

E. 30TH AVE.

LANE COUNTY ACTIVE TRANSPORTATION CORRIDOR

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



Mentimeter Basics

- Log onto www.menti.com via your phone or computer
- Input code 9498 5117 provided in the chat
- Questions appear automatically; respond and hit submit

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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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Who we are





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.

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Related Transportation Planning Efforts



www.movingahead.org

**McVay Hwy:
Franklin Blvd to City Limits
(Highway 225)**

www.newfranklinblvd.org

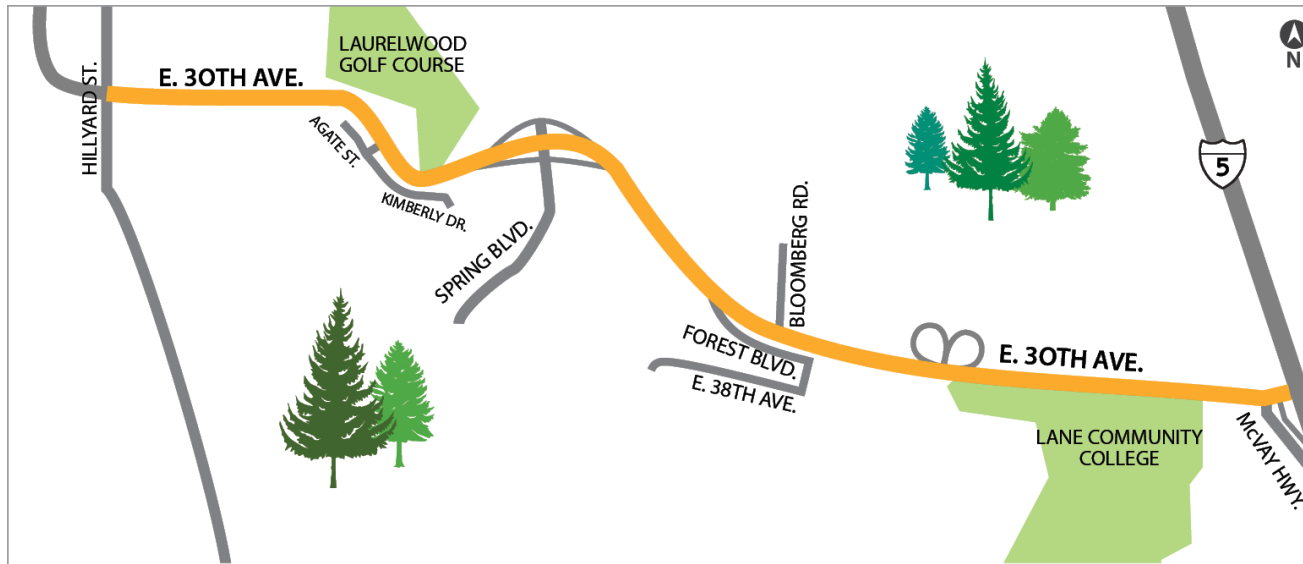




ATP Project Overview

- 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

Project Scope



The corridor serves as a critical transportation link from South Eugene to Lane Community College, and on to connections to I-5, Springfield, and parks and recreation areas.

VISION

30th Avenue is a vibrant corridor that balances capacity while encouraging walking, bicycling, and transit ridership through the provision of safe and comfortable roadway design. The corridor provides designated spaces for people to walk and bike to reach destinations along 30th Avenue and the surrounding areas.



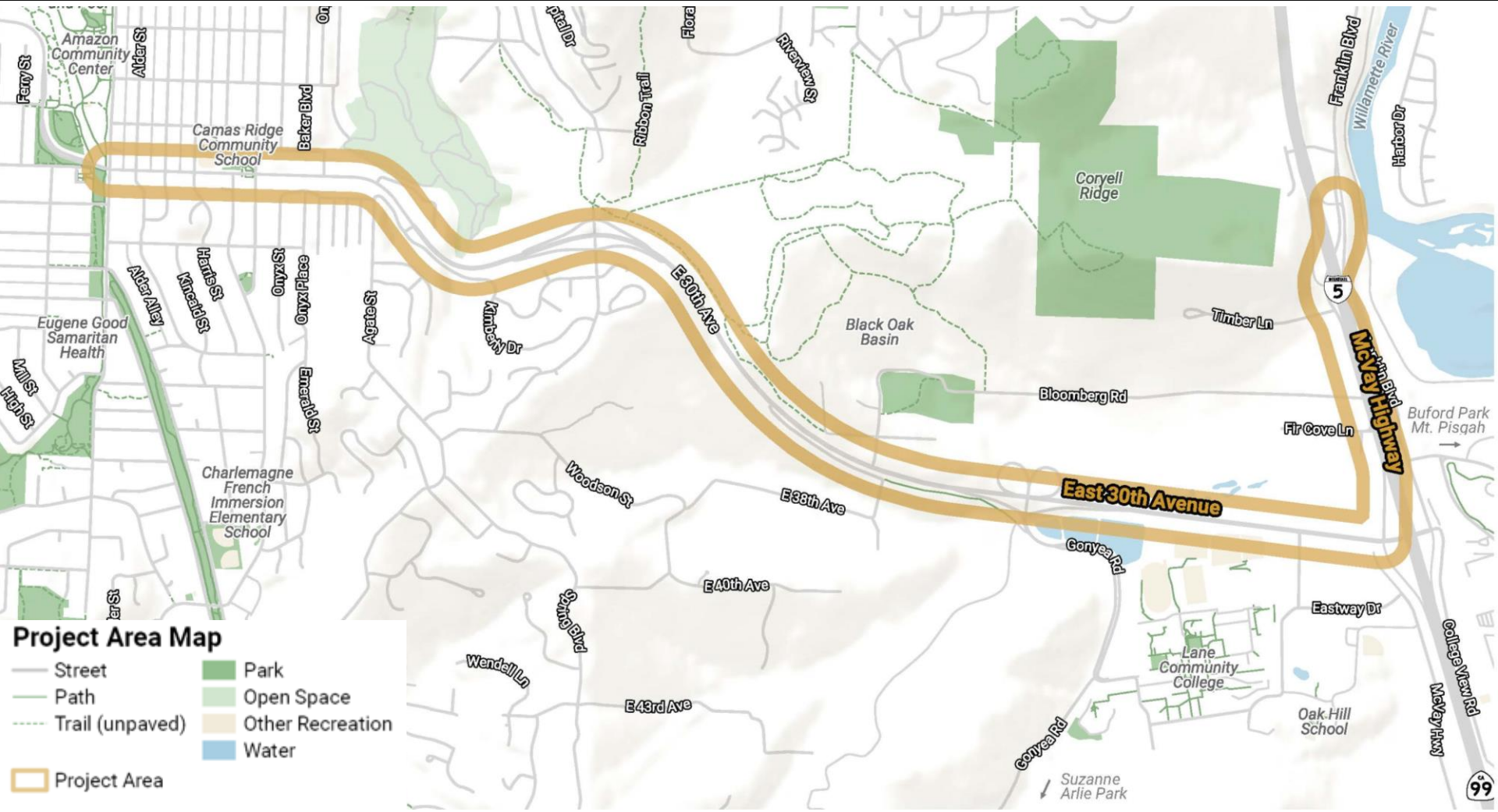
Project Goals

- Safety and Comfort
- Connectivity and Access
- Equity
- Community Prosperity
- Community Support
- Project Feasibility

History



Existing Conditions Review



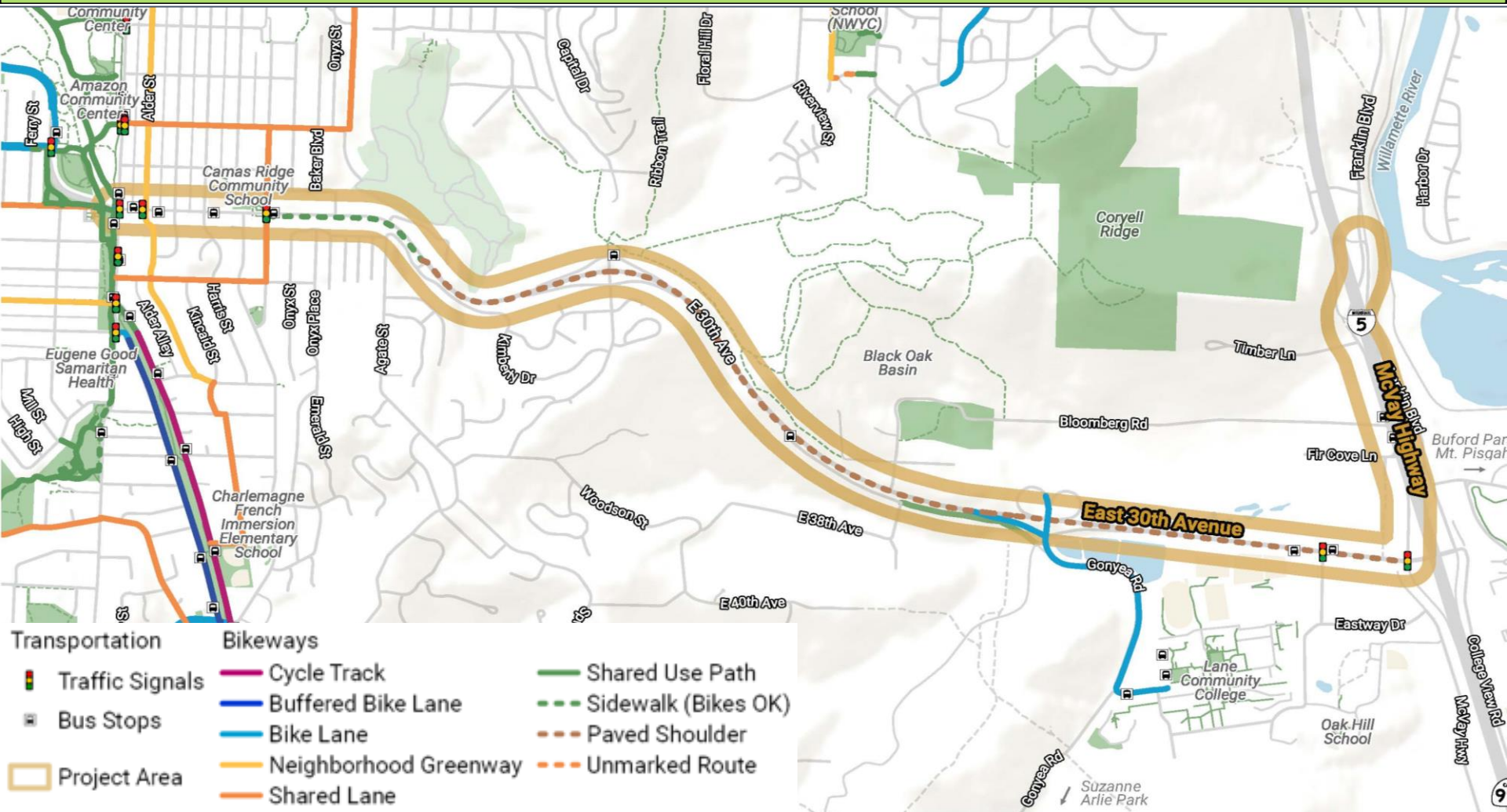


Speeds

Variation in Speed Limit

Segment Extents	Speed Limit
Hilyard Street to Onyx Avenue*	35 mph
Onyx Avenue to Spring Boulevard	45 mph
Spring Boulevard to McVay Highway	55 mph

Transportation Context



Transit Service



Safety



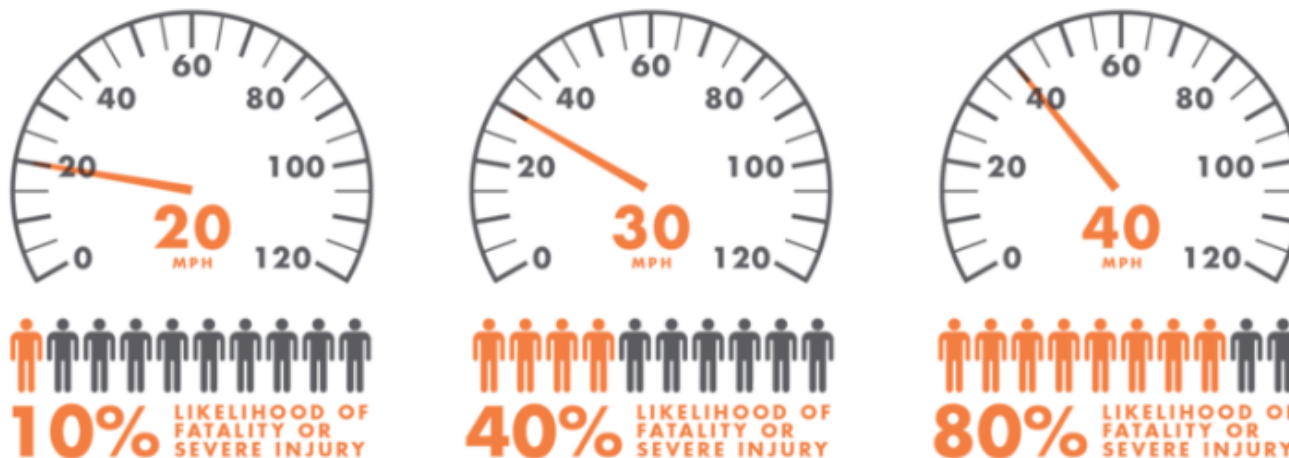
Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of General Public	31-37%	51-56%	5-9%	4-7%

Safety

Small Changes in Speed Have Big Impacts

As people travel faster, the risk of death or serious injury rises dramatically. The diagram below shows that a pedestrian struck by a person driving 40 mph is eight times more likely to die than a pedestrian struck at 20 mph.



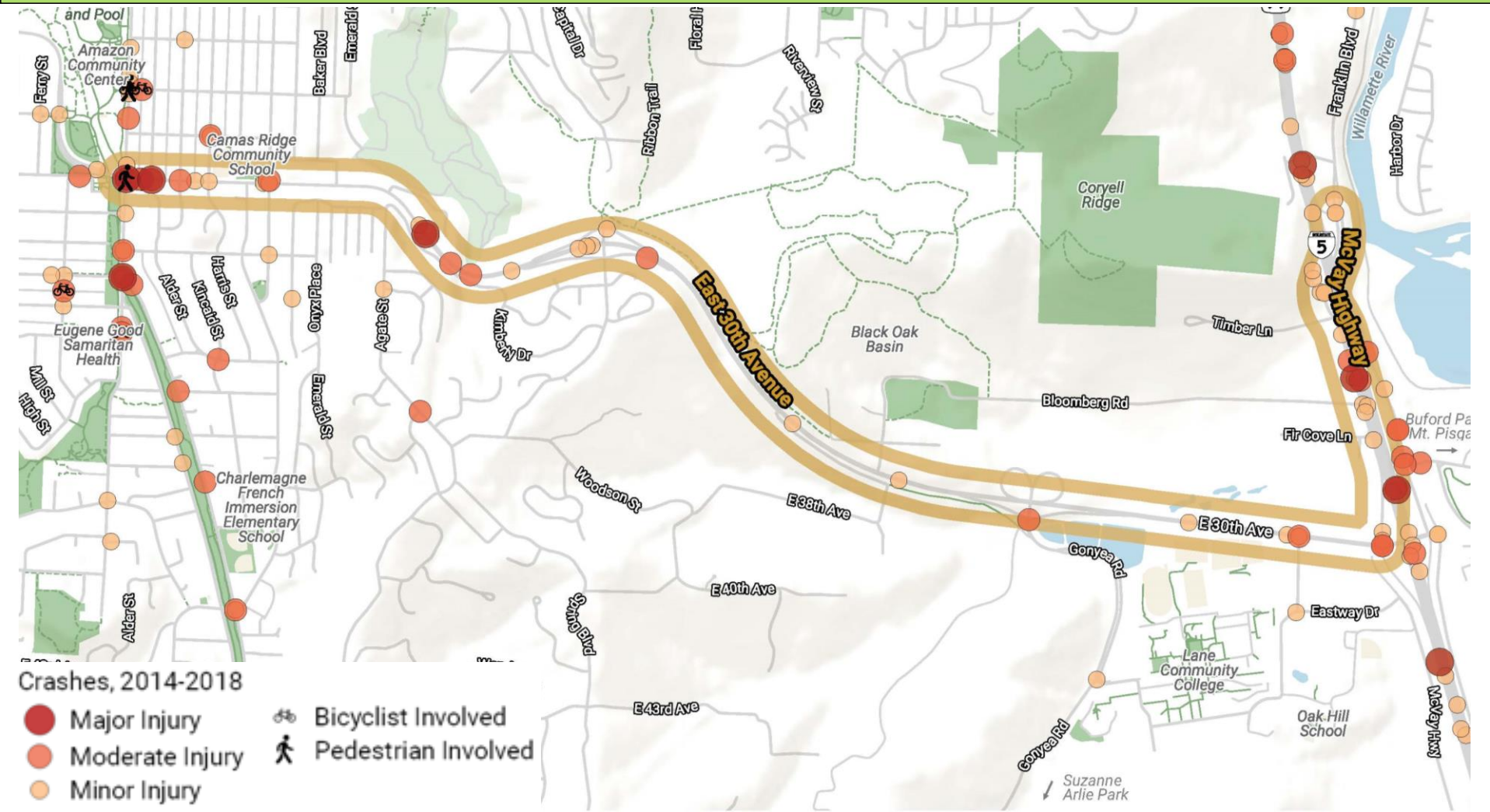
DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES, MARCH 2000.
WWW.NHTSA.GOV/ABOUT+NHTSA/TRAFFIC+TECHS/CURRENT/LITERATURE+REVIEWED+ON+VEHICLE+TRAVEL+SPEEDS+AND+PEDESTRIAN+INJURIES

Small changes in speed result can dramatically increase risk to pedestrians.

Credit: Graphic-Portland Bureau of Transportation
Data-National Highway Traffic Safety Administration

Traffic Safety





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?

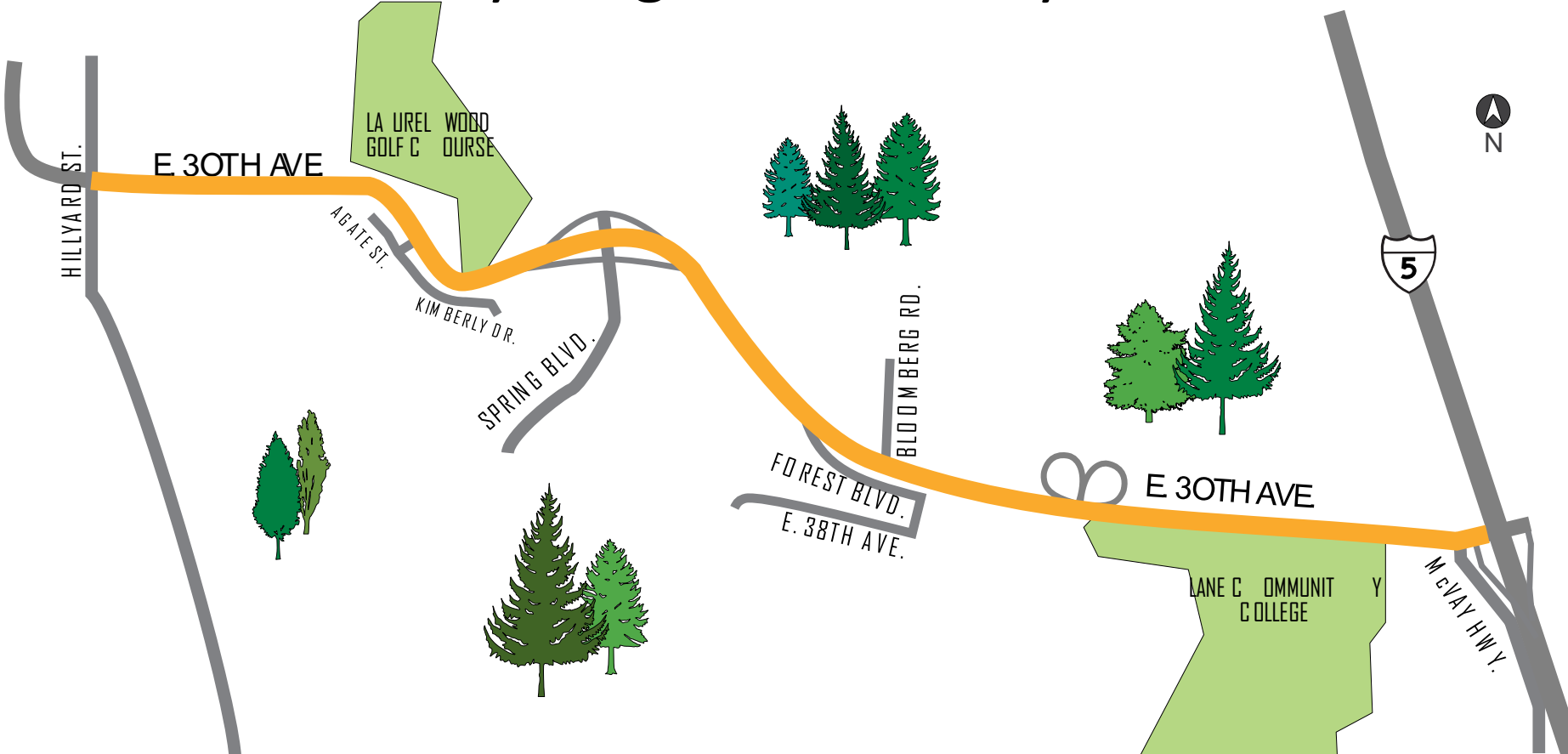
Q8: What was the cause?

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



Questions / Answers

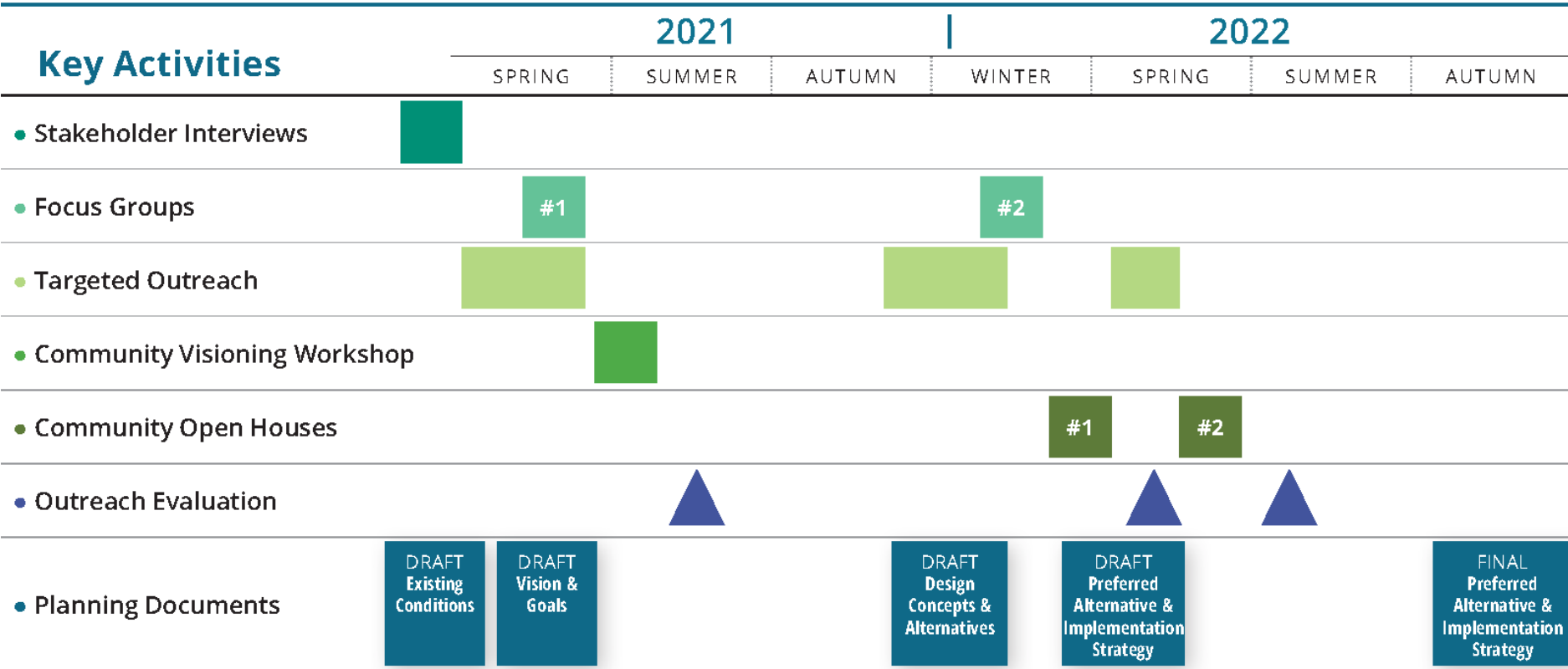
Please let us know if you have any questions.
We'll try and get to all questions
during the meeting.

If unable, questions and answers will be posted
within one week on:

[LaneCounty.org/30thAvenue](https://lane-county.org/30thAvenue)

Project Schedule

Key Activities





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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