unbalanced right-of-way need on the north/east side would come from Delta Sand and Gravel, which has indicated support for the path; in acknowledgement that southbound traffic volumes are significantly lower, in which case a buffered bike lane and setback sidewalk would not be as essential to ensure bicycle and pedestrian safety; and to minimize land impacts, particularly an open drainage ditch and transmission lines. The design solution also recognizes the potential to add a north-south off-street pathway from the corridor north to Wilkes Drive. In particular, the design recommends narrowing the existing travel lanes and keeping the roadway to one travel lane in each direction. This is especially important to the neighborhood with regard to ODOT's proposed improvements to Beltline, which could include a new street connecting to Beaver Street. Additional design work is needed to determine the location and type of connection (e.g. a roundabout may be possible) and the transition to this recommended design. In particular, Beaver Street is not envisioned to be widened to accommodate additional travel lanes.



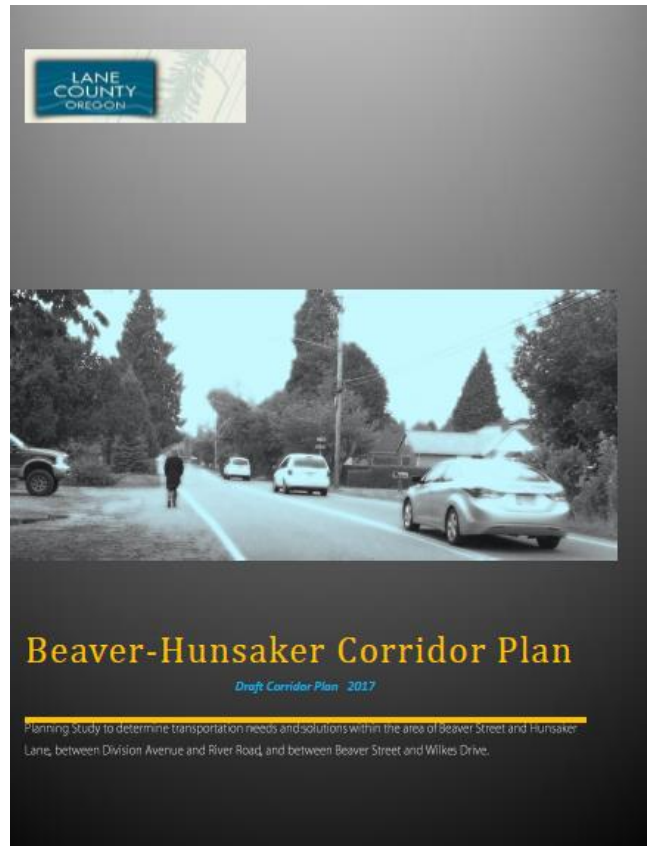
Multi-Use Path

The County’s technical work revealed that a new north-south street between Beaver Street and Wilkes Drive would not be supported by state law concerning transportation facilities outside urban growth boundaries (see details below). Instead, a new multi-use path is recommended, which is allowed by state law. The path would extend the existing path on Division Avenue to the north, along the north/east side of Beaver Street and the west side of Delta Sand and Gravel, generally east of the urban growth boundary, to Admiral Street, for an eventual connection to Wilkes Drive. North of Wilkes Drive is Madison Middle School and City parkland, both of which have a high demand for walking and bicycling trips. The Santa Clara Neighborhood Organization has been working with Delta Sand and Gravel to clear the area for the future path. Throughout the planning process, Delta has indicated support for the path and a willingness to provide the additional land needed for constructing the path. Details of the path design and alignment require additional work with Delta Sand and Gravel.



WHAT'S NEXT?

The Lane County Board of Commissioners (BCC) is scheduled to take action on the Beaver-Hunsaker Corridor Plan on August 22, 2017. A public comment period is included in this meeting. Adoption of this Plan by the BCC will provide direction to staff to continue to pursue implementation of the designs recommended in the Plan. This pursuit most immediately involves the need to secure additional funding to complete the design and construct the improvements. The funding has not yet been determined, but Lane County will pursue state, federal, and regional funding sources. This Plan is also intended to provide some certainty to area residents and affected property owners about the future of the corridors, particularly given the number of concurrent planning efforts underway in the area by the City of Eugene, Oregon Department of Transportation, and Lane Transit District.



Public Comment Opportunity

When: August 22, 2017 at 9:00 a.m.

Where: Harris Hall
Lane County Public Service Building
125 E. 8th Avenue
Eugene, OR 97401

What: Let the Lane County Board of Commissioners (BCC) know what you think about the draft Beaver-Hunsaker Corridor Plan

Why: The BCC will make a final decision on the adoption of the Plan

How: Show up and speak (see when/where above)

For more information:

Contact: Becky Taylor, Senior Transportation Planner

Phone: 541-682-6932 Email: Becky.Taylor@co.lane.or.us

Visit the project webpage at: <http://lanecounty.org/cms/One.aspx?portalId=3585881&pageId=4213762>



BEAVER-HUNSAKER CORRIDOR STUDY



FREQUENTLY ASKED QUESTIONS



Funding

Q How will roadway improvements be funded?

A Final design and construction funding have not yet been identified for this project. Lane County continues to seek federal and state funding, with the potential to leverage some funding resources from future improvements to the Beltline Highway and an adjacent new Local Arterial Bridge as identified in Eugene's 2035 Transportation System Plan (TSP).

Q Will local project owners be assessed for any of the construction costs?

A Any future assessments of local property owners would need to be reviewed within the context of both city and county policy and practice (including an evaluation of equity). Even if initiated by the City, the Board of County Commissioners would need to authorize assessing properties that have not been annexed into the city (several along corridor). Any additional right-of-way needed for the project would involve compensation to the affected property owner consistent with state and federal laws.



Property Impacts

Q How will construction of this project potentially affect my parking, landscaping, fencing and building setbacks?

A Off-street parking: Future design efforts will evaluate ways to reduce the impacts to homes that currently rely on driveway parking within the right-of-way. When possible, the final project design team will look at ways to lessen impacts where possible. For example, transitioning sidewalks with landscape strips to curbside sidewalks may be possible in some areas.

A On-street parking: There is currently no defined on-street parking. Area residents do sporadically use the existing right-of-way along the street for parking near homes. Current design concepts for corridor improvements do not include future on-street parking due to the significant property impacts it would have to current residents.

A Landscaping: Recent public outreach has shown overall support for the conceptual landscape strip between the road and future sidewalk. Prior to making landscaping decisions, the project design team will

need to develop a drainage plan that could affect where a landscape strip is located as well as its needed size. Future public input will be included as part of the final design solution.

- A** **Setbacks:** During design phase of project, County will evaluate each property relative to the setback requirements and identify potential modifications to design (e.g., narrowing of landscape strip) for individual parcels. For those parcels where setback requirements cannot be met with the new design, the right-of-way acquisition process is required to compensate the affected property owner consistent with state and federal laws.



Vehicle Volumes and Speeds

- Q** **Will construction of this project help reduce the number of cars and trucks on the road?**

- A** Traffic volumes for the corridor are consistent with the current street classification. However, one of the primary purposes of this project is to improve the street design, including adding sidewalks and vegetative buffers, to improve the livability of residents along the corridor.

- Q** **Will construction of this project help reduce the speed cars and trucks?**

- A** Concerns about the speed of cars and trucks on the road have been a consistent message heard during public outreach. The design of a road has a significant effect on how fast cars and trucks drive. The final design of the corridor will include design elements to slow the overall speeds through this neighborhood and make biking and walking feel more comfortable.

- Q** **Is a new road connection between Beaver and Wilkes possible, and if so, would it help reduce crowded traffic conditions?**

- A** County staff analysis of a connection between Beaver and Wilkes showed that a new roadway outside the urban growth boundary (UGB) would most likely not be allowed with existing state land use laws. Further, traffic modeling showed that this new connection would have very little impact on the traffic volumes on River Road or on Beaver-Hunsaker. However, area residents have expressed support of a pedestrian-bicycle pathway between Beaver and Wilkes. A pathway is consistent with both state land use laws and city and county policies.



Roadway Design

- Q** **Why does the conceptual design show narrower travel lanes, sidewalks on both sides, bike lanes, and a landscaping strip?**

A Since Hunsaker Lane passes through an existing neighborhood, any design changes need to be sensitive to the impacts of adjacent residents. The Corridor Study evaluated existing county and city road standards and looked for design flexibility when possible to reduce any impacts on neighboring properties. Sidewalks and bike lanes are needed on both sides of the street to allow people who walk and bike to safely access destinations on both sides. Installing a landscape strip between the sidewalk and travel lanes helps provide a buffer while also helping slow cars down. Narrower lanes will also help slow cars down but be wide enough for buses and emergency vehicles to safely pass.

Q **Why does the conceptual design only include a multi-use path on a portion of the corridor?**

A The multi-use path on Beaver Street is intended to connect the existing bike path on Division Avenue and to a future bike path extension to the north. Further, the multiuse path on the east/north side of Beaver Street limits the impact on adjacent properties. Including a multi-use path on other portions of the corridor would have significant effects on adjacent properties. Sidewalks on these other portions provide a balance of creating a safer walking environment while also limiting property impacts.



Intersection Design

Q **How will the intersection of River Road and Hunsaker Lane be affected?**

A The final design of this intersection will be determined as part of LTD's future transit station in the southeast quadrant of the intersection as well as future phases of the Beltline project. The final report for the Beaver-Hunsaker plan will recommend that both future projects consider pedestrian improvements and left-turn improvements as well as local access impact at this intersection.

Q **How will the intersection of Division Avenue and Beaver Street be affected?**

A The final design of this intersection will be determined as part of future phases of the Beltline project. The concepts considered to-date as part of the Beltline Facility Plan include a complete reconfiguration of the intersection (including the potential for a roundabout). The final report for the Beaver-Hunsaker plan will highlight resident concerns with the existing configuration for consideration as part of later design efforts for the Beltline.



Corridor Crossings

Q **Will there be pedestrian crossing improvements made along Beaver Street and Hunsaker Lane?**

A Yes, there will be several pedestrian crossing improvements made as part of the project. Public input and technical research shows that the top three desired locations are Summer Lane, Ross Lane (to connect with a potential new north-south path), and Division Avenue. The County's future design will evaluate the specific locations of the crossings relative to storm-drainage, utilities and property impacts.



Truck Traffic

Q Can trucks be prohibited from Hunsaker Lane?

A Trucks account for approximately 6% of the vehicle traffic; this translates to about 200 trucks a day. There are limited instances in which the County restricts truck access, usually related to weight restrictions of bridges. While some trucks currently use Hunsaker Lane, the new corridor design will help encourage truck drivers to use alternative routes.



DATE: September 4, 2015

TO: Project Management Team: Chris Henry, City of Eugene Transportation Planning Engineer; Lydia McKinney, Lane County Transportation Planning Manager; David Reesor, Oregon Department of Transportation (ODOT); and Tom Schwetz, Lane Transit District (LTD)

CC: Project Consultant: Julia Kuhn, Kittleson & Associates

FROM: Becky Taylor, Project Manager

SUBJECT: STAKEHOLDER INTERVIEWS SUMMARY

During the month of August, I interviewed 12 of 17 stakeholders. It was an exceptional opportunity to gather candid perspectives and build momentum in support of the project. Despite a select few stating attachment to a particular outcome, there was an overall admiration of the effort to understand the needs before jumping to a solution. In fact, most were reassured that we were being open-minded about future exploration of alternatives. All appreciated solicitation of their opinion.

A summary of the comments is provided below, broken into the following categories: Beltline (and Beyond); Beaver-Hunsaker; and Beaver-Wilkes. I have reviewed the data-related comments with Julia to ensure that we're on the right track with our existing-conditions analysis, which is under production; we expect having that information available for your review later this fall, which we will share with you via email. In the meantime, please review the following comments. These comments, along with our upcoming existing-conditions analysis, will inform our next step, which will be a meeting with our Technical Advisory Committee (which includes you) to brainstorm some alternatives to share at our first public open house (to be scheduled early winter).

As a spinoff from the stakeholder interviews, I met with the Santa Clara Neighborhood Association last night; and later this month, I'll be discussing the project with Eugene's Bicycle and Pedestrian Advisory Committee and the regional Transportation Options Advisory Committee. I will share the results of those discussions with you immediately, via email.

Stakeholder Interviews – Summary Comments

Beltline (and Beyond)

- There are bigger transportation needs we should be paying attention to and investing in. The real issue is that we need another bridge crossing. The study area is not inclusive of the regional demand; Beaver-Hunsaker is a short-cut that serves a larger area. Refer to the 2007 study for the hospital as baseline data; compare the predictions of that report with current findings.
- Delta concerned about impacts to their property and future access.
- If LTD uses Beltline, would they use Beaver-Hunsaker?
- Compare traffic counts of Beltline Plan for Beaver/Division intersection.
- The Lane County park / boat landing at the end of Chapman Drive is a designation for bikes and peds.
- Consider a bike path along the river
- Consider street connection between N. Delta Hwy and Chapman with another river crossing.
- River Loop 1 needs shoulders
- The intersection of Green Lane / River Road is difficult; needs to be right-in / right-out
- River Road / Santa Clara area planning by Eugene commencing this fall; neighborhood conversations thus far have emphasized the need for improved river access.

Beaver-Wilkes

- Like the idea of a new street connection – the convenience of getting off Delta and traveling straight to Wilkes, avoiding River Road. Would take a lot of pressure off River Road and Division Avenue. Would be great if the new street had a green design with a center planter for stormwater. Would be disappointed if Beaver-Wilkes isn't a road connection; don't need a just-bike connection – that should happen along the river.
- Not sure if we could justify a new road or even just a new bike path. The existing neighborhood connectivity is circuitous, but feasible with improved way-finding. Bikers and walkers expect to take more time to travel; it's the comfort level that directs their route. He went on a bike tour in the neighborhood and it was challenging. He rides on River Road.
- Delta willing to discuss a bike/ped connection along the west edge of their property, from Echo to Admiral.
- Need to get bikes/peds off River Road. More people are using the NW Expressway – needs better bike/ped amenities (speeds are high, need greater separation). Think about recreational vs. commuter cyclists in area.

- Instead of building new bike/ped, use existing neighborhood streets (Bike Blvd) with better way-finding signage. It's possible to travel from Hunsaker to Wilkes via Taiso, Miles, Silver Meadows, Grizzly, River Loop 1.
- A street through the school property would compromise its development, but open to streets along its edges (road frontage better than backyards for security and maintenance). Open to bike/ped connections. Most kids are being driven to the existing school, Madison Middle; if we do connect, may need crossing improvements for Wilkes.
- There is a perceived demand for a bike/ped connection between Beaver and Wilkes.
- Access to the northerly school sites is needed for school children.

Beaver-Hunsaker

- Excited about LTD station; this and other development in the area necessitates improving the roadway.
- Needs bike/ped facilities, but understands right-of-way constraints. There could be future needs associated with the new Beltline off-ramp into Beaver and the LTD station on Hunsaker. To address the immediate needs and not wait for the perfect solution 10+ years from now, adding a paved shoulder to each side may be sufficient – just four feet should do it without any special markings or stenciling. Consider narrowing the striping for the vehicle travel lanes for now. Eugene did something similar with a pavement preservation project on Division Avenue: pushed surface pavement out just a bit and restriped with narrower travel lanes and a shared bike/ped lane on one side; it's somewhat of an experiment, but it's already appearing to get more use. Safety could be affected by lighting and the flanks beyond the pavement. The intersection of Beaver and Division should be evaluated; consider changing the curb radius to slow vehicles and shorten crossing distance for bikes/peds.
- Recognize need for access to Delta and conflict points with bikes/peds.
- Not as much traffic headed east; westbound volumes and speeds are higher, coming directly off Beltline.
- Immediate priority is sidewalks; in considering alternative solutions, the priority should be providing sidewalks on the south side where the most residents live.
- LTD used to provide service; there are existing stops along the roadway. Would like to see transit service come back to serve residents.
- There are school children and school bus routes and stops along the roadway.
- There are several residents in the area that would benefit from alternative modes of transportation, such as assisted living centers (Lone Oak and Quail Run) and other lower-incoming housing developments.

YOU ARE INVITED!



Please join staff from Lane County, Lane Transit District, City of Eugene, and Oregon Department of Transportation to learn more about transportation planning efforts in vicinity of Hunsaker Lane – Beaver Street.

WHEN: JUNE 15, 2016
DROP BY ANYTIME BETWEEN 4:00 PM AND 6:00 PM
WHERE: NORTH EUGENE HIGH SCHOOL
200 SILVER LANE

The community is invited to provide input on three design alternatives for improving Hunsaker Lane – Beaver Street for the safety of people walking, biking, riding, and driving. The goal of the meeting is to arrive at a community-preferred design for future street improvements.

FOR MORE INFORMATION: VISIT [HTTP://WWW.LANECOUNTY.ORG/DEPARTMENTS/PW/TRANSPANNING](http://www.lanecounty.org/departments/pw/transplanning)
STAFF CONTACT: BECKY TAYLOR, LANE COUNTY SENIOR TRANSPORTATION PLANNER
PHONE: 541-682-6932 **EMAIL:** BECKY.TAYLOR@CO.LANE.OR.US



Beaver-Hunsaker Corridor Plan Public Workshop #1 Comments

- Access to property (at northeast corner of Hunsaker & Echo Lane) difficult with high traffic volumes.
- People run red lights at Hunsaker/River Road – big problem – six cars go through
- Rain gardens are maintenance issue – look ugly quickly and people use pesticides, which defeats their purpose
- Why would we remove existing trees to plant street trees?
- Don't extend Suzan Street through the LTD site.
- Traffic volumes are high because people are using the road as a shortcut to avoid the Division Avenue/River Road intersection or the Beltline/River Road exit. (There's an impression that these other intersection/exit should be used instead and that it's inappropriate for freeway traffic to travel Beaver-Hunsaker.)
- There is some unofficial on-street parking (private improvements in the public right-of-way) which will be removed as part of the street improvements. The proposed street improvements do not include on-street parking and will reducing the available space for on-site parking (reduce setbacks from buildings and garages). (Follow-up: check actual impacts of these parenthetical comments.)
- With a new north-south path, peds/cyclists can use Ross Lane to access commercial near Fred Meyer; look at crossing treatments at Ross/Beaver.
- Poor visibility at Ross Lane and Beaver Street due to curves and fences; many accidents
- Need to smooth the road and eliminate vertical curves.
- Add bike lanes, sidewalks, center turn lane (should be three lanes wide like it is across River Road) , green strip (green spaces)
- Modify River Road intersection to include dedicated lanes for left and right turns and forward movements.
- Beaver Connector for cars to the north needed to cut down traffic
- Add multiple speed bumps to slow traffic
- Too much congestion with proposed new Beltline Bridge
- Need to block off the freeway traffic onto Hunsaker
- Need to extend Beaver to Wilkes to take traffic pressure off Hunsaker and River Road
- How can the Beltline bridge be built outside the UGB, but Beaver-Wilkes can't?
- Even if we can't justify Beaver-Wilkes street now, don't wipe it off the books; it's still needed in the future, if not now.
- The Beaver-Wilkes Street just makes sense; the UGB law doesn't make sense – need to find a way around the law.
- The safest answer to traffic on Hunsaker Lane is to divert it elsewhere. Need to be proactive about solving a growing need. The Beaver Street extension has been proposed for years because it's a good idea. Need to figure out how to change the UGB.

- If Delta is willing to consider a path, why not a little more room for a road?
- The majority of traffic on Hunsaker is cut through to homes that are further north on River Road, past Wilkes to Beacon, therefore I would love to see an additional route over the river that would take residents further down River Road.
- At the very least, Hunsaker needs to be safer for pedestrians and bicyclists. People have to drive everywhere and kids have to be bussed to school because it's unsafe to walk or bike anywhere.
- I would like to suggest a designated turn lane and arrow to travel south on River Road from Hunsaker. Traffic gets backed up and can become nearly impossible to get out of our street during rush hour.
- How can the government make the road safer for bikes and peds without destroying the neighborhood? Do we really need bike lanes and sidewalks on both sides of the street? Should only need a shared path on the south side of Hunsaker, where traffic volumes and speeds are lower for eastbound vehicle traffic. Or continue the Beaver Street design through Hunsaker, but shift the improvements so that there's equal property impact – not just to owners on one side of the street. Can you have one two-way bike lanes instead of two one-way bike lanes?
- Posted speed should be reduced from 35 to 25. Need to add lots of speed bumps.
- Yes to the new bus station
- Lip on the existing bike path at Division and Beaver needs to be ground down
- Need a push button for bikes getting across Beaver to continue on Division – very dangerous intersection for bikes
- I wanted to offer my strong support of the proposed improvements. I have lived on the street for 30 years. I have always worried that someone would be hit by a car on our street as there are no curbs, sidewalks or buffer zones to protect pedestrians and bicyclist.
- Congestion at River Road, especially northbound; need more storage in right turn lane; move bike lane out of right turn lane
- Major congestion at River Road intersection at rush hour. With the addition of LTD and bus traffic turning onto Hunsaker, it will get worse.
- No eastbound left turn lane (dedicated with arrow) at Irving and River Road. Irving eastbound north of River Road traffic congestion.
- The existing bike path at Division/Beaver needs to be improved.
- Bike/ped path needed to the north, to connect with Admiral
- The gravel lot near the Willamette River is a conflict point at the path. Some people park on it. This is a very dangerous situation, especially in the summer when many automobiles are driving down to the river. There is no signage for drivers to know that there is even a bicycle path there. (Outside scope of Beaver-Hunsaker Corridor Study – sent comments to Matt Rodrigues & Reed Dunbar for consideration of signage solution.)
- Division Avenue traffic going south doesn't look both ways for people on the northern shoulder.
- Santa Clara Community Organization would like to have one of the roll maps.

Public Comment Opportunity

Attachment 4-17



Draft Beaver-Hunsaker Corridor Plan

Purpose: The Beaver-Hunsaker Corridor Plan provides transportation recommendations for the Beaver Street—Hunsaker Lane and Beaver Street—Wilkes Drive corridors. The objectives of the recommendations are to: provide convenient, comfortable, and safe transportation facilities for people walking, biking, riding, and driving; and minimize impacts to adjacent properties and the environment. The recommendations were shaped by technical analysis, policy considerations, and community input. The plan will enable the County to begin to seek funding sources for the design and construction of the recommended improvements.

Recommendations:

Beaver Street—Hunsaker Lane

- ◆ One vehicle travel lane, ten feet wide, in each direction throughout the corridor
- ◆ Bike lanes painted on both sides of the street for most of the corridor
- ◆ Sidewalks on both sides of the street that vary in width and alignment along the corridor
- ◆ Raised cross-walks throughout the corridor for safety

Beaver Street—Wilkes Drive

- ◆ A new street is **not** recommended based on technical analysis
- ◆ A new pedestrian-bicycle path **is** recommended, along the Eugene Urban Growth Boundary, to connect this corridor with the existing path on Division Avenue

Review the draft Beaver-Hunsaker Corridor Plan on the Lane County public webpage at: <http://lanecounty.org/cms/One.aspx?portalId=3585881&pageId=8599857>

Public Hearing

When: July 26, 2017 at 5:45 p.m.

Where: Lane County Public Works
Customer Service Center
3050 N. Delta Hwy
Eugene, OR 97408

What: Let the Lane County Transportation Advisory Committee (TrAC) know what you think about the draft Beaver-Hunsaker Corridor Plan.

Why: The TrAC will make a recommendation on the draft plan to the Lane County Board of Commissioners.

How: Show up and speak at the hearing (see when/where above). Mail or email comments to Becky Taylor to forward to the TrAC (by July 25).

For questions contact:

Becky Taylor, Senior Transportation Planner

Phone: 541-682-6932 E-mail: Becky.taylor@co.lane.or.us

Public Comment Opportunity



Draft Beaver-Hunsaker Corridor Plan

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Public Comment Log: Beaver-Hunsaker Corridor Plan

Received between 7/14/17 public notice and 7/25/17 – in advance of 7/26/17 Transportation Advisory Committee Public Hearing

Name	Comments	Response
<p>Ray Hochhalter 2711 Summer Lane rayh57@outlook.com</p>	<p>Disagrees with design; doesn't consider traffic to be a problem; opposes reduced speed limit and narrower travel lanes; says there aren't enough bicycles and pedestrians to be concerned; against greenway and related tree maintenance; recommends 11' travel lanes, no greenway, no change in speed limit</p>	<p>This is a unique perspective. Most neighbors have expressed concern with traffic speeds and volumes. The narrower travel lanes and reduced speed of 25 mph are intended to address those concerns and to comply with Eugene's design expectations (i.e. 10' travel lanes, buffered bike lanes, planter strips) to facilitate jurisdictional transfer. Many neighbors said they would walk and bike more if there was a safe place to do so.</p>
<p>Thomas Witt 541-463-7708</p>	<p>Disabled vet. Almost hit a few times when checking mailbox. Wants traffic slowed to 25 mph. Need to have more Sheriff patrols enforcing speed on Hunsaker. Doesn't want the residential road to be a bypass for Beltline.</p>	<p>The design recommendations are intended to mitigate most of these concerns. The design includes buffered bike lanes and setback sidewalks, which will provide greater separation between mailboxes and vehicle travel lanes. The design is for a 25 mph speed. The transition between the future Beltline Bridge and Beaver Street connection needs additional design work. The design recommendation for Beaver Street is one travel lane in each direction with a raised pedestrian crossing at the intersection of Beaver and Division.</p>

Casey McCright	Looks like you and your team have done great work thus far. Looking forward to see the area be improved with safer transport infrastructure.	
Nora Ellsworth Tashadog90@gmail.com	Looks great!	
Tom Carmichael Tom.carmichael@gmail.com	Will Hunsaker be repaved as part of this project?	Yes, this would include repaving (reconstructing) Hunsaker Lane. Again, we don't have funding for construction, but this planning work helps "pave" the way.
Bruce Ellsworth Bruceellsworth2@gmail.com	Sidewalks on both sides of Hunsaker and Beaver. Make deal with Delta to do the work. Lived on Beaver 30 years and ate a lot of dust. New neighborhoods don't like dust.	The design recommendations include sidewalks on both sides of both streets. Delta Sand and Gravel has been an active participant in the planning process and has expressed willingness to provide the multi-use path along their west property boundary.
AJ Morin Morin.ajm@gmail.com	Counted 930 vehicles westbound on Hunsaker between 5-6pm on 7/19/17 and only 54 eastbound; 90% or more of traffic on Hunsaker is from Beltline, speeding at 40-45 mph and paying no attention to pedestrian, pets, bicyclist or children. Would like speeds dropped to 25 mph. Would like raised crosswalks at Hunsaker and Summer intersection where children cross to access school. This is a miserable, noisy, unsafe place to live. Can't ride bike to connect to bike trails. Children can't walk to bus stop. Very supportive of changes and wants to participate to implement.	The design recommendations are intended to address these concerns.

<p>Todd Coykendall ttcoykendall@msn.com 465 Hunsaker</p>	<p>From the design drawings, our property will not lose any square footage. In addition to showing the city that a special setback will not be required to carry out the County's plans, this is also important because we only have about 72 SF to spare.</p>	<p>This Plan is intended to provide greater certainty for the neighborhood and direction to multi-agency staff about expectations.</p>
<p>Shelton 2682 Atticus 541-999-1769</p>	<p>Concerned about property impacts.</p>	<p>The design concept along this property falls well within the existing right-of-way.</p>

From: Ray Hochhalter [mailto:rayh57@outlook.com]
Sent: Sunday, July 23, 2017 8:59 PM
To: TAYLOR Becky
Subject: Hunsaker Lane remodel

In response to the proposed changes to Hunsaker Lane. I must strongly disagree with the proposed design. Of course I am no expert street designer or traffic planner, but I have lived on the corner of Hunsaker Lane and Summer Lane for more than 41 years. Since receiving the notice of design change I have been paying more attention to the traffic. I have never considered traffic to be a problem and in recent weeks have seen nothing to change my mind. There may be an hour or so in the mornings and evenings with people going to and from work that traffic is a little heavier than normal. But it has never been a problem or distraction. I'm sure you have many charts full of facts and figures on street design. But they don't take into consideration human nature. Narrowing the traffic lanes and reducing the speed limit will only make the safe drivers more careful. The drivers who speed and drive recklessly will continue to do so regardless of lane widths or speed limits. No amount of good intentions will change that. As far as pedestrian and bicycle traffic is concerned, I don't believe there is enough to worry about. Of course I have done no studies and have no official documentation to back up my claims. But I would be very surprised if there were more than an average of four to five peds/bikes combined per week. Hardly a number to cause concern. Also *am against the addition of a greenway. Some years ago I had a walnut tree and flowering cherry tree on my property. Almost every year there would be a notice from Lane County Public Works telling me to trim back the trees. If I didn't, the County would and pass the charges on to me. I finally had both trees removed. Now you are wanting to plant more!!!? All that being said I think a remodel is warranted. Standard 11ft traffic lanes with curbs, 5ft sidewalks on both sides, 5ft bike lanes on both sides. No greenway, no buffer zones, no change in speed limit, all with adequate lighting.* Respectfully, Ray E Hochhalter

Sent from Windows Mail
Lane

2711 Summer

email

rayh57@outlook.com

From: McCright, Casey A
Sent: Friday, June 30, 2017 7:54 AM
To: TAYLOR Becky
Subject: RE: Beaver-Hunsaker Corridor Plan: Available for Public Review and Comment

Becky,

Looks like you and your team have done great work thus far, looking forward to see the area be improved, with safer transport infrastructure!

From: TAYLOR Becky [<mailto:Becky.TAYLOR@co.lane.or.us>]
Sent: Thursday, June 29, 2017 3:02 PM
To: TAYLOR Becky <Becky.TAYLOR@co.lane.or.us>
Subject: FW: Beaver-Hunsaker Corridor Plan: Available for Public Review and Comment

Draft Beaver-Hunsaker Corridor Plan

Now available for public review and comment!

Over the past year, Lane County has been working with the City of Eugene, Lane Transit District, and Oregon Department of Transportation to develop transportation recommendations for the Beaver Street – Hunsaker Lane and Beaver Street – Wilkes Drive corridors that: provide convenient, comfortable, and safe transportation facilities for people walking, biking, riding, and driving; and minimize impacts to adjacent properties and the environment. The recommendations were

shaped by technical analysis, policy considerations, and community input. The

Public Hearing

When: July 26, 2017 at 5:45 p.m.

Where: Lane County Public Works
Customer Service Center
3050 N. Delta Hwy
Eugene, OR 97408

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How: Show up and speak at the hearing (see when/where above). Mail or email comments to Becky Taylor to forward to the TrAC (by July 25)

From: Nora Ellsworth [mailto:tashadog90@gmail.com]
Sent: Thursday, June 29, 2017 9:47 PM
To: TAYLOR Becky
Subject: Re: FW: Beaver-Hunsaker Corridor Plan: Available for Public Review and Comment

Looks great!

Public Hearing

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On Jun 29, 2017 3:02 PM,
"TAYLOR Becky"
<Becky.TAYLOR@co.lane.or.us>
wrote:

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View the plan on the Lane County webpage at:

<http://lanecounty.org/cms/One.aspx?portalId=3585881&pageId=8599845>

For more information contact: Becky Taylor, Senior Transportation Planner

From: bruceellsworth2 [mailto:bruceellsworth2@gmail.com]
Sent: Wednesday, July 19, 2017 7:05 PM
To: TAYLOR Becky
Subject: Beaver street sidewalks

Sidewalks on both sides of humsaker and beaver.irving and Irvington have them
Make a deal with Delta to do the work. LIVED on beaver 30 years and ate a lot of dust.Let Delta
expand and free sidewalks. New neighborhoods don't like dust too bad
THANKS

Sent from my Samsung Galaxy smartphone.

From: AJ Morin [mailto:morin.ajm@gmail.com]
Sent: Wednesday, July 19, 2017 6:58 PM
To: TAYLOR Becky
Subject: Re: Hunsaker Lane

I counted 930 vehicles westbound on Hunsaker between 5:00 pm and 6:00 on 7/19/2107 and only 54 east bound. I would say 90% or more of the traffic on Hunsaker are vehicles exiting Diversion off of Beltline and continuing to River or Irvine. They are using Hunsaker as thoroughfare. Zooming through at about 40-45 MPH and only focusing on the road and paying no attention to pedestrians, pets, bicyclist, or children playing.

At peak hours, this equates to 984 vehicles per hour or 23,616 vehicles per day. This is the same usage as a major arterial street. Traffic is continuous till after 11 PM.

It is very miserable, noisy, and unsafe to live on Hunsaker. I have considered selling my home and moving. It is very difficult to sleep and after a year living here I still get rolled over in bed every time a vehicle zooms by.

I can't even ride my bike to connect to bike trails without the treat of riding on Hunsaker. I fear for the safety of children trying to make their way to school bus stop. No sidewalks, bike lanes, or buffer zones. It is extremely dangerous to cut the grass along side Hunsaker or maintain my property.

I am very much supportive of the proposed changes and want to participate in any manner I can to get the changes implemented. I live right on the corner of Hansaker and Summer.

Hunsaker is not being used as a major collector street as it is classified. It is being being used as a minor to major arterial street at peak hours.

AJ Morin

On Tue, Jul 18, 2017 at 8:02 PM, TAYLOR Becky <Becky.TAYLOR@co.lane.or.us> wrote:
Thank you so much! I'll share your comments with our committee and will keep you posted on the progress. Becky

Sent from my iPhone

> On Jul 18, 2017, at 7:06 PM, AJ Morin <morin.ajm@gmail.com> wrote:

>

> I live on Hunsaker Ln. and Summer Ln. I am very much in favor of the proposed changes. Most of the traffic is people exiting Beltline and taking a "Shortcut" to River. Traffic is constant and speedy. I would enjoy a bike lane and a side walk. I would also like the see the speed limit dropped to 25 MPH. This is a residential neighborhood. There are a lot of children waiting for the school bus on both sides of the corner of Hunsaker and Summer every school day morning. I fear for their safety. I would like to see a raised cross walk at this intersection.

>

From: Todd Coykendall [mailto:TTCOYKENDALL@msn.com]
Sent: Friday, July 14, 2017 2:55 PM
To: TAYLOR Becky
Subject: Verification of proposed ROW width and improvements at 465 Hunsaker Ln.

Hello Becky,

I just left a voice mail to you and thought I would send an e-mail to facilitate your response.

Dad and I are in the process of a second partition of our property at 465 Hunsaker Ln. Both new parcels will front on Hunsaker. I've attached a copy of the current proposed layout.

We want to request to the city of Eugene that it not hold us to the special setback provision of the land use code (9.6750) which would require the addition of half the city's standard ROW width for a major collector to our current 10ft front yard setback requirement. The result would be a 40ft front yard setback on a 87ft deep lot. Our understanding is that the proposed improvements to Hunsaker will relieve us from this special setback requirement because the improvements will provide Hunsaker with "curb, gutter, sidewalk, street lights and street trees".

Also, we understand from an overlay you emailed us last year combined with the Draft Beaver-Hunsaker Corridor Plan email we received from you on 6/29, that our property will not lose any square footage to the ROW. In addition to showing the city that a special setback will not be required to carry out the county's plans, this is also important because we have only have approximately 71sf to spare in meeting the city's minimum area requirements for our proposed lots.

I have requested a meeting with Ed Haney (hopefully next Tuesday) to discuss these things and try to head off any conditional statements in the approval for our partition that would cause problems for our development plans and the creation/marketability of our new lots. In preparation for that meeting, I was hoping you could provide me with a response to my concerns outlined above as well as an up-to-date overhead view of the proposed street plan in our area of Hunsaker Ln.

Sincerely,

Todd Coykendall
541-990-5190

Revised 7/26/17 TrAC PH

Joel C. Narva
2830 Echo Lane
Eugene, OR 97404
joelnarva@earthlink.net

July 26, 2017
Lane County Transportation Advisory

My name is Joel Narva, my wife Terry and I have lived on Echo Lane, about 100 yards from Hunsaker Lane, for more than 29 years. We frequently drive, bicycle, and walk on Hunsaker Lane. In general I am pleased that Lane County plans to improve the condition of Hunsaker Lane.

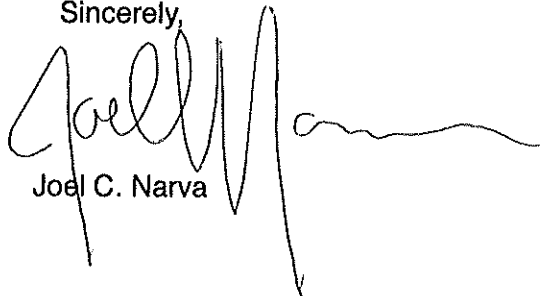
I am not pleased with the details of the plan that the Lane County Transportation Advisory, (TrAC) has proposed for this improvement of this Corridor. Hunsaker Lane has become a busy street in recent years as motorists search for shortcuts from the designed travel routes. **Only because there is an exit at Division Avenue that connects to Beaver-Hunsaker** is there traffic in this area. That is clear to everyone, as nearly all the traffic travels on Beaver/Hunsaker in a westerly direction, from the Beltline Highway towards River Road.

It would be much more cost effective, and more effective for transportation, to fix the cause of the problem: that the Division Avenue exit and Beaver/Hunsaker are used to avoid the better designed River Road exit just a half mile west on Beltline. TrAC, and the Lane County Board of Commissioners could be open minded, and close the Division Avenue exit for a few months and see how traffic flow is improved.

It would not be surprising if this closure also alleviated some of the traffic problems at the nearby Delta Highway/Beltline intersection. Vehicles slowing down for the Division Exit tend to increase the jam of through-traffic on Beltline which is combined with entering traffic from Green Acres Road/Business area just East of the Division Avenue exit.

By decreasing the vehicle traffic on Beaver/Hunsaker, the extent of renovations on this corridor could be narrowed, saving taxpayer money, and increasing the livability of the neighborhood.

Sincerely,



Joel C. Narva

PUBLIC COMMENT SIGN UP SHEET

FOR THE
TRANSPORTATION ADVISORY COMMITTEE (TrAC)

July 26, 2017 - 5:45 p.m.

Department of Public Works
Customer Service Center – Goodpasture Room
3050 N. Delta Highway, Eugene, Oregon 97408

PLEASE PRINT

	<u>NAME</u>	<u>ADDRESS</u>	<u>TOPIC</u>
1.	Joel Narva	2830 Echo Ln	BEAVER/HUNSAKER
2.	Pat Downey	201 Hunsaker	Beaver/Hunsaker
3.	Casey McEright	4057 Scottdale st	Beaver/Hunsaker
4.	John B. Hagem	255 Hunsaker Ln	BEAVER/hunsaker
5.	Amy Cabbage	850 Hunsaker Ln Not resident, work for owner	Beaver/Hunsaker
6.	ASTORIAIN	2704 Summer	Beaver/Hunsaker
7.	Gary Helsinki		
8.	Scott	4195 Berrywood	
9.	Will Scott	340 Hunsaker Ln	
10.	Joe Klavinger	224 Hunsaker	
11.	Jerry Frayson	Irrigator Dr. Sceno chariv	
12.	Thad Ames	535 Hunsaker	
13.	Ann McVain	4642 Summer	

July 26, 2017 Transportation Advisory Committee: Beaver-Hunsaker Corridor Plan – Public Hearing

Summary of Public Testimony

Joel Narva: The bike path under the bridge needs signs to inform cars that bikes are in the bike path; need to delineate bike path better; vehicles driving to and from the boat landing don't look for bikes. Has lived in area over 29 years; pleased with Lane County improving area for non-motorized traffic. Close Division Avenue from Beaver for a few months and see what happens.

Patrick Downey: Thinks Division/Beaver should be closed because it's being used as a short cut to Beltline/RiverRoad. Appreciates goal of safety with sidewalks, but concerned about property impacts.

Casey McCright: Uses as shortcut because River Road intersection is a problem. Has been bumped twice by cars while biking. Doing nothing is not an option.

John Hagen: Owns multiple properties along Hunsaker with 400 feet of combined frontage; property impacts hurt him; renters will have no place to park. Asked County to close of Division in the past but only the left turns were cut off. Against raingardens because of vegetation maintenance and drainage could compromise road.

Amy Cubbage, representing Cornerstone Community Housing: Several residents don't have cars and have young kids that need to walk and bike; excited about improvements

AJ Morin:

Has lived in area for about a year and took traffic counts; alarmed at high volume of cars and speeds; concerned about safety of children especially with the school bus stop – there's no safe place to stand so kids gather in people's yards.

Gary Helsiki: Supports plan; participated in all of the events; majority of concerns have been met; will provide better access to east side of river; currently unable to use Beaver to connect to the Division path under the bridge. Not a solution to make everyone happy; solution for safety.

Will Scott: Lots 2 cats and a dog. Concerned about 100-year cedar tree on his property that would be removed by the raingarden. Most traffic is from Beltline headed north River Road. Addison Creek subdivision to the north has 100 lots with potential for 2 cars each.

Joe Klavinger: Wants safety, but not impacts to property; would be 10 feet closer to house. Concerned about having to pay construction costs and losing parking. Thinks Division should be cut off from accessing Beaver.

Jerry Finigan, Chair Santa Clara Neighborhood Organization: supports plan

Thad Ames: Shut exit to Beltline. Homes are too close to the road. No place to park. Collisions along curves of corridor; people speeding; need to slow traffic. Supports sidewalks to improve neighborhood; walks in evening and doesn't feel safe on bikes.

Eric McVain: Scary to have two teenage daughters walking Hunsaker to Darimart. Consider bike lane and side walk on one side only.