

E. 30TH AVE.

LANE COUNTY
ACTIVE TRANSPORTATION PLAN

Community Visioning Workshop

Wednesday, June 2, 2021

Community Questions/Project Team Responses

Q: How and who decided we need this plan?

The Lane County Transportation System Plan adopted by the Board of County Commissioners in 2017 recommended a planning study on 30th Avenue to more precisely determine the barriers and safety concerns people walking and biking experience and to develop recommendations to better support these active modes of transportation.

Q: Fall 2022 for completion of planning –not implementation? Please clarify schedule for when this might happen.

The funding available for this project is only for a planning study. Construction funding has not been secured. The planning study will better inform the construction cost estimates. The planning study is scheduled to be completed fall 2022. The study will include recommendations about implementation, such as potential phasing, funding sources, and proposed timeline for improvements.

Q: When do you think you will have possible recommendations to share with the public?

The draft Design Concepts and Alternatives will be available for public review winter 2022 with the preferred Concept and Alternative presented in spring 2022.

Q: What is the budget for this project?

The Central Lane Metropolitan Planning Organization awarded \$250,000 of federal funding for the planning study.

Q: How does this relate to any ODOT projects north or south of 30th Avenue?

There are no ODOT projects at this time. The planning process will help inform what improvements are necessary on ODOT facilities that directly connect to 30th Avenue, such as the bridge over I-5 and McVay Highway.

Q: Why stop at Agate Street and not make Amazon Station the western terminus as a mobility hub?

Agate Street is where the sidewalk ends, so it was an obvious need to include in the planning scope. Even though Lane County's portion of 30th Avenue is between Spring Blvd. and McVay Highway, the plan will consider the entire stretch of E. 30th Avenue, from Hilyard Street to McVay Highway. The focus for developing design alternatives will be the portion of E. 30th Ave. from Agate Street to McVay Highway. Lane Transit District's Amazon Station is outside the plan's geographic scope, but LTD staff is providing technical advice throughout the planning process.

Q: Will you have an updated speed study?

We do not have more current speed data at this time. Depending on resource availability, updated speed data may be collected in the future, but not necessarily for this planning process. The speed data collected for this process is sufficient for the purpose of developing design recommendations.

Q: How many cars per day on the corridor [to understand] the average daily traffic (ADT) by time periods seems critical?

Traffic counts conducted along the corridor indicate that the average daily traffic volume is relatively high, and ranges from 14,000 to 20,000 vehicles per day.

Q: What are some of the features that will be evaluated?

The following are roadway design features are anticipated to be evaluated:

- 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

Q: Will there be additional lighting?

Additional lighting will be considered, but it is unknown at this time whether it will be a feasible alternative. The current Lane County practice to not include lighting on rural roads because of the roadway characteristics, potential disruption on wildlife, and contribution to light pollution.

Q: What does the 85th percentile for vehicular speed 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. A speed study conducted in 2020 at East 30th Avenue and Forest Boulevard found that 85% of drivers travel up to 73 miles per hour (mph) and at the 50 percentile, up to 63 mph. What this means is that 85% of the cars were traveling up to 73 miles per hour (mph) and 15% were likely to be exceeding that. The 50th percentile would then be the speed at or below which 50% of all vehicles were traveling.

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

Q: Wondering if any new surveillance measures are being considered as part of this project?

Speed and red-light cameras are not under consideration for the 30th Avenue ATP. Lane County does not have authority under state law for automated enforcement.

Q: How many accidents occurred in the last two years?



Q: Are most of the crashes on McVay? If so, why focus on 30th Avenue then?

The focus on E. 30th Avenue is because this is a Lane County study of a Lane County road to inform Lane County about changes it can implement to improve safety. McVay Highway is an ODOT facility; however, the plan will make recommendations to ODOT for improving safety on McVay Highway as well.

Q: What are you planning for the McVay Hwy. connection?

The intersection of 30th and McVay Highway is a focal point of this planning process. Design recommendations have yet to be developed.

Q: Can you do anything about the steep grade?

While topography of 30th Avenue is a consideration in the development of draft concepts and alternatives, changing the roadway grade is not.

Q: I ride a bike east from Hilyard to the Spring exit. That exit is VERY steep. What is the redesign for this?

Given cost and environmental impacts, it is very unlikely that any changes to roadway grade or realignment will be feasible.

Q: Can you do anything about the icy areas?

The plan could make recommendations to program areas, like roadway maintenance.

Q: What is the source of the trails layer map?

It is a compilation of City of Eugene and Lane County's geographic information system data which is used for planning purposes and may not be precise about location.

Q: What kinds of considerations are there for the planned development on Floral Hill [because there will be] many more cars and people?

The private development is separate from this planning process. In terms of additional people and cars, the traffic analysis for this study includes projections of future traffic volumes.

Q: The new Spring extension towards Central off of 30th is nice for walking but not bikeable. Any plan to improve that access to neighborhood routes?

Access to connecting routes will be considered as part of this planning process.

Q: In the school season I've seen traffic backed up to McVay Highway due to the traffic lights. Is there any way to get students into Lane Community College (LCC) from I-5 quicker?

As part of the draft concepts and alternatives, intersection operations will be reviewed.

Q: How have you arrived at the idea that people want to walk on 30th Avenue, east of Spring Blvd?

The intent of the study is providing an alternative so that people will want to walk on 30th Avenue.

Q: Are you considering bike paths on 30th Avenue versus biking on alternate routes?

Both on street and off-street bike paths will be explored.

Q: What alternate routes exist?

The purpose of this planning process is to identify alternatives.

Q: Where is the urban growth boundary on this map/area to determine if 30th Avenue is a "rural" or "urban" route?

Spring Blvd. generally defines the urban growth boundary. Consult the City of Eugene for a more precise determination of the urban growth boundary

See: https://mapping.eugene-or.gov/datasets/966b41e587124dd4a74ea00d2a9ed448_0/explore?location=44.061624%2C-123.121305%2C12.27.

Q: Whom should we email additional ideas and comments?

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Q: Where do we sign up for project e-updates?

LaneCounty.org/30thAvenue

Q: Can you address winter black ice west of Spring Blvd.?

We will consult road maintenance staff.

Q: Are narrower and fewer lanes being considered?

Yes.

Q: Is there still a bike connection over Spring Blvd. to neighborhood to north?

This data is unknown at this time.

Q: What is the history of the Spring overpass?

We do not have that information at this time.

Q: [Are you] considering reducing width of lanes?

Yes. A wide variety of strategies will be explored. It is unknown at this time what will ultimately be recommended.

Q: Will traffic circles be considered at various locations?

Traffic circles is different design than roundabouts. Traffic circles are typically used as a traffic calming measure. The ATP will consider roundabouts in the design alternatives not traffic circles. It is unknown at this time what will ultimately be recommended.

Q: Any plan for improved bike accommodation between Glenwood and 30th on McVay?

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). For more information, please visit: <http://newfranklinblvd.org/>.

Q: I once heard that you could move the most cars per hour at 35 mph (due to vehicle spacing). Is there an ideal speed for maximum efficiency?

Posted speeds are governed by state law. The appropriate speed is subject to that methodology. This will be reviewed as part of the planning process.

Q: How can we make this steep route accessible to everyone on bikes?

The study strives to improve access for everyone. Topographical constraints may limit accessibility. These issues are being explored as part of the study, but changing the topography is not a consideration.

Q: Would fixes for Agate/31st be something to bring up with Eugene City Planning or could it be part of this project?

This is within the planning process geographic scope. Eugene staff is included on the project's Technical Advisory Committee.