



# APPLICATION FOR CLMPO DISCRETIONARY FUNDS

Surface Transportation Block Grant - Urban (STBG-U) [see eligibility](#)

Transportation Alternatives (TA) [see eligibility](#)

Congestion Mitigation & Air Quality Improvement (CMAQ) [see eligibility](#)

<b>Project Title:</b>	<b>Beaver-Hunsaker Corridor Plan: Safety Express</b>		
<b>Agency Applying:</b>	Lane County		
<b>Staff Contact:</b>	Sasha Vartanian	<b>Staff Phone:</b>	541-682-6958
<b>Staff Email:</b>	Sasha.vartanian@co.lane.or.us		

<b>Funding Request:</b>	<b>\$600,000</b>
<p>Enter the total amount of funding being requested through this application. Do not include any match or other fund amounts in this figure. If project is selected for funding, local match will be required and is assumed to be available to applicant. Total non-federal funding must meet minimum match requirement of 10.27% (STBG-U &amp; TA) or 20% (CMAQ) <b>of total cost</b>. Funding program to be determined upon project selection by MPO committee based on eligibility in consultation with applicant.</p>	

<b>Existing or New TIP Project</b>	
<input checked="" type="checkbox"/> Existing	<input type="checkbox"/> New
<b>STIP Key Number (if applicable):</b>	18790
<b>Other funds (besides match) committed for this project:</b>	

<b>Description of Project</b>
<p><b>Include scope, location, project phases and timeframe:</b></p> <p>This project is to provide short-term improvements on the Beaver-Hunsaker Corridor to address safety concerns escalated by a pedestrian fatality in January 2019. The long-term improvements were planned in 2017 and design funding is programmed for 2021. Design work needs to be completed to develop an accurate construction cost, which is estimated to be \$9.3M for reconstructing the corridor and an additional \$2.7M for a new multi-use path along the urban growth boundary.</p> <p>Given the significant cost and timeline for implementing the long-term improvements, short-term improvements are needed to fill the gap. The gap is the lack of any physical space to walk along the corridor. This project would provide a walking space through the corridor.</p> <p>The project seeks to minimize costs and physical impacts by repurposing the existing paved roadway. The road would be resurfaced and new pavement markings would provide at least four feet of walking area on one side of the street. On the south side of Hunsaker Lane, where there are fewer physical obstructions and where vehicle volumes are significantly lower, the new pavement markings would provide a four-foot wide pedestrian travel area, separated by vertical delineators from the vehicle travel lane. The pedestrian travel space would then shift to the north side of Hunsaker Lane at Taito Street where a new Rectangular Rapid Flashing Beacon (RRFB) would be installed. The walking space would then transition to a new separated path on the east side of Beaver Street that would connect to the existing bike path at the intersection of Beaver Street and Division Avenue.</p>

The timing and type of short-term improvements is intended to make efficient use of investments and resources. The short-term improvements would be built in the summer of 2020 which coincides with the City of Eugene’s safety improvement project at the intersection of Hunsaker Lane and River Road. In 2019, the project team would be securing floodplain development permits and additional right-of-way for the path, completing design details, and working with property owners on physical impacts, such as removal of vehicle parking next to the road. Lane County will continue to coordinate with the Oregon Department of Transportation (ODOT) on implementation of the Beltline Facility Plan, especially the connection between the future local-arterial bridge and the Beaver-Hunsaker Corridor, which is currently in the National Environmental Policy Act (NEPA) process.

STBG-U, TA, and CMAQ funds are awarded through a competitive selection process. Proposed projects are first screened for program eligibility by MPO staff. Initial project rating is then completed by the Technical Advisory Sub-Committee (TASC) through a consensus process based on how well the projects address the region’s identified priorities. TASC is a sub-committee of the Transportation Planning Committee (TPC), which ultimately provides funding recommendations to the Metropolitan Policy Committee (MPC) for approval upon public review. Approved CMAQ projects are reviewed by ODOT and FHWA/FTA for ultimate eligibility determination.

<b>Improves Safety (regional priority)</b>		if applicable
<b>Goals:</b>	-Improve safety for users of all transportation modes (motorist, pedestrians, and bicyclists) -Promote the use of multi-use paths and/or increase the walkability and bikeability of the surrounding area.	
<b>Describe how the project meets these goals:</b>		
This project will increase pedestrian safety by providing a physical space for people to walk through the corridor and an RRFB to more safely cross the street. These short-term improvements are being proposed in direct response to a pedestrian fatality in January 2019. Previously, there was a bicycle fatality in 2011 at the intersection of Hunsaker Lane and River Road, which is under the City of Eugene’s jurisdiction. The City received All Roads Transportation Safety (ARTS) funding for safety improvements at this intersection which are planned for construction in 2020. This project proposes construction of the short-term improvements in 2020, in coordination with the City.		

<b>Preserves Existing Transportation Assets (regional priority)</b>		if applicable
<b>Goal:</b>	<b>Meet a minimum Pavement Condition Index on high volume Arterials, Collectors and Multi-Use Paths.</b>	
<b>Describe how the project meets this goal:</b>		
In order to repurpose the roadway to provide a space for walking, the surface needs new pavement markings. Resurfacing the pavement essentially provides a clean slate for new pavement markings. This project proposes a chip-seal, which is the least-cost method of resurfacing the road. The pavement condition of the Beaver-Hunsaker Corridor is showing signs of wear but a more costly overlay has been deferred, knowing that the long-term improvements will require reconstruction of the road. This project will help preserve the roadway until the long-term improvements are built.		

<b>Preserves or Enhances Transit Services (regional priority)</b>		if applicable
<b>Goal:</b>	<b>Maintain or increase transit ridership.</b>	
<b>Describe how the project meets this goal:</b>		
This project will provide a walking space through the Beaver-Hunsaker Corridor which will facilitate access to transit service on River Road and the future transit station south of Hunsaker Lane.		

<b>Reduces Greenhouse Gas Emissions (regional priority)</b>		if applicable
<b>Goal:</b>	<b>Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.</b>	
<b>Describe how the project meets this goal:</b>		
This project will support reduced greenhouse gas emissions by providing a physical space that is currently lacking for people to walk through the corridor, especially residents along the corridor needing to access commercial uses and transit services along River Road.		

<b>Additional Project Benefits</b>		where applicable
<b>Congestion Reduction</b>	Describe the congestion reduction benefits anticipated as a result of this project.	
This project will support congestion reduction by providing a transportation option of walking rather than driving through the corridor.		
<b>Emissions Benefits</b>	Describe the emissions benefits anticipated as a result of this project. Be as specific as possible	
Emission reductions are anticipated through the related reductions in single-occupancy-vehicle reliance by providing infrastructure for walking.		
<b>SOV Reliance</b>	How will the completed project impact reliance on single occupancy vehicles?	
The current lack of walking facilities increases reliance on vehicle transportation. During the planning process, some residents said they drove to nearby destinations that they would otherwise walk to if there was a safer place to walk.		
<b>Multiple Modes</b>	How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)?	
This project will expand the modes of travel by providing a place for people to walk while maintaining vehicle travel lanes.		
<b>Connectivity</b>	Will completed project fill in key gaps in the transportation system, complete system components, or provide better pedestrian, bicycle, or roadway connectivity at a regional scale?	

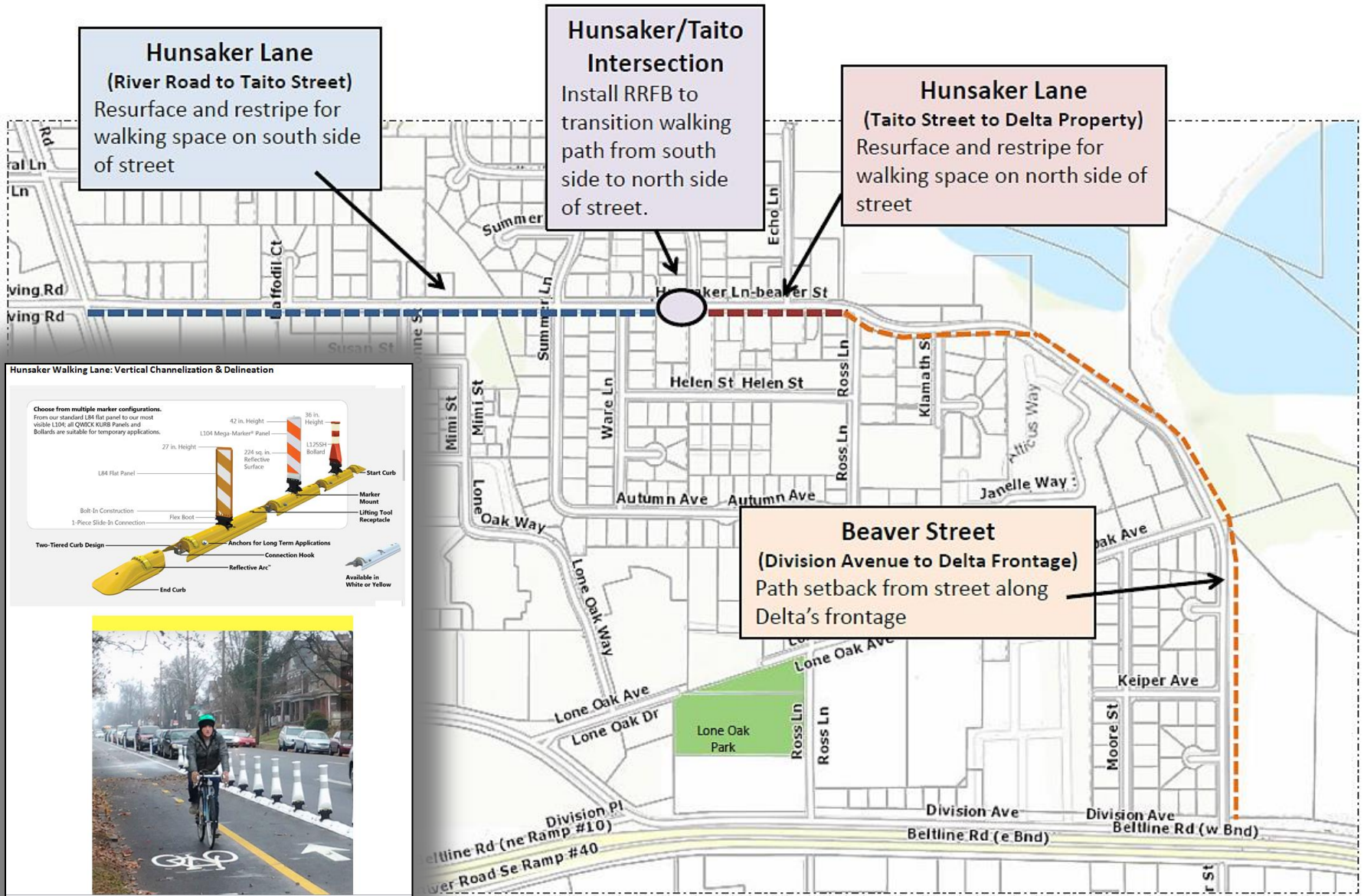
This project fills a gap in the pedestrian system by providing a walking space through the corridor that connects to existing sidewalks at each end of the corridor, at River Road to the west, and the bike path on Division Avenue to the southeast.	
<b>System Preservation</b>	Describe any system preservation benefits as a result of this project.
This project will preserve the ability to move people through the corridor while enhancing the safety of pedestrians.	
<b>Access to Opportunity</b>	Describe any access to opportunity benefits as a result of this project.
The lack of walking space through the corridor reduces opportunities for active transportation for all ages and abilities and daily transportation needs for people who do not drive.	
<b>Freight</b>	Will completed project improve the freight system and freight movement?
Currently, people wishing to walk must share the vehicle travel lane, which hinders freight movement as trucks attempt to maneuver around. The proposed improvements will provide physical separation thereby increasing the efficiency and safety of the transportation corridor. Safety improvements should reduce the frequency and severity of collisions, which contribute to congestion and delay for freight.	
<b>Public Health</b>	Will the completed project provide public health benefits?
This project will protect public health through safety improvements intended to prevent future pedestrian fatalities and promote public health by providing active transportation opportunities.	
<b>Other</b>	What other benefits will the completed project provide that would be of interest to the selection committee
Approval of this application will demonstrate responsiveness to the pedestrian fatality and implementation of regional safety plans.	

For program eligibility information follow links below:

- STBG-U eligibility: <http://www.lcog.org/DocumentCenter/View/5482>
- TA eligibility: <http://www.lcog.org/DocumentCenter/View/5453>
- CMAQ eligibility: <http://www.lcog.org/DocumentCenter/View/5481>

APPLICATION DUE DATE:
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO DAN CALLISTER, LCOG: <a href="mailto:dcallister@lcog.org">dcallister@lcog.org</a>

# Safety Response



**Hunsaker Lane**  
(River Road to Taito Street)  
Resurface and restripe for walking space on south side of street

**Hunsaker/Taito Intersection**  
Install RRFB to transition walking path from south side to north side of street.

**Hunsaker Lane**  
(Taito Street to Delta Property)  
Resurface and restripe for walking space on north side of street

**Beaver Street**  
(Division Avenue to Delta Frontage)  
Path setback from street along Delta's frontage

**Hunsaker Walking Lane: Vertical Channelization & Delineation**

Choose from multiple marker configurations. From our standard L84 Flat panel to our most visible L204 all-CONCRETE L208 Panels and Bollards are suitable for temporary applications.

- 27 in. Height L84 Flat Panel
- 42 in. Height L104 Mega-Marker® Panel
- 36 in. Height L208 Bollard
- 224 sq. in. Reflective Surface
- L208 Bollard
- Marker Mount
- Lifting Tool Receptacle
- Bolt In Construction
- 1-Piece Slide-In Connection
- Flex Boot
- Two-Tiered Curb Design
- Anchors for Long Term Applications
- Connection Hook
- Reflective Arc™
- End Curb
- Available in White or Yellow