

E. 30TH AVE.

**LANE COUNTY
ACTIVE TRANSPORTATION CORRIDOR**

**30th Active Transportation Plan (ATP)
Community Visioning
June 2, 2021**



Mentimeter Basics


- When prompted, log onto www.menti.com via your phone or computer
- Input the code provided in the chat
- Questions appear automatically; rank the actions and hit submit

KEY POINTS:

- 30TH Avenue Active Transportation Plan (ATP) is a project listed in the 2017 Lane County Transportation System Plan.
- It furthers Lane County Safety Plan’s direction for “Towards Zero Death.”
- After seeking funding for multiple years, Lane County was finally successful thanks to Central Lane Metropolitan Planning Organization to conduct planning process.
- The Plan is a necessary step for securing future funding for any capital improvements.
- The final preferred alternative will go before Lane County’s Transportation Advisory Committee (with public hearing) and then onto the Lane County Board of Commissioners.


Project Team includes:

- Becky Taylor, Lane County Public Works, Senior Transportation Planner
- Danielle Stanka, Lane County Public Works, 30th Avenue ATP Project Manager
- Sharon Daleo, Toole Design, 30th Avenue ATP Project Manager
- Christian Watchie, Cogito, 30th Avenue ATP Lead Public Involvement
- Julie Fischer, Cogito, 30th Avenue ATP Public Involvement Support



Agenda

- Welcome
- Project Overview
- Existing Conditions
- Q & A
- Project Schedule
- Next Steps



Poll

Q 1: How did you find out about today's meeting?

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KEY POINTS:

The ATP planning process is guided by a Technical Advisory Committee comprised of:

- Oregon Department of Transportation
- City of Eugene
- City of Springfield
- Lane Transit District (LTD)
- Lane Community College (LCC)



Poll: Meeting Representation

Q2: Who are you?

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Community Visioning

Confirm and deepen the understanding of identified 30th Avenue's issues and explore future opportunities for active transportation with the broader community.



Poll: Current Corridor Use

Q3 & Q4:

Prior to covid-19, please tell us your primary and secondary mode of travel on E. 30th Avenue.



Related Transportation Planning Efforts

MovingAhead
www.movingahead.org

**McVay Hwy:
 Franklin Blvd to City Limits
 (Highway 225)**
www.newfranklinblvd.org

The graphic includes a map of Eugene, Oregon, showing the Willamette River and various landmarks such as Booth-Kelly Center, Willamette Heights Park, Eugene Mobile Village, and Murphy Customs. Highway 225 is also indicated on the map.

KEY POINTS:

MOVING AHEAD (Lane Transit District and City of Eugene):

- 30th Avenue was one of the community’s identified five corridors for study back in 2015/2016.
- City Council and LTD’s Board will likely make a decision on the conceptual vision for changing this corridor in late 2021 or early 2022.
- MovingAhead did not identify any potential investments on 30th Avenue as part of that project, so the 30th Ave project is distinct and needed to address active transportation on the corridor
- MovingAhead is a look at five important streets in Eugene and how those streets can be transformed to make them safer and more accessible for people walking, biking, rolling, and riding transit.

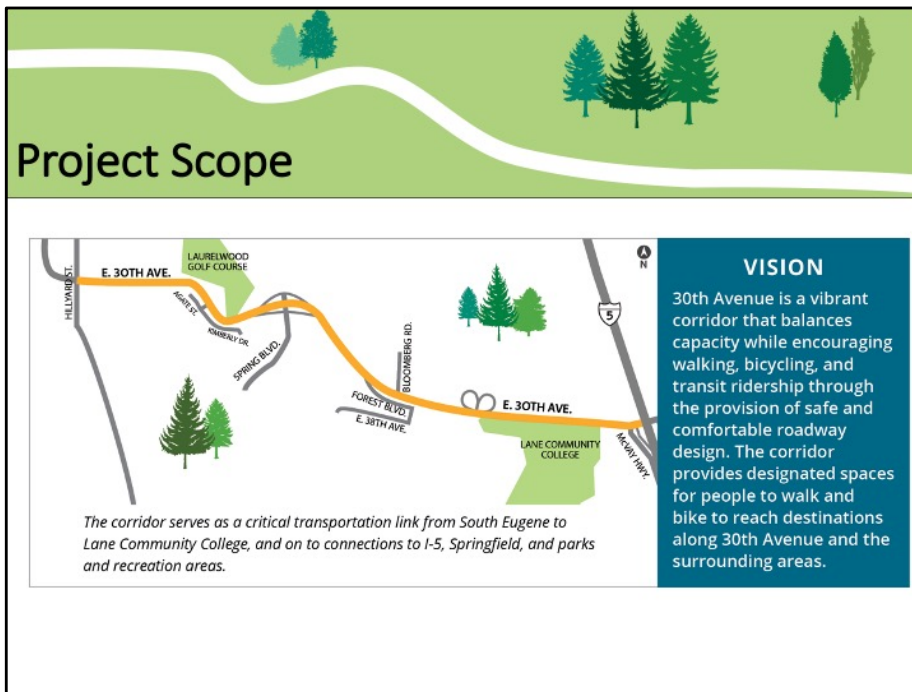
McVay Hwy (City of Springfield):

- The City of Springfield, as part of their **New Franklin Boulevard** planning process, is working to address the lack of transit, bicycle, pedestrian, and stormwater facilities to support a safe and efficient system for north and south connections between I-5 and Glenwood.
- The city received federal funding to develop a design layout and complete the

environmental assessment for Franklin Boulevard (Highway 225).



What?	How to improve the safety, comfort, and connections along the 30th Avenue corridor from South Eugene to I-5.
Why?	Limited space and high volumes of fast-moving motor vehicular traffic for people to walk, bike, or access transit.
When?	Between now and autumn 2022



KEY POINTS:

Multiple road authorities are present on E.30th Avenue and connected to it including:

- Lane County is the road authority is between Spring Blvd. and McVay Highway.
- City of Eugene is the road authority between Hilyard Street to Spring Blvd.
- ODOT is the road authority from McVay Hwy. to Franklin Blvd / I-5 northbound and southbound entrances.
- City of Springfield is the road authority from Springfield city limits on McVay Highway to Franklin Blvd. (OR 126B).



KEY POINTS:

Project goals defined:

Safety Comfort: Enhance safety and comfort for people of all ages and abilities using all modes of transportation, including walking, bicycling, riding transit, or driving.

Connectivity and Access: Enhance active transportation connectivity for people traveling by foot or by bicycle along or across 30th Avenue.

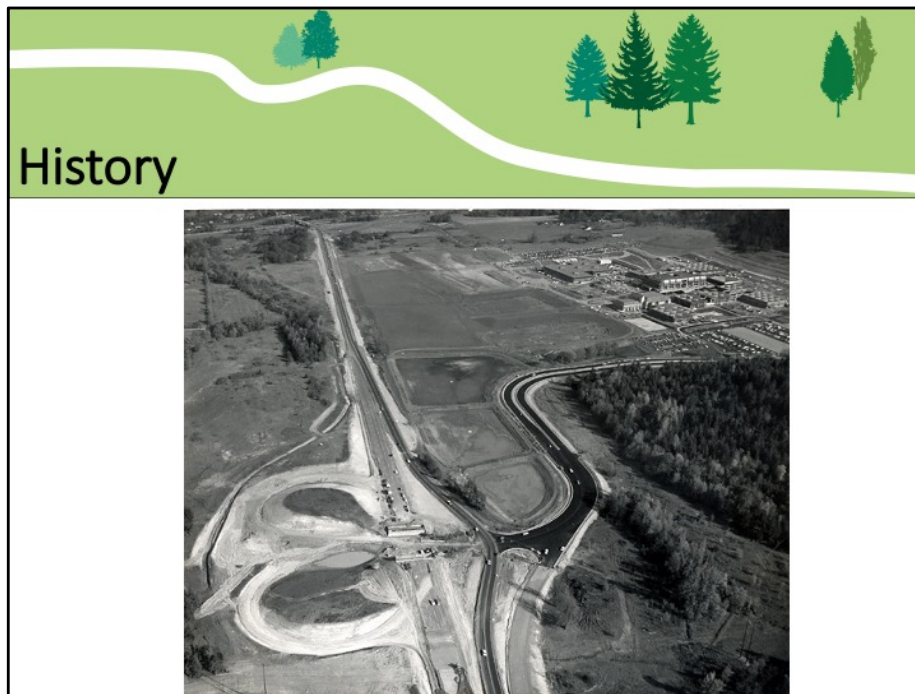
Equity: Support transportation-disadvantaged populations by enhancing safe mobility options, developing community-supported designs, and practicing inclusive outreach.

Community Prosperity: Support economic prosperity for all people by providing designated spaces for people to walk, bike, or ride transit, to access jobs, education, outdoor recreation areas, and other key destinations near 30th Avenue.

Community Support: Ensure the plan supports efforts identified in other

community and regional planning efforts, and that the plan reflects the values of community members who live, work, or play near 30th Avenue.

Project Feasibility: Ensure the project is implementable and maintainable.



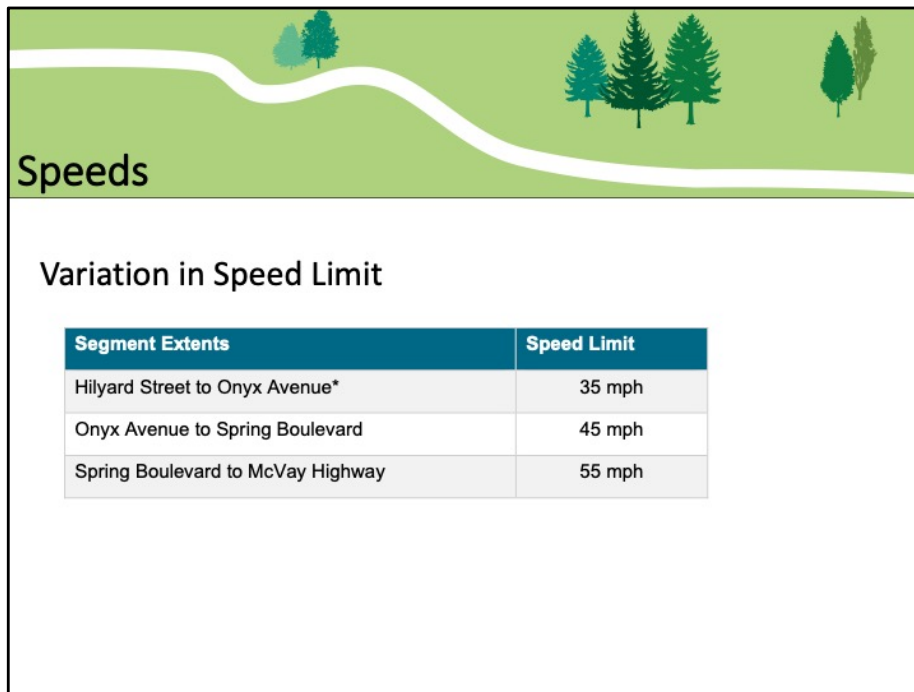
KEY POINTS:

- Photo – circa....1968-70
- East 30th Avenue’s current configuration and function in the transportation system is a legacy of midcentury modernist planning. In the early to mid-1950s, the street was extended and became a major connection out of South Eugene. With the construction of I-5 completed in 1961, the roadway started to serve as a connection to the interstate highway system.
- With construction of Lane Community College (LCC) in 1968, 30th Avenue was widened, and the half cloverleaf at Gonyea Road was constructed to provide uninterrupted travel along the trunk line, while allowing for greater access to the campus.
- This modernist transportation infrastructure design was in line with the modernist campus planning and architecture of LCC.
- The grade-separated crossing of Spring Boulevard constructed in the late 1980s or early 1990s continued this design philosophy of prioritizing through travel and maintenance of speed, rather than transitioning the roadway as it approached a more urban context.
- These design choices stand today and have created the issues that this study seeks to address.



KEY POINTS:

- The corridor has varying topography, both horizontally and longitudinally, with a steeper longitudinal slope from Gonyea Road, west toward Eugene.
- There is landslide risk along the corridor that will be a factor in feasibility of options considered.
- The key destinations along the corridor include schools and parks. Camas Ridge Elementary School is located at the western edge of the corridor.
- Lane Community College and Oak Hill School sit at the eastern end of the corridor.
- The corridor also serves as a popular connection between Eugene, Springfield, Interstate-5, and multiple recreation areas
- Traffic counts conducted along the corridor indicate that the average daily traffic (ADT) volume is relatively high, and ranges from **14,000 to 20,000** vehicles per day.
- **NOTE: Map above does not depict all of City of Eugene’s recently acquired park lands.**

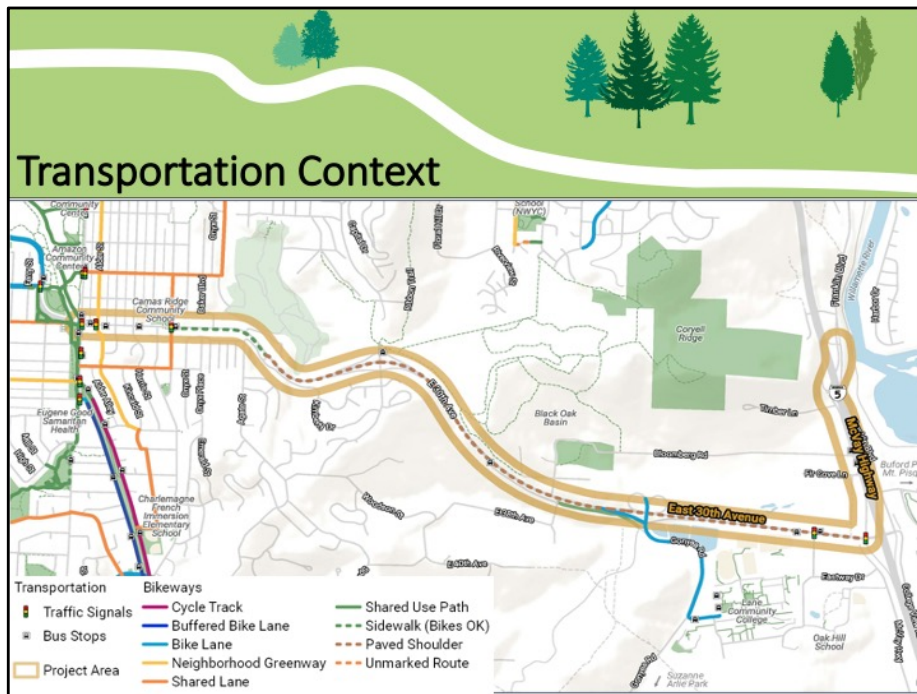


KEY POINTS:

- The speed limit ranges for 30th Avenue are shown in this table.
- The school zone for Camas Ridge Elementary School extends along East 30th Avenue from just east of University Street to Harris Alley.
- For both eastbound and westbound drivers, the school zone requires driver to reduce their speeds from 35 mph to 20 mph when school is in session.
- A speed study conducted in 2020 at East 30th Avenue and Forest Boulevard found that travel speeds are often much higher than the posted speed along the corridor.
- The study noted an 85th percentile speed of 73 mph and a 50th percentile speed of 64 mph.

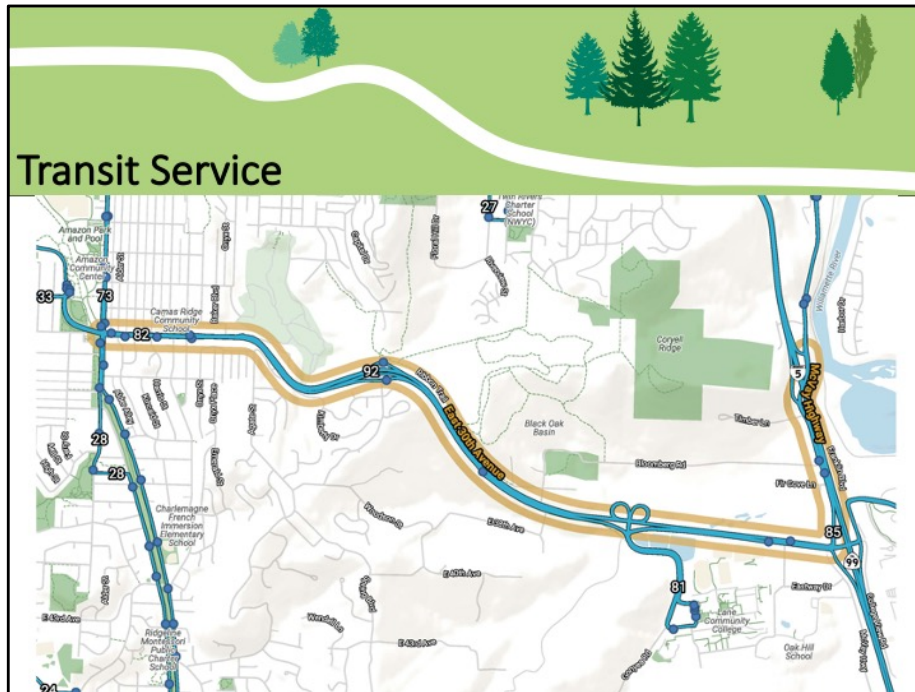
What does it mean?

The 85th percentile speed is “the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point (i.e. 85% of the cars were traveling up to 73 mph and 15% were likely to be exceeding that). A 50th percentile would then be the speed at or below which 50% of all vehicles were traveling.



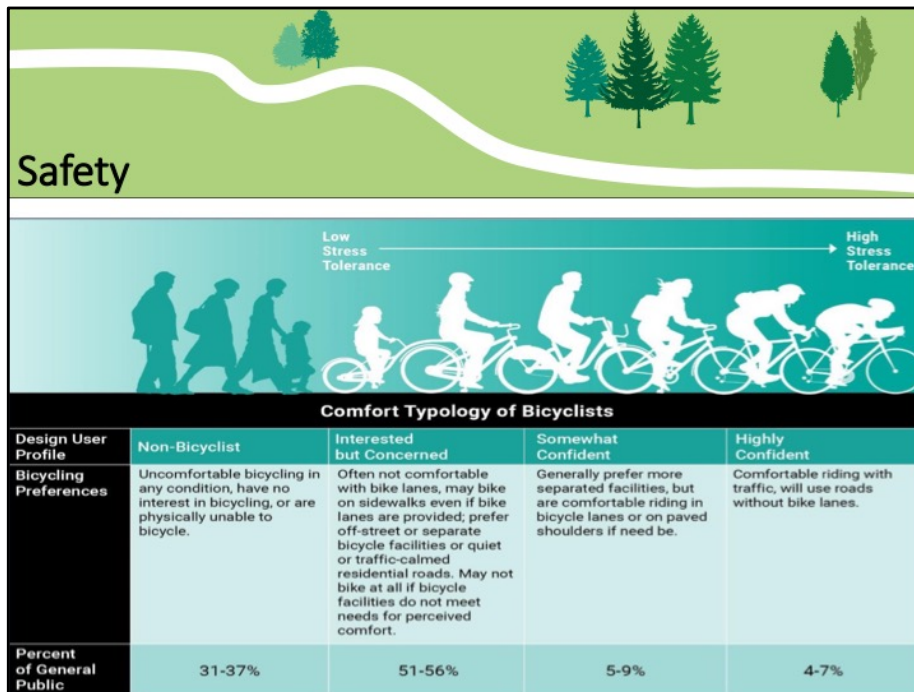
KEY POINTS:

Map illustrates available active transportation infrastructure and amenities including transit stops.



KEY POINTS:

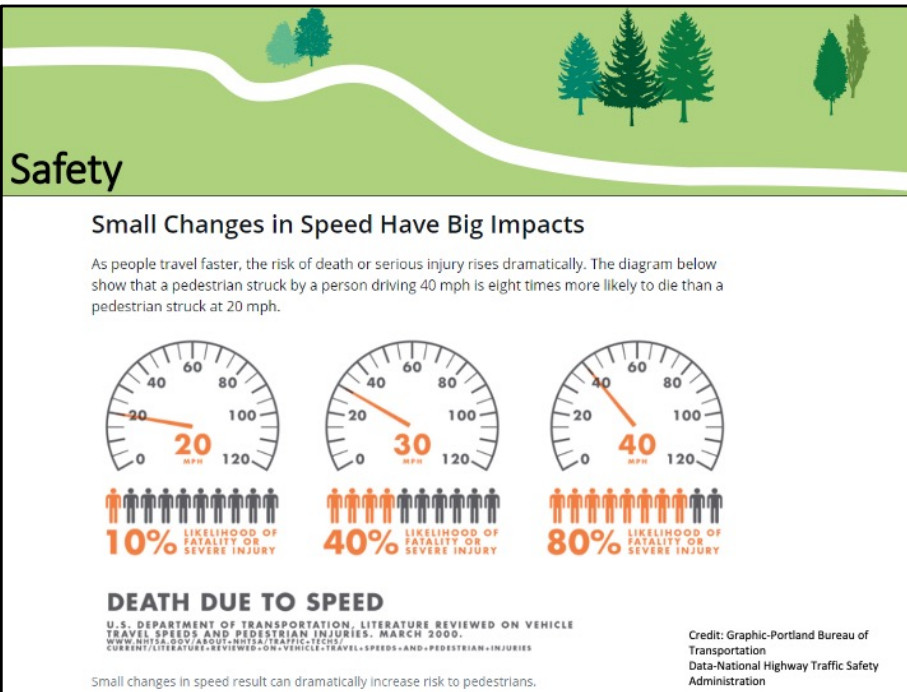
- In this area and regionally, transit plays a crucial role in helping people reach nearby destinations and beyond.
- The corridor is served by several transit routes operated by Lane Transit District (LTD), including Route 81, Route 92 and 98.
- Route 81 has stops at University Avenue and Lane Community College; Route 92 has stops at Lane Community College and Amazon Park.
- Route 98 loops off I-5 to serve LCC.
- There is also Route 82 and 85 that are not currently running.
- LTD has also indicated that the east-bound Spring Blvd. stop was removed because of the incline on the ramp.
- It might be possible to reinstate that stop in the future, if revised conditions make the stop feasible.



KEY POINTS:

- A primary purpose of the 30th Avenue Active Transportation Plan is to provide safe and comfortable walking and bicycling facilities for people of all ages and abilities.
- This is highlighted by the Plan’s draft Equity and Safety and Comfort goals.
- Many factors contribute to a person’s willingness to ride a bicycle or walk – a major factor is a person’s perception of safety and comfort.
- In general, people often feel uncomfortable when walking or bicycling adjacent to high-traffic and high-speed roadways or crossing high-traffic intersections with little or no separation from vehicles. In addition, pedestrians and bicyclists range from children to older adults and each age has different cognitive abilities, walking/bicycling speeds, and reaction times.
- All of these factors contribute to a person’s level of safety and comfort.
- As part of current the Lane County Bicycle Master Plan process, Lane County is using this framework of
- **Bicycle Comfort Typologies** and level of traffic stress to assess streets throughout the county.
- The LCBMP’s existing conditions assessment identified East 30th Avenue as a High Stress corridor.
- This indicates that only strong and fearless bicyclists would feel comfortable riding

along East 30th Avenue today.




KEY POINTS:

- This data, provided by the National Highway Traffic Safety Administration, demonstrates the increase in severe injury or fatality of a pedestrian that is struck by a person driving at increasing speeds.
- The study also determined that nearly 100% would die when struck by a person driving at speeds over 40 mph at impact.



KEY POINTS:

- The project team reviewed police-reported crash data tracked by the Oregon Department of Transportation.
- The data indicates that there is a high prevalence of crashes involving motor vehicles along the corridor and very few crashes involving people walking or bicycling.
- The crash analysis included all crashes that occurred within 500 feet of the project area between 2014 and 2018.
- Figure 12 shows the locations and injury-severity level of all crashes that occurred along East 30th Avenue between 2014 and 2018, excluding crashes that did not result in an injury.
- The lack of crashes involving pedestrians or bicyclists is likely an indicator that there are very few people who feel comfortable walking or bicycling along the corridor. Between 2014 and 2018 there were seven crashes with animals.
- Six of the seven crashes resulted in property damage only, and the seventh crash resulted in a minor injury.



Poll: Your experience

Q 5: Have you had any near misses or collisions with wildlife?

Q6: Where?

Q7: Have you had any other near misses or collisions?
What mode?

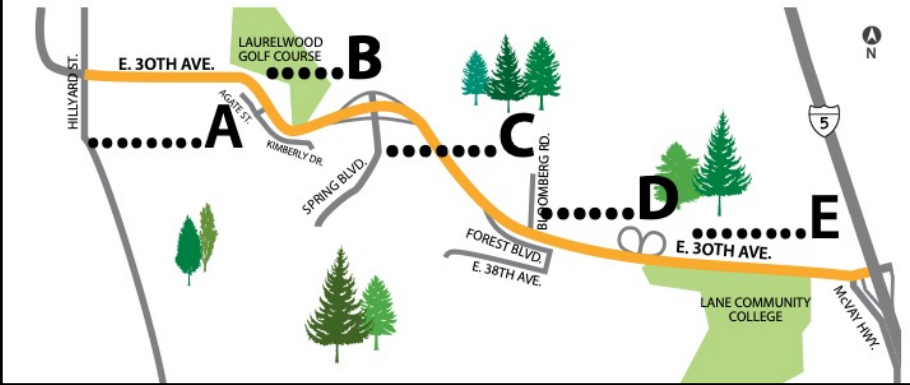
Q8: What was the cause?

Q9: Where?

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Poll:

Q10: Where is your greatest safety concern?





Poll: Safety

Q11: What is your greatest safety concern?

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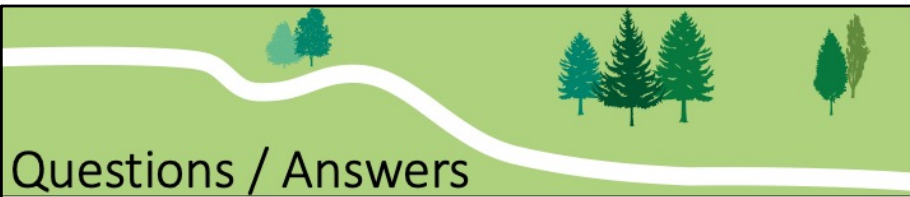


Opportunities

- Active transportation facilities that provide physical separation from the roadway
- Reallocation of roadway space to provide on-road active transportation facilities
- Separate/off-road path
- Access to transit
- Access to LCC, parks, recreation facilities and more

KEY POINTS:

Listed above are the design opportunities for study during the 30th ATP process.

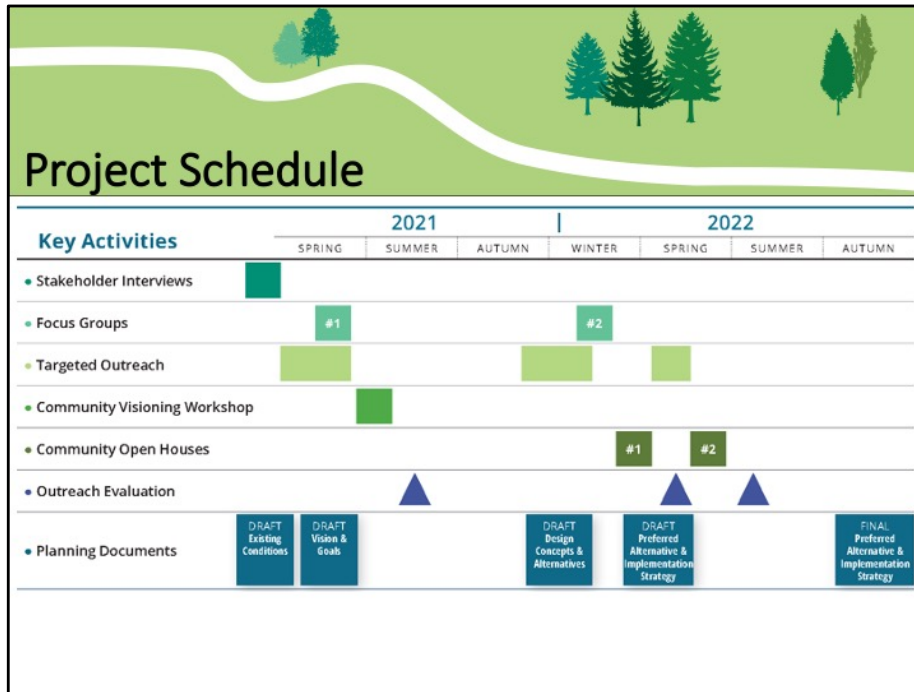


Questions / Answers

Please let us know if you have any questions.
We'll try and get to all questions
during the meeting.

If unable to questions and answers
will be posted on:

LaneCounty.org/30thAvenue



KEY POINTS:

Please join the project’s interested parties list at LaneCounty.org/30th Avenue for e-updates on the ATP’s progress and winter 2022 input opportunities.



Next Steps

- Finalize Existing Conditions and Needs Analysis
- Develop Potential Design Treatments
- Develop Design Concepts/Alternatives
- Community Open House #1: Design Concepts and Alternatives (Winter 2022)
- Community Open House #2: Preferred Design Concept and Alternative (Spring 2022)



Poll: Design Change Support

Q12: What design changes would support you using active transportation or feel more comfortable driving by those you did on 30th Avenue?

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Thank You!

www.lanecountyor.gov/30thAvenue

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