



East 30th Avenue Design Concept

September 2022

The goal of the 30th Avenue design is to reduce crash severity with the following design changes: restripe the pavement and install jersey barriers to create a protected walking and biking path along the south side of 30th Avenue; replace the signalized T-intersection of 30th/Eldon Schafer Drive with a roundabout; and create center turn lanes at Forest Boulevard and Bloomberg Road.



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Funding Provided by:

The Central Lane Metropolitan Planning Organization

Technical Advisory Committee:

Richard Glover, Lane Community College

Andrew Martin, Lane Transit District

Reed Dunbar, City of Eugene

Emma Newman, City of Springfield

Bill Johnston, Oregon Department of Transportation

Sasha Vartanian, Lane County Transportation Planning Supervisor

Shashi Bajracharya, Senior Engineering Associate (Traffic)

Project Management Team:

Becky Taylor, Senior Transportation Planner

Cassidy Mills, Engineering Technician

Adrian Witte, Toole Design

Gwen Shaw, Toole Design

Chris Watchie, Cogito

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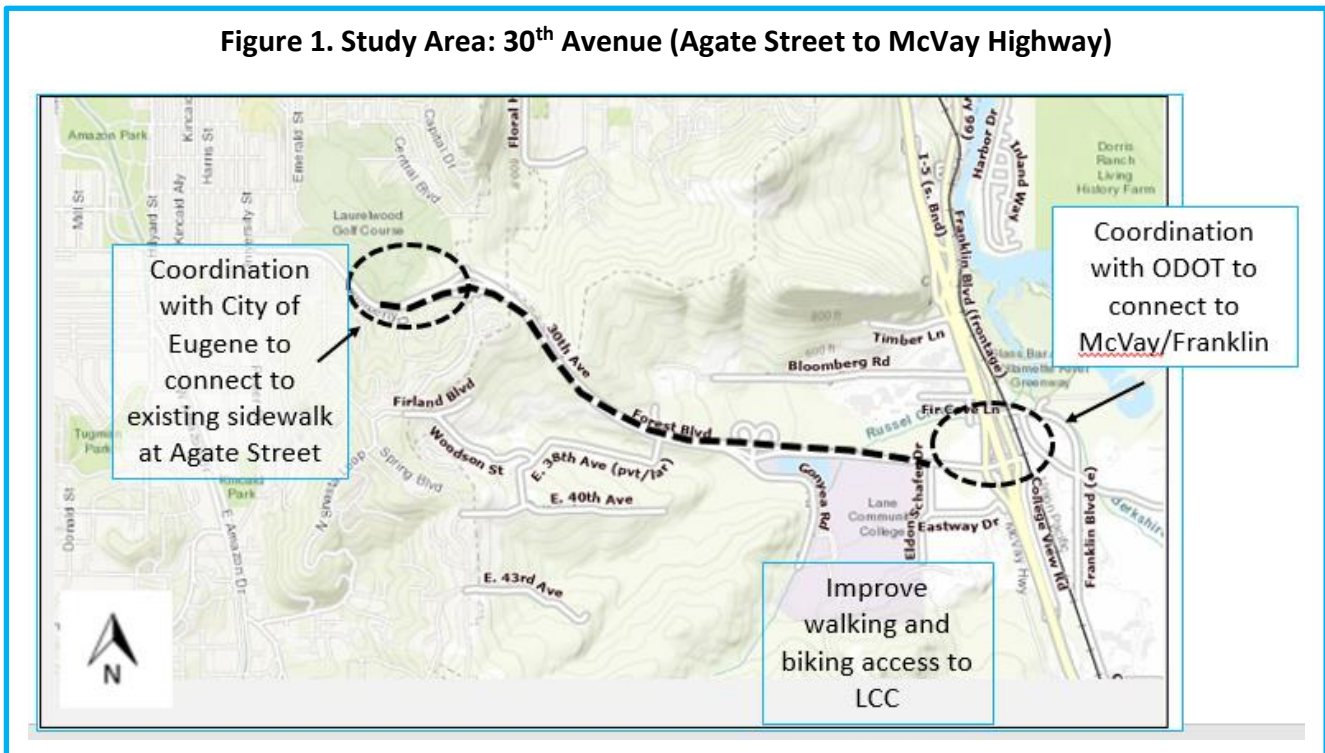
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Chapter 1 – Introduction

Purpose

This is a planning study to identify a design alternative that will improve safety on East 30th Avenue (from Agate Street to Eldon Schafer Drive) for all roadway users, whether walking, biking, driving, or riding transit. More people have lost their lives or sustained serious injuries while walking or biking on 30th Avenue than any other road under Lane County’s jurisdiction. The recommended design alternative, as shown in Appendix A, would reduce crashes and their severity with the following changes: repave and restripe the road; install jersey barriers to create a protected walking and biking path along the south side of 30th Avenue; replace the signalized T-intersection of 30th/Eldon Schafer Drive with a roundabout; and create center turn lanes at Forest Boulevard and Bloomberg Road.

Figure 1. Study Area: 30th Avenue (Agate Street to McVay Highway)



Process

The need to study 30th Avenue and develop a design alternative was identified in the 2017 Lane County Transportation System Plan. Funding for this planning study was made possible by the Central Lane Metropolitan Planning Organization (MPO). As a member of the MPO, Lane County applied for \$250,000 which was awarded by the Metropolitan Policy Committee (MPC) in 2018.

Lane County's grant application was endorsed by Lane Community College, the City of Eugene, Willamalane Park and Recreation District, Camas Ridge Community School, Oak Hill School, Lane Transit District, and the City of Springfield. The grant application made a commitment to identify design solutions to improve walking and biking conditions on 30th Avenue to expand transportation options to Lane Community College.

The planning scope included exploring opportunities for changing the current roadway features, such as changing the number and location of travel lanes. The planning process committed to hosting three public events. The grant funding enabled Lane County to hire Toole Design to develop design alternatives. Toole Design subcontracted with a local public involvement company, Cogito.

"Currently, the physical make up of 30th Avenue greatly restricts access by any non-vehicle transportation. A plan for bikes and pedestrians expands access to more diverse transportation modalities and the community who uses them. The college is a virtual small community serving over 30,000 community members each year. As such, Lane needs better transportation connectivity."

– Tony McCown, Board of Education
Chair, Lane Community College

A public involvement plan for the project was developed to help the project team organize activities for inclusive and meaningful public participation consistent with applicable regulations, including Lane Manual 15.580 *Citizen Input with Regard to Individual Road Improvement Projects*. Due to COVID-19 restrictions, some public outreach activities had to be modified to be virtual (online or by phone) rather than in person. Remote access has proven to be an effective outreach strategy as there has been significant public input on this project (see Appendix B for an inventory of public comments received to-date). Although there is not community consensus on the design recommendation, the majority of public comments received are in favor of the project.

The process focused on the portion of 30th Avenue within Lane County's control (i.e., Spring Boulevard to Eldon Schafer Drive), but the plan provides recommendations to other agencies for additional connectivity. The Technical Advisory Committee (TAC) for the project included staff from ODOT, LTD, LCC, City of Eugene, and City of Springfield. TAC consensus on the design recommendation was achieved.

Changes to Lane County roadways requires design concepts to be approved by the Board of County Commissioners (BCC). The design concept approval process establishes public involvement expectations pursuant to Lane Manual 15.580. Prior to BCC action, the Lane County Transportation Advisory Committee (TrAC) conducts a public hearing and makes a recommendation to the BCC on the design concept. The BCC's action applies to the portion of 30th Avenue under Lane County's jurisdiction only. Implementing recommendations beyond Lane County's jurisdiction requires further coordination with other agencies.

Recommendations

The recommended design alternative, as shown in Appendix A, would reduce crashes and their severity with the following changes: repave and restripe the road; install jersey barriers to create a protected walking and biking path along the south side of 30th Avenue; replace the signalized T-intersection of 30th/Eldon Schafer Drive with a roundabout; and create center turn lanes at Forest Boulevard and Bloomberg Road. The recommendations for the City of Eugene’s facilities to the west (i.e., the section of E 30th Avenue from Agate Street to Spring Boulevard) and for ODOT’s facilities to the east (i.e., the McVay Highway/30th Avenue intersection, McVay Highway, and the 30th Avenue/I-5 Bridge crossing) do not obligate those agencies to implement these changes; however, both agencies have expressed support for additional exploration of the recommendations.

The recommendations are further described in Chapter 4. Funding to implement the design concept has not been identified. Additional funding is needed to refine the design concept to provide greater detail about stormwater management, pavement surface and median treatments, lighting, speed limits, wildlife crossings, bus stops, and more. A list of future considerations is provided in Chapter 5.

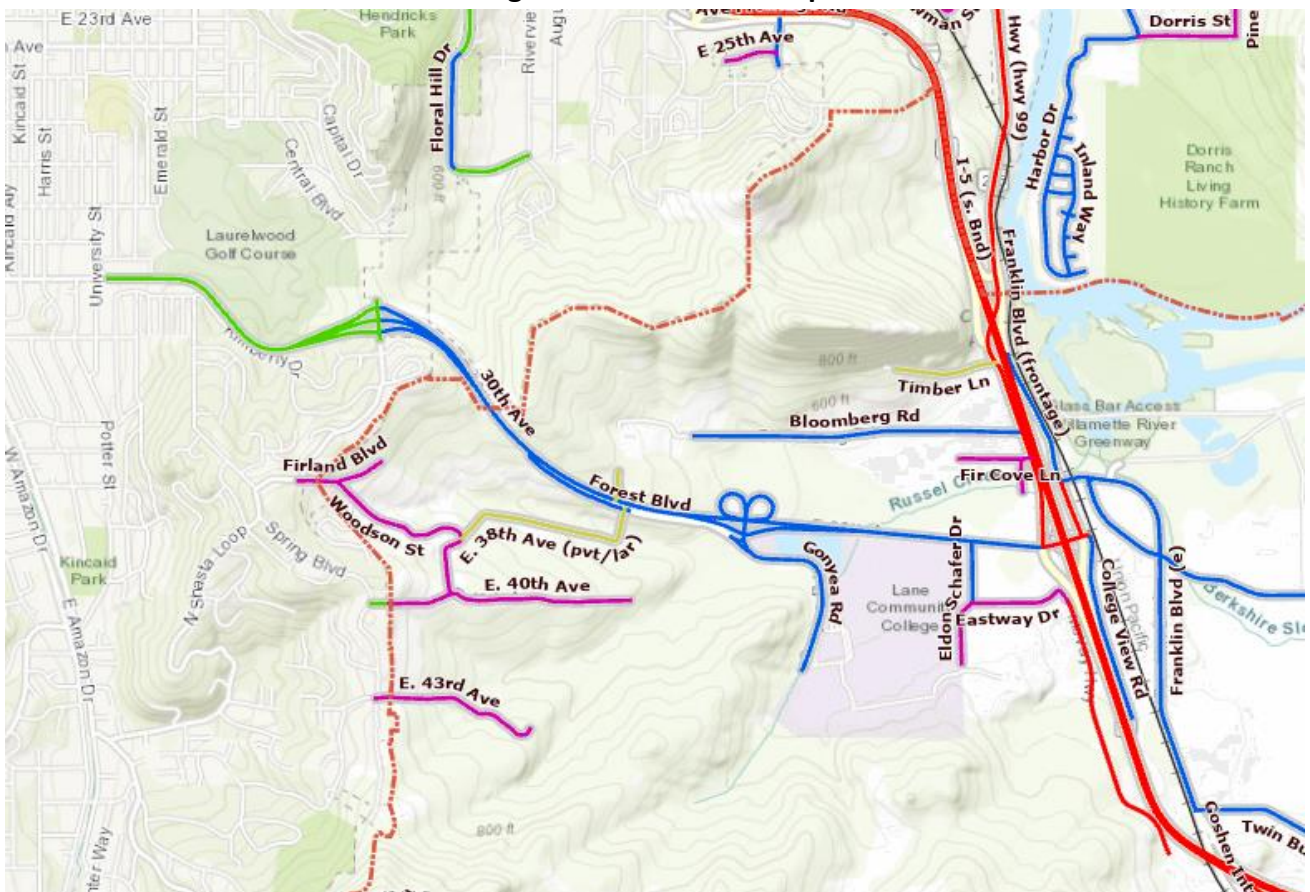
Chapter 2 – Existing Conditions






A summary of existing conditions is provided below.

Jurisdiction

Lane County has jurisdiction of 30th Avenue between Spring Boulevard and McVay Highway. The intersection of McVay Highway and 30th Avenue as well as the 30th Bridge crossing of I-5 is under the jurisdiction of the Oregon Department of Transportation (ODOT). The City of Eugene has jurisdiction of 30th Avenue west of Spring Boulevard; however, the City's urban growth boundary (UGB) is east of Spring Boulevard. A boundaries map is provided below.

Figure 2. Boundaries Map



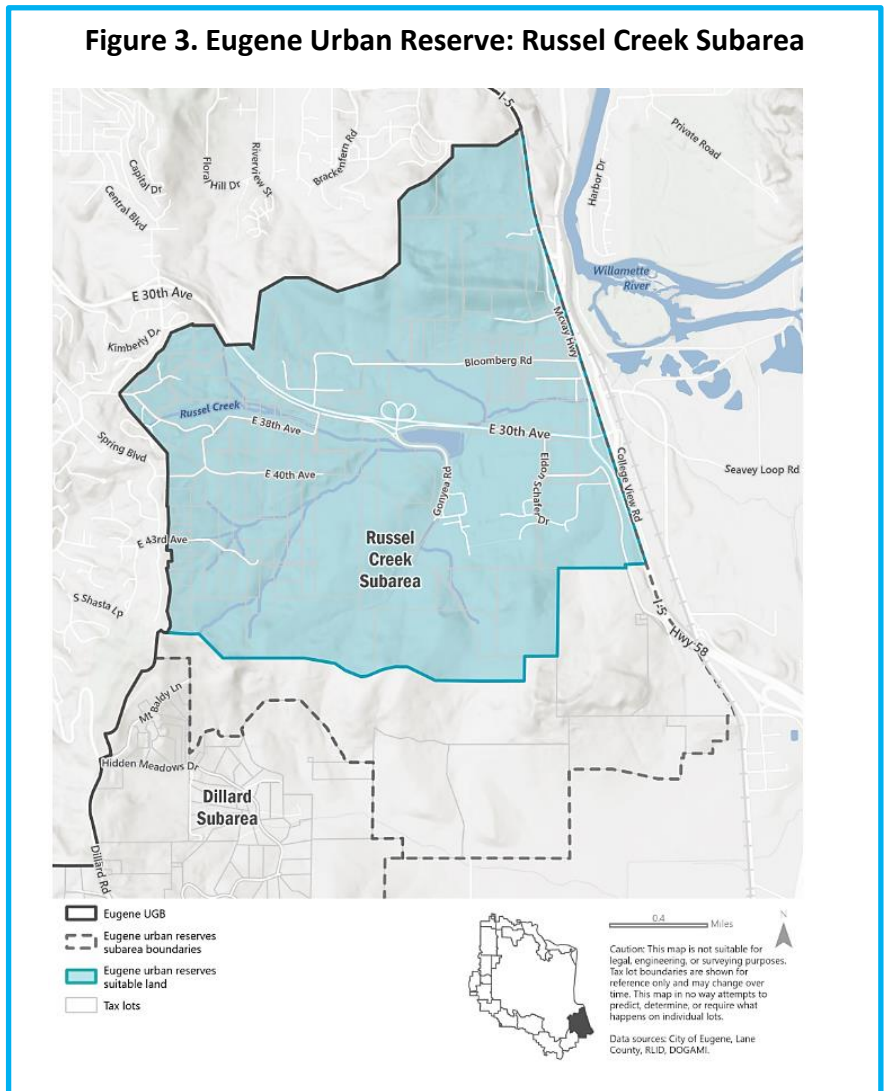
- | | | | | | |
|---|------------------------------------|---|-------------------|---|--|
|  | Eugene Urban Growth Boundary (UGB) |  | Lane County |  | Oregon Department of Transportation (ODOT) |
|  | City Street (Eugene / Springfield) |  | Local Access Road | | |



Like all County roads within urban growth boundaries, a desired outcome of this project is jurisdictional transfer to the City of Eugene. Jurisdictional transfer is when ownership of a roadway is transferred from one roadway authority to another. When an agency has jurisdiction of a street or highway, that agency is responsible for the upkeep of that facility, including reconstruction, maintenance, and preservation.

Although a large portion of 30th Avenue east of Spring Boulevard is outside the Eugene UGB, the area (known as the Russel Creek Subarea, shown in Figure 3) is proposed in Eugene’s Urban Reserve. Urban Reserves are a special designation, allowed by state law, for lands outside the UGB that can be considered a first priority if and when a city needs to expand for a growing population. Urban Reserve lands remain rural, and cannot be urbanized, unless they are brought into a city’s UGB through the formal process for expansion. For more information, contact the City of Eugene at: <https://www.eugene-or.gov/3885/Urban-Reserves>.

The uncertainty of the transportation needs and impacts associated with urban development in this area caused the project management team to limit changes to 30th Avenue to the most pressing issues and priorities. The “Rebuild” option which contemplated more substantial changes on 30th Avenue was deferred for further consideration when and if Eugene expands their UGB. While there was some public support for more substantial changes, most of the opposing public comments were based on proposed reduction in the number of vehicle travel lanes which is no longer part of the design recommended in this plan (see Appendix A for the design recommendation).



Roadway Conditions

The following narrative is primarily focused on the portion of 30th Avenue under Lane County's jurisdiction, between Spring Boulevard and Eldon Schafer Drive.

Functional Classification

East 30th Avenue is classified by the City of Eugene and Lane County as a Minor Arterial. In the urban context (within the Eugene UGB), minor arterial streets are intended to provide intra-community travel by limiting the number of driveways and maximizing the spacing between intersections. In the rural context, minor arterials provide connectivity between communities and also restrict the number and spacing of access connections. Walking and biking facilities on minor arterials are prescribed by state law. Oregon Administrative Rules (OAR) 660-012-004t states:

Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways.

Access Connections

There are few driveways and intersections on 30th Avenue east of Spring Boulevard. Both the Spring Boulevard and Gonyea Road intersections with 30th Avenue are designed with freeway-style on/off-ramps for uninterrupted flow of traffic. These locations are especially dangerous for people walking and biking to cross. There are two uncontrolled intersections at Forest Boulevard and Bloomberg Road that have safety risks because there is no center turn lane which requires turning traffic to wait in the through-traffic lane, contributing to rear-end and head-on turning crashes. There is one

signalized intersection under Lane County's jurisdiction at Eldon Schafer Drive which has experienced the most crashes on the corridor. T-bone crashes often have serious crash outcomes which is a significant risk with this T-intersection in which people making left-turns into the campus are especially vulnerable if the opposing 55-mph traffic runs the red light. The left-turn lane into the campus often experiences long queues of traffic that extend into the McVay intersection. The intersection of McVay and 30th Avenue was documented in the 2017 Lane County TSP as failing to meet mobility standards.

Figure 4. 30th Avenue/Eldon Schafer Drive Intersection



Facing West (Google Street View, 2021)

Walking and Biking Facilities

In the rural context, a wider paved shoulder is the existing walking and biking facility along 30th Avenue. The Lane County portion of 30th Avenue has paved shoulder width ranging between eight and ten feet. Although the shoulder width exceeds Lane County's minimum six-foot standard for minor arterials, the crash data confirms that there have been more bicycle and pedestrian crashes resulting in death or serious injury on 30th Avenue than any other road under Lane County's jurisdiction. The discrepancy between the typical design standard and the crash outcomes indicate insufficient walking and biking facilities, which was why the 2017 TSP recommended a context-sensitive solution be explored through a planning study. West of Spring Boulevard, on the portion of 30th Avenue under the City of Eugene's jurisdiction, there are no walking or biking facilities other than a roadway shoulder until Agate Street. West of Agate Street there is a wider sidewalk on the south side of 30th Avenue.

Transit Service

The corridor is served by five transit routes operated by Lane Transit District, including Route 81 LCC (Lane Community College)/Hilyard; Route 82 Eugene Station; Route 85 Springfield Station; Route 92 Lowell/LCC; and Route 98 Cottage Grove/Eugene Station. These transit routes provide service to several locations along the western end of the project area, Lane Community College, and Bloomberg Road along the McVay Highway. None of the transit stops along the County-owned section of the corridor have amenities like bus shelters, benches, trash receptacles, pedestrian-scale lighting, or bicycle parking; the addition of these elements will be reviewed as part of the subsequent design refinement process. The proposed design would provide more space at existing bus stops to enable buses to get out of the way of through traffic.

Traffic Speed and Volume

There is significant traffic volume on 30th Avenue, ranging from 14,000 to 20,000 vehicles per day. The posted speed limit is 55 mph. Data collected at the intersection of 30th Avenue and Forest Boulevard indicated a speeding problem, with most people driving between 64 and 73 mph. Crashes at higher speeds have more significant risk of death or serious injury.

Speed limits are subject to approval by ODOT (i.e. Lane County cannot independently install a lower speed limit sign). The speed setting approval criteria relies on a federal methodology that gives preference to the speed at which drivers feel comfortable driving. Reducing speeds on 30th Avenue would likely require more substantial physical changes to influence driver behavior. The subsequent design refinement process will evaluate speed limits.

Vehicle Travel Lanes

East of Spring Boulevard (in the portion under Lane County's jurisdiction), there are two travel lanes in each direction. Although preliminary traffic considerations by Toole Design predicted that the two travel lanes were not necessary for vehicle volume carrying capacity, there is a safety benefit associated with the two vehicle travel lanes in each direction by providing passing lanes. The risk of unsafe passing is greater given the steep topography of 30th Avenue in which traveling speeds are more likely to vary between vehicles in both uphill and downhill directions. Further, the unknown

future traffic increase from possible expansion of the UGB could also influence maintaining the second traffic lane in each direction.

Steep Grades

The most prominent feature of 30th Avenue is that it climbs a steep hill. The steepness of 30th Avenue can make it more difficult for vehicles to stop and accelerate quickly. For this reason, bus stops do not exist on the uphill climbing section of 30th Avenue because it is too difficult for buses to gain momentum after stopping. The steep grade also limits the number of people able to walk and bike 30th Avenue, although the increased prevalence of electric-assist bicycle and other micro-mobility devices allows more people the ability to navigate the steep grades.

Figure 5. 30th Avenue Approaching Crest of Hill



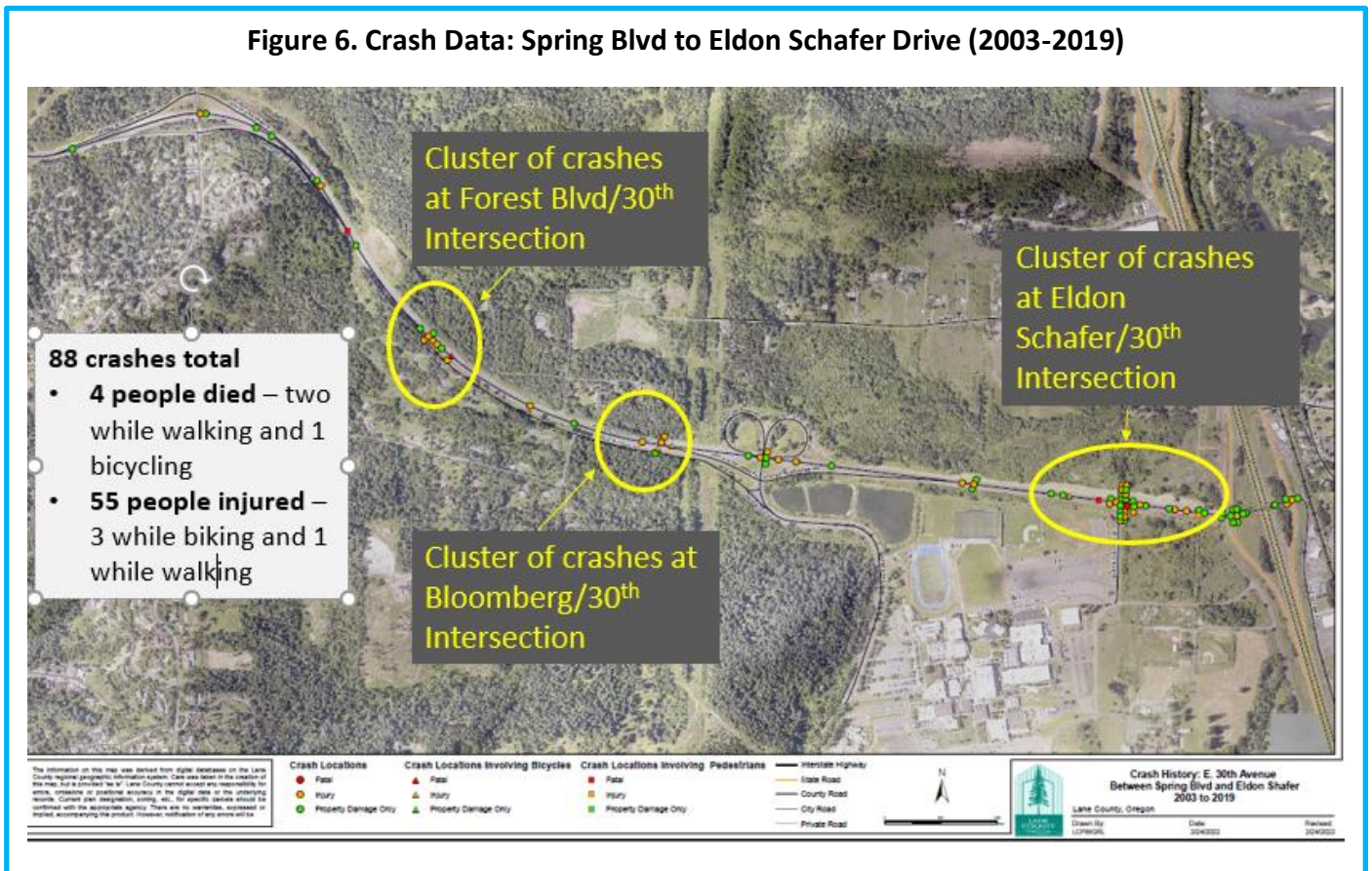
Facing West (Google Street View, 2021)

Safety

Between 2003 and 2019, there have been 88 crashes on 30th Avenue from Spring Boulevard to Eldon Schafer Drive. Four people lost their lives in those crashes, including two people walking and one person bicycling. 55 people were injured in those crashes, including one person walking, three people bicycling, and 51 people driving. A countywide review of bicycle and pedestrian crashes resulting in death and serious injury revealed that the greatest number of these types of crashes have occurred on 30th Avenue than any other road under Lane County’s jurisdiction. Figure 6 shows the location of these crashes.

The recommended design alternative, as shown in Appendix A, would reduce crash frequency and severity with the following changes: restripe the pavement and install jersey barriers to create a protected walking and biking path along the south side of 30th Avenue; replace the signalized T-intersection of 30th Avenue/Eldon Schafer Drive with a roundabout; and create center turn lanes at Forest Boulevard and Bloomberg Road.

Figure 6. Crash Data: Spring Blvd to Eldon Schafer Drive (2003-2019)



Equity

Equity in transportation seeks to facilitate social and economic opportunities through equitable levels of access to affordable and reliable transportation options, particularly for populations that are traditionally underserved. Traditionally underserved groups include individuals in at least one of the following categories: low income, minority, elderly, limited English proficiency, or persons with disabilities. These populations are considered “transportation disadvantaged” because they are more likely to lack consistent access to a motor vehicle and may be more likely to be dependent on walking, bicycling, and riding transit compared to the average person.

The project team conducted an analysis of populations within one quarter mile of 30th Avenue using Census block group data from the American Community Survey (Five-year Estimates, 2015-2019). This data was then compared to the households and individuals living in the City of Eugene and Lane County. The results of this analysis are presented in the table, below. Although the analysis indicates the majority of households living within one quarter mile of 30th Avenue are less likely to be transportation-disadvantaged in most categories, there is an over-representation of households living below the Federal Poverty Level or that have limited English-speaking proficiency compared to the average household in Eugene or Lane County.

DEMOGRAPHIC AND SOCIO-ECONOMIC CHARACTERISTICS OF PEOPLE LIVING NEAR 30TH AVENUE COMPARED TO THE CITY OF EUGENE AND LANE COUNTY, OREGON

Description	Study Area**	City of Eugene	Lane County
Total Population	21,315	168,302	373,340
Youth (under 18)	15.2%	17.1%	18.6%
Older Adults (65 and over)	14.7%	16.0%	18.8%
People of Color	16.0%	22.1%	18.2%
People living below the Federal Poverty Level	27.4%	25.2%	22.3%
People living below 200% of the Federal Poverty Level	40.1%	38.9%	36.7%
People with a disability	10.8%	14.0%	16.9%
Median Household Income*	\$58,745	\$50,962	\$52,426
Per Capita Income*	\$32,817	\$31,021	\$29,705
Households with no English or limited English-speaking proficiency	14.9%	13.2%	10.1%
Households without access to a vehicle	8.2%	11.2%	8.3%

* Study area value is a population-weighted average.

Source: American Community Survey, Five-year Estimates, 2015-2019

The demographic analysis is useful, however, it is likely that the majority of people who use East 30th Avenue do not live along or even near the corridor, but travel along it. A primary destination on the corridor is Lane Community College (LCC). Student and faculty commuting to the campus is noted as a challenge in the LCC Climate Action Plan which states:

Emissions from daily student and employee commuting continue to represent the largest contributor to Lane’s greenhouse gas inventory, and have proven to be the most difficult to mitigate...it is clear that a comprehensive strategy is needed to confront this many-layered issue. It will require not only significant infrastructure investment, but also behavior change and cooperation among many different stakeholders.

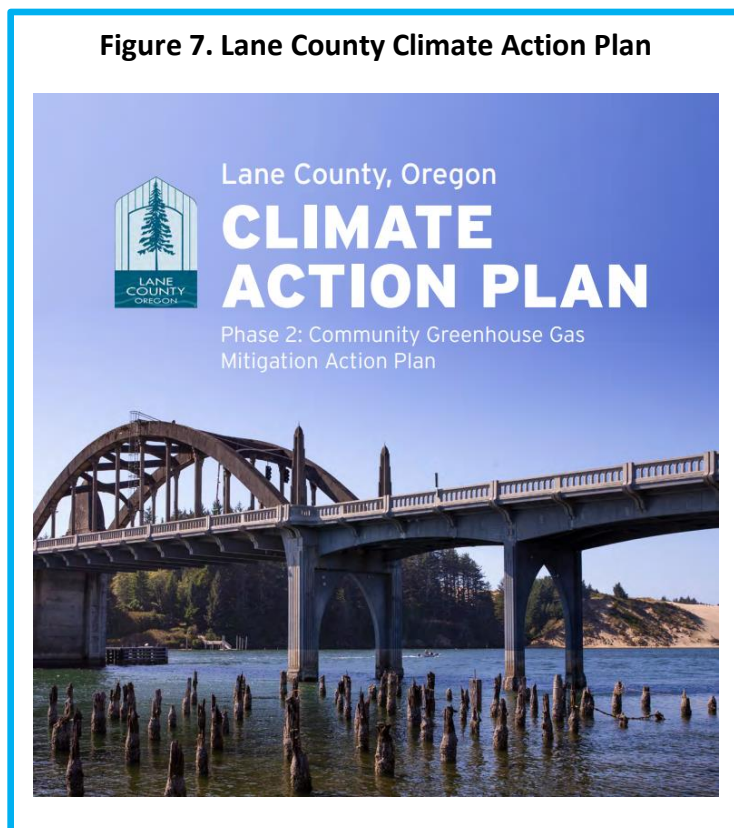
It is important to note that transportation equity does not mean allocating transportation resources in equal amounts to all people. An equitable transportation system supports transportation options that are affordable, sustainable, safe and accessible to all populations. A key step towards achieving this goal is to focus investments on bicycle and pedestrian infrastructure to improve access and connectivity to transportation and destinations.

Environmental

Climate change is an environmental concern in Lane County which is already experiencing hotter temperatures, drought, wildfires and lingering smoke, and reduced snowpack. Lane County’s Climate Action Plan is an effort to address climate change through reduction of greenhouse gas (GHG) emissions. The 2019 Lane County GHG Inventory confirmed that transportation was the largest contributor of GHG emissions (66% of the countywide total). Recommended actions include expanding active transportation infrastructure.

A focus of the 30th Avenue project is improving the safety of walking and biking facilities. To minimize environmental impacts associated with construction, the design team prioritized making changes within the existing roadway footprint. A more detailed review of environmental impacts, such as stormwater management, is needed as part of a subsequent design refinement process.

Figure 7. Lane County Climate Action Plan



Chapter 3 – Public Involvement

Delivering a high-quality, tailored, and inclusive public involvement process was a core tenet of the project. Cogito, a sub-consultant on the Toole Design team, developed an outreach plan for initial review by the Technical Advisory Committee and further vetted it through community stakeholder interviews to ensure proposed methods and strategies best reached intended audiences. Lane County's Equity and Access Coordinator reviewed the plan and provided additional input to meet Lane County's Equity and Access standards.

The primary public involvement goals focused on developing clear and accessible outreach materials, methods, and strategies for a well-informed and engaged public and the decision-making by the Board of Commissioners. The resulting large body of input also provided the project management team with a community lens through which to consider and refine proposed design concepts.

The planning process offered many diverse opportunities for public outreach and input, resulting in over 89 pages of public comments, questions, and project team responses. Outlined below are the methods and strategies employed. For a comprehensive overview of detailed public input and submitted public comments, see Appendix B.

Summary of Engagement Opportunities

Technical Advisory Committee (TAC): The project team held six meetings with staff representatives from the City of Eugene, Lane Community College, Lane Transit District, Oregon Department of Transportation, and City of Springfield to review all project deliverables, from public involvement planning to design concept recommendations. The TAC supported the design recommendation provided in Appendix A.

Preliminary Stakeholder Interviews: Cogito interviewed Lane County's Equity and Access Coordinator, Lane Community College Multicultural Center and Sustainability representatives, City of Eugene Human Rights and Neighborhood Involvement, and 4J School District's Safe Routes to School Coordinator to confirm the public involvement plan approach and explore additional opportunities to leverage outreach activities. **Focus Groups:** The project team met with three distinct categories of stakeholders: **Pass-through users of 30th Avenue** consisting of businesses such as Bigfoot Beverages, Albertsons, and BRING Recycling; **Recreational users of 30th Avenue** such as Obsidians hiking group, Disciples of Dirt mountain bikers, and Eugene Parks and Open Space; and **Educational Institutions** such as Lane Community College, Temple Beth Israel, Camas Ridge Elementary, and Oak Hill School. These groups met twice: once before the development of design concepts and once after the proposed concepts. These meetings provided valuable information to identify immediate issues and opportunities and prepare for anticipated questions likely to arise from the broader public meetings.

Public Meetings: The project team held three virtual public meetings: first, to introduce the project and gather input about issues and opportunities; second, to introduce the proposed design concepts and gather comments and questions; and third, to present the preferred design recommendation and gather additional questions and comments. Collectively, over 200 community members participated in these meetings. Following each public meeting, the public had an additional two-week public comment period. In response, the project team developed answers to frequently asked questions after each open house which were emailed to interested parties and posted on the project webpage. All public meetings offered live interpretation for Spanish-speaking communities. For a compilation of public comments received and staff responses, see Appendix B.



Neighborhood Organizations: Project staff provided updates the Southeast Neighbors Association and the Amazon Neighbors Association.

Additional Presentations: During the planning process, project staff presented to Lane Community College Facilities Committee and Student Government to provide updates, promote public meetings, and leverage outreach opportunities.

Public Hearing: The Transportation Advisory Committee (TrAC) will hold a public hearing on the design concept recommendation on September 28, 2022.

Project Webpage: Throughout the process, staff updated the project's webpage to provide interested parties with accurate and updated information, an opportunity to review project documents, and to keep informed about upcoming input opportunities. All project materials promoted the webpage, ways to contact the Project Manager and Spanish speaking staff, if requested.

Project Fact Sheet: Web posting and distribution of a bilingual project fact sheet assisted in awareness of the project's purpose, scope, and input opportunities. Hard copy distribution targeted nearby mobile home communities to promote the project's available input methods.

E-Updates: An interested parties list representing 335 community members received e-updates over the course of the project to highlight upcoming community meetings, planning documents, the decision-making process, and summaries of public comments.

Postcard Mailings: Adjacent and nearby postal routes reaching 3,811 households received two project postcards notifying them of public meetings. In addition, before both meetings, staff

delivered hard copy postcards to area businesses as another way to reach potentially interested parties.

Lawn Signs: Placement of over 40 reusable lawn signs advertised project input opportunities and highlighted the webpage. Locations included along the corridor, adjacent streets, mobile home communities, and nearby recreation areas.

Spanish Media: Twice during the project, La E-Kiss, the local Spanish weekly online news program, conducted in-depth interviews with the project manager.

Additional Project Promotion: Project staff developed press releases, social media messaging, and newsletter articles for the City of Eugene's InMotion and Community Bulletin newsletters.

Summary of Public Comments

It is challenging to summarize the large volume of public comment provided in Appendix B which consists of over 89 pages. As demonstrated by the detailed comments received and the number of participants (over 200 people), the community cares about what happens on 30th Avenue. The design recommendation is supported by most, but not all interested parties, and reflects a balancing of these interests while meeting the priority public needs.

The majority of participants (approximately 67%) support the recommended changes on 30th Avenue to provide greater protection for people walking and biking. Opponents of change were primarily concerned with reducing the number of vehicle travel lanes which is no longer part of the proposal. Another dominant concern was investing in changes to support walking and biking compared to the number of people willing or able to walk and bike the steep hill. Supporters of the investments in walking and biking improvements have noted that the proposed concrete barrier is essential to protecting people from fast-moving vehicle traffic and that the continued expansion of e-bikes will enable more people to climb the hill.

Staff Response

The project team greatly appreciates the time and energy people contributed to this process. The qualitative data of the direct experiences and perspectives of people living along and commuting on 30th Avenue was essential to supplementing the available quantitative data and engineering judgement. Although there is not community consensus on the project recommendation, the project team believes the design recommendation balances public interests and reflects community preferences.

The design concept recommended in this plan (see Appendix A) does not, and is not intended to, address everything. As noted in Chapter 5, there is a list of additional issues to evaluate during the subsequent design refinement process. If this design concept is approved by the Board and if staff is able to secure additional grant funding to refine the designs, staff commits to keeping interested parties informed about the status of the project.

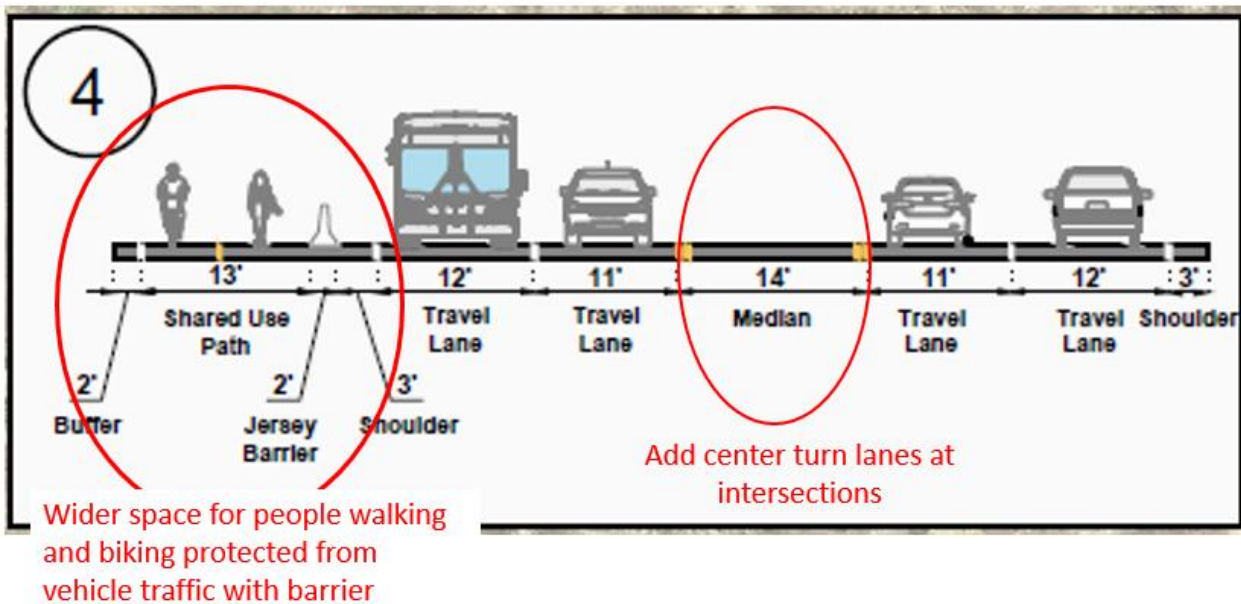
Chapter 4 – Recommendations

The recommendations of this plan fall into two categories: a design concept for the portion of 30th Avenue under Lane County’s jurisdiction for approval by the Board of County Commissioners; and recommendations for other agencies to consider, such as the City of Eugene and Oregon Department of Transportation for their connecting transportation facilities to the west and east, respectively.

Design Concept for Board of County Commissioners’ Action: 30th Avenue between Spring Boulevard and Eldon Schafer Drive:

The recommended design for the portion of 30th Avenue under Lane County’s jurisdiction, as shown in Appendix A, would reduce crash frequency and severity with the following changes to existing conditions: restripe the pavement and install concrete barriers to create a protected walking and biking path along the south side of 30th Avenue; replace the signalized T-intersection of 30th Avenue/Eldon Schafer Drive with a roundabout; and create new intersections with left-turn lanes at Forest Boulevard and Bloomberg Road. These elements of the design are further explained below.

Figure 9. Recommended Cross-Section of 30th Avenue
from Spring Boulevard to Eldon Schafer Drive



Protected Space for People to Walk and Bike

Although there are currently wide paved shoulders on both sides of 30th Avenue, there have been more bicycle and pedestrian fatalities and serious injuries on 30th Avenue than any other road under

Lane County jurisdiction. To protect people walking and biking, a concrete barrier is recommended. In order to provide sufficient space for a protected walking and biking space and, at the same time, avoid expanding the footprint of the existing roadway to reduce costs and impacts to properties and the environment, the proposed design would reallocate the space of the existing, wide roadway.

The space gained for the walking and biking area (typically 17' including a 13' bicycling and pedestrian space plus a 2' shoulder and 2' for the concrete barrier), which would be provided on the south side of 30th Avenue, is taken from the roadway shoulders (which would be reduced to three feet to discourage use by people walking and biking) and, in some sections from the center median (which may require traffic barriers to buffer opposing traffic). Due to unknown traffic needs from future development in the area and to retain the safety function of passing lanes, the number of vehicle travel lanes is not being reduced; the two lanes in each direction will be retained. However, it is noted that the lanes may need to be transitioned to single lanes approaching the Eugene portion of 30th Avenue to align with the lane configurations already established by the City. This will be reviewed in greater detail during the subsequent design refinement process; further, changes west of Spring Boulevard will require approval by the City of Eugene.

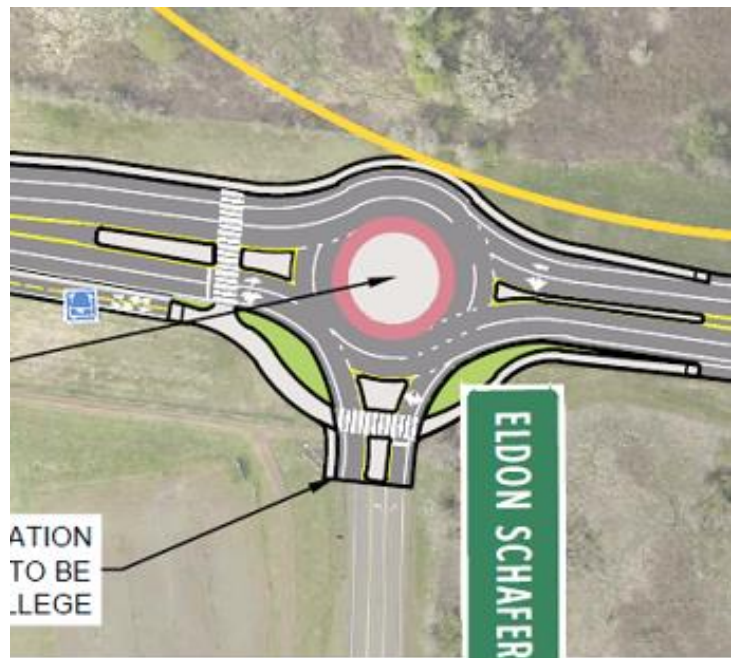
Intersection Safety and Fluid Traffic Flow

There are safety and operational issues at three intersections under Lane County's jurisdiction: 30th Avenue/Eldon Schafer Drive; 30th Avenue/Forest Boulevard; and 30th Avenue/Bloomberg Road.

30th Avenue/Eldon Schafer Drive Intersection

This intersection has experienced the most crashes on the portion of 30th Avenue under Lane County's jurisdiction. The left-turn lane into the LCC campus builds up queues that sometimes extend into the McVay Highway/30th Avenue intersection, contributing to the operational failure of that intersection. The proposed design replaces the existing signalized intersection with a roundabout. The proposed design replaces the existing signalized intersection with a

Figure 10. Recommended Roundabout at 30th Avenue and Eldon Schafer Drive Intersection



roundabout. This provides individuals with more opportunity to make the left-turn into LCC; minimizes conflict points; and reduces crash frequency and severity due to lower speeds of travel through the roundabout. Additionally, roundabouts allow for a more continuous flow of traffic compared to red lights, resulting in less vehicle idling and a reduction of carbon emissions.

Bloomberg Road and Forest Boulevard Intersections

These intersections currently have no center turn lane on 30th Avenue. This means people making left turns from 30th Avenue onto these roads have to wait in the through lane, blocking traffic behind them and risking read-end collisions or head-on turning collisions if they accept too small of a gap in on-coming traffic. The proposed design allows for a wider center turn lane in the vicinity of these intersections and provides left-turn lanes at both of these intersections to provide a refuge for people making left- turns to get out the way of through traffic. The Forest Boulevard intersection is the second highest crash location on 30th Avenue, second to the Eldon Schafer Drive intersection. The Bloomberg Road intersection provides access to City of Eugene parklands to the north of 30th Avenue. The City recently acquired additional parkland that may further utilize this intersection for access. Future design phases may explore the needs for providing a right-turn lane at Bloomberg within the available space on the existing roadway, but that is not currently being proposed.

Recommendations for City of Eugene and ODOT Facilities

In order to provide connectivity for people traveling on 30th Avenue beyond Lane County's jurisdiction, the plan makes recommendations to other agencies, as summarized below.

City of Eugene

- **30th Avenue from Spring Boulevard to Agate Street:** The design provided in Appendix A shows how the proposed changes on the Lane County portion of 30th Avenue could transition into the City of Eugene portion of 30th Avenue. Additional design work and further coordination with the City is necessary to detail the transition.
- **30th Avenue / Agate Street Intersection:** Public comments indicate a safety concern with people having difficulty getting in and out of Agate Street. This plan recommends the City of Eugene consider a roundabout at this intersection.

ODOT

- **30th Avenue / McVay Highway Intersection:** The 2017 Lane County TSP identifies this intersection as failing to meet mobility standards under existing and future traffic volumes. The cost estimate for improving this intersection is \$65 million; due to funding limitations, Lane County requested an alternate mobility target to tolerate some congestion which was approved by the Oregon Transportation

Commission in 2020. The proposed roundabout at Eldon Schafer should help relieve some congestion at the McVay Highway intersection. This plan recommends ODOT consider a roundabout at the McVay Highway intersection. Additional design work is necessary to provide transitions and connections between the



proposed walking and biking facilities on 30th Avenue recommended by this plan with the existing ODOT infrastructure which does not have dedicated walking and biking facilities.

- **ODOT: 30th Avenue Bridge Over I-5:** The 2017 Lane County TSP identifies the need to widen this bridge, which was part of the \$65 million interchange reconstruction project recommendation. Given limited funding, this plan recommends ODOT consider interim safety measures such as warning signs and lights to alert drivers that they will be sharing travel space with people walking and biking across this narrow bridge.
- **ODOT: McVay Highway** (I-5 frontage road west of the Interstate) has narrow roadway shoulders constrained by adjacent development and I-5. Further it has a much longer bridge (approximately double the length of the 30th Avenue bridge over I-5) that diagonally spans I-5 and is too narrow for walking and biking facilities. Given these constraints, this plan recommends off-road connections west of McVay Highway and north of 30th Avenue be explored.

Figure 12. I-5 West Frontage Road

(Locally known as McVay Highway, formally known as Hwy 225)



2020 Google Street View (looking north)

- **ODOT: East Franklin Boulevard** (I-5 frontage road east of the Interstate) also has narrow roadway shoulders but it is not as physically constrained by adjacent development and is farther away from I-5 than the frontage road on the west side of I-5. Further, this frontage road on the east side of I-5 connects directly with Hwy 99 which crosses under I-5 to access Goshen and Creswell; it also connects with Seavey Loop which provides primary access to Howard Buford Recreation area. Given these connections, these roads are identified on the Lane County Bicycle Network map as priorities for making investments in shoulder widening and buffered bike lanes to improve safety and comfort for people walking and biking.

Figure 13. Lane County Bicycle Network Connections



Chapter 5 – Implementation

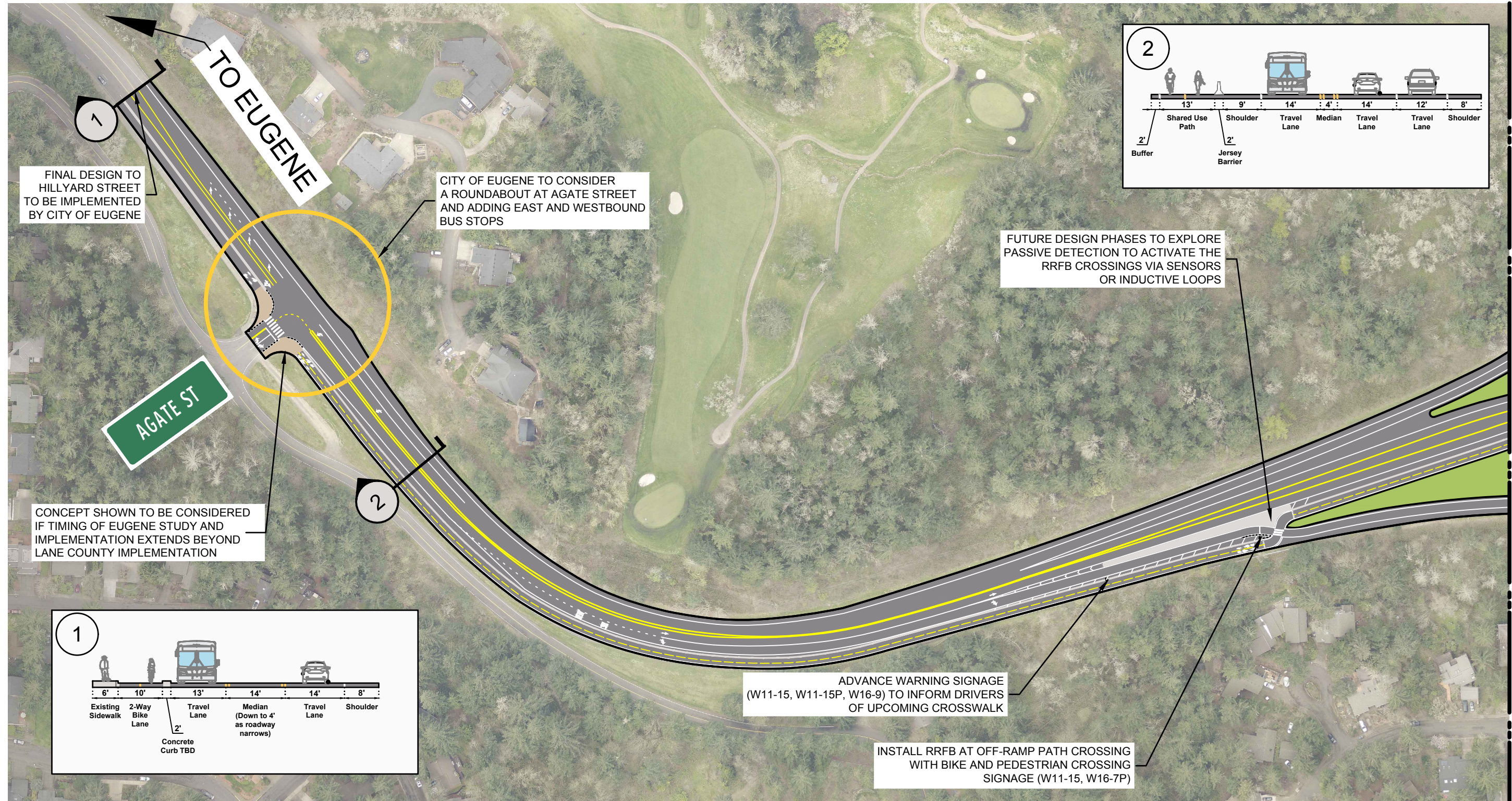
The design concept recommended by this plan must be approved by the Board of County Commissioners. If approved, the next step is to develop the design into engineering drawings which will require additional funding. Lane County plans on seeking additional MPO funding for engineering design.

Issues to review during the subsequent design refinement process include, but are not limited to, the following:

- **Posted speed** – determine the appropriate design speed, such as approaching the proposed roundabout; and request approval from ODOT to reduce the posted speed, accordingly.
- **Wildlife crossing** – evaluate locations where gaps in barricades may be necessary for wildlife passage.
- **Freight movement** – ensure larger trucks can maneuver the proposed roundabout.
- **Lighting** – determine the type and location of street lights along 30th Avenue and potentially Forest Boulevard to improve personal safety.
- **Median treatments** – more precisely design center turning lanes and determine barrier locations along the path and between opposing vehicle traffic.
- **Path mixed use** – explore measures for improving safety for pedestrians sharing the path with bicycles, especially faster-moving downhill bicyclists or e-bikes; provide warning systems where the path intersects with vehicle traffic, such as the Spring Boulevard ramps, to give preference to vehicles yielding so that people on bikes do not have to lose momentum uphill.
- **Bus stops** – enhance existing stops so that buses have space to get out of the way of through traffic and to provide connecting paths for people walking and biking; evaluate street crossing safety, especially near the proposed roundabout at Eldon Schaffer Drive.
- **Environmental** – minimize, then mitigate any environmental impacts; develop stormwater management plans, if necessary; comply with applicable National Environmental Policy Act (NEPA) regulations.
- **Expanding connectivity** – develop plans for continuing the walking and biking connections, such as: into the LCC campus via bike lanes and sidewalks on Gonyea Road and Eldon Schaffer Drive; to parklands north of 30th Avenue via the undercrossing of the Gonyea Road/30th Avenue interchange and/or at 30th Avenue/Bloomberg Road; and to the Lane County Bicycle Network east of I-5, including studying off-road opportunities, such as through lands currently owned by LCC and the City of Eugene northwest of the 30th Avenue/McVay Highway intersection for potential use of an existing undercrossing of I-5.

Addressing these issues through additional data analysis and design will inform the development of a right-of-way plan, construction cost estimate, and implementation plan. Although most of the design is anticipated to fit within the existing roadway footprint, if additional right-of-way or temporary construction easements are necessary, property owners will be consulted and offered compensation of the estimated value of the land area needed. Additional coordination needed with the City of Eugene and ODOT, as well as construction costs, will likely result in a phasing plan for construction.

Lane County staff will continue to update 30th Avenue interested parties by email and through the project website at: LaneCounty.org/30thAvenue.



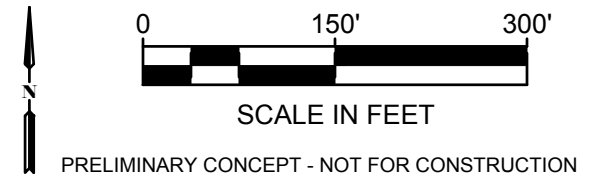
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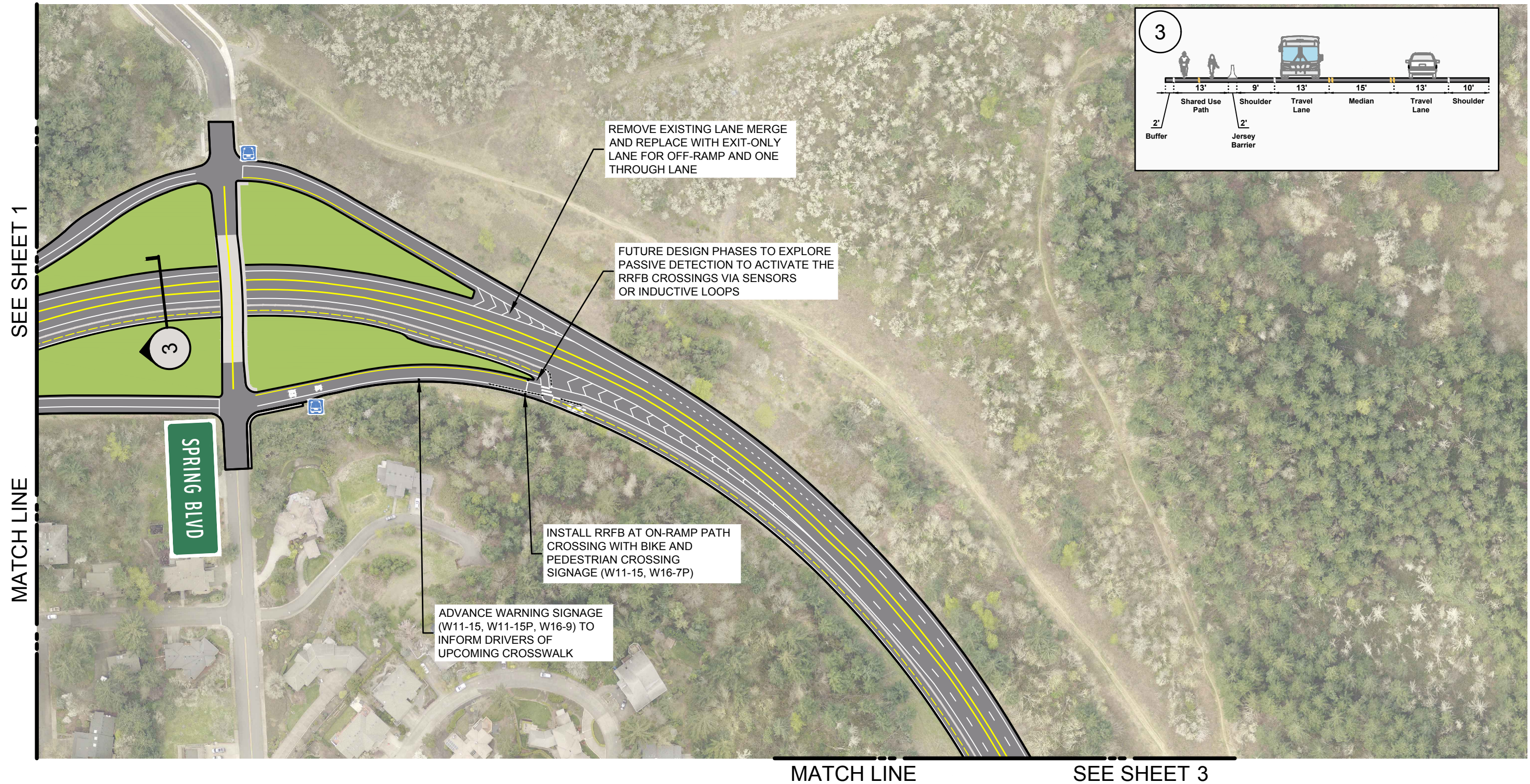
SHEET 1 OF 7

AGATE STREET TO SPRING BLVD

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SHEET 2 OF 7

SPRING BLVD INTERCHANGE

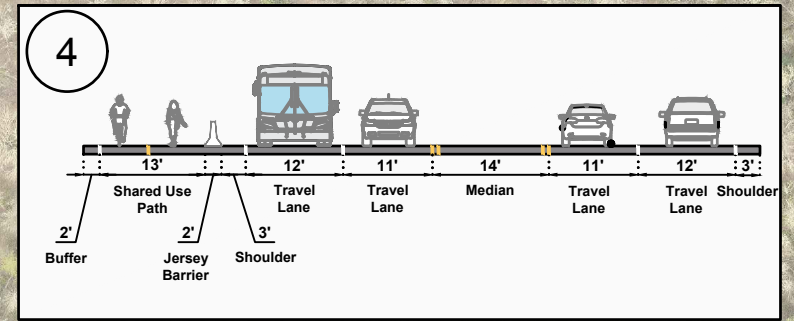
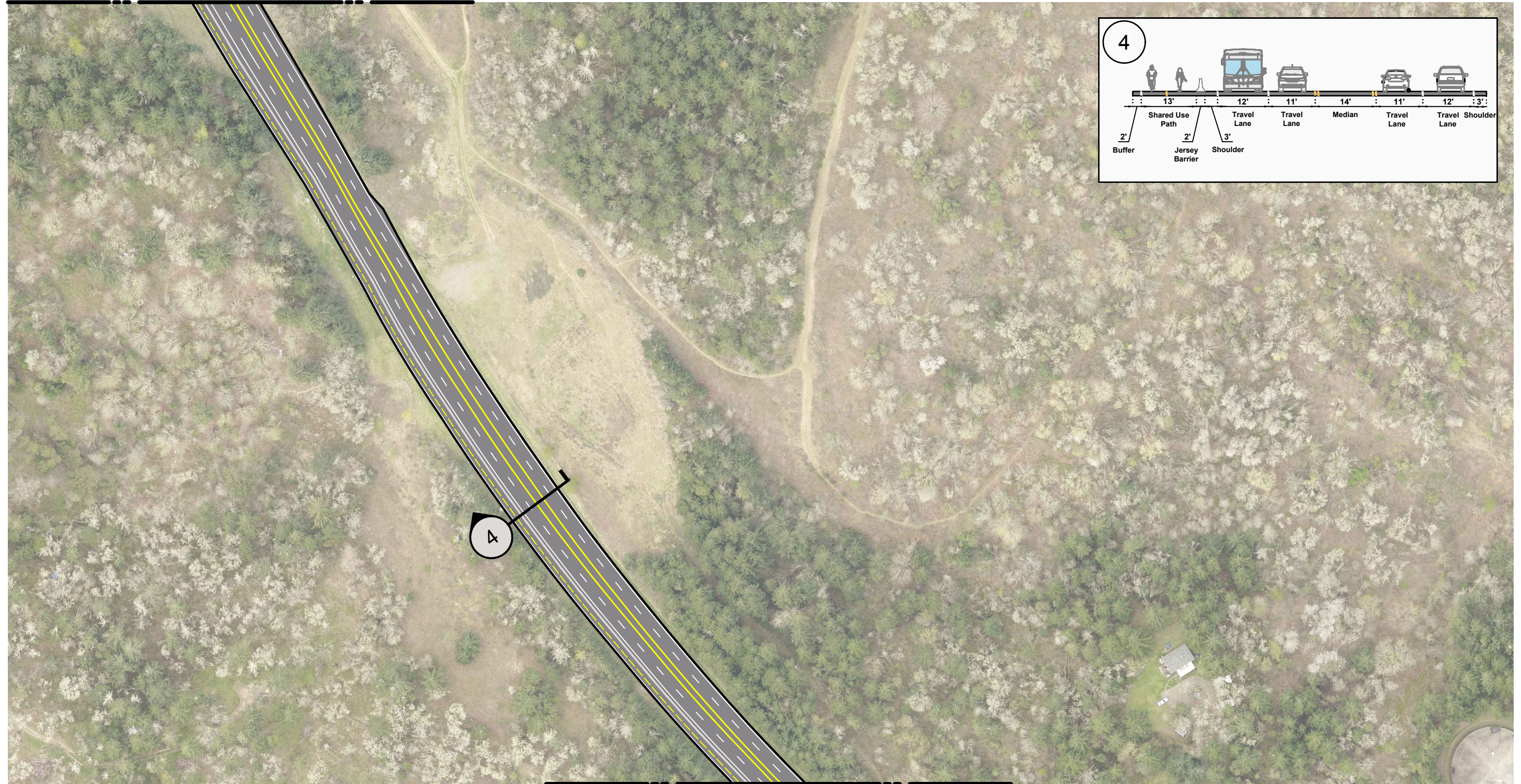
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MATCH LINE

SEE SHEET 2



MATCH LINE

SEE SHEET 4

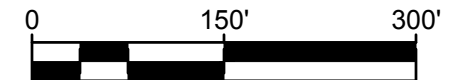
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SHEET 3 OF 7

SEGMENT BETWEEN SPRING BLVD AND FOREST BLVD

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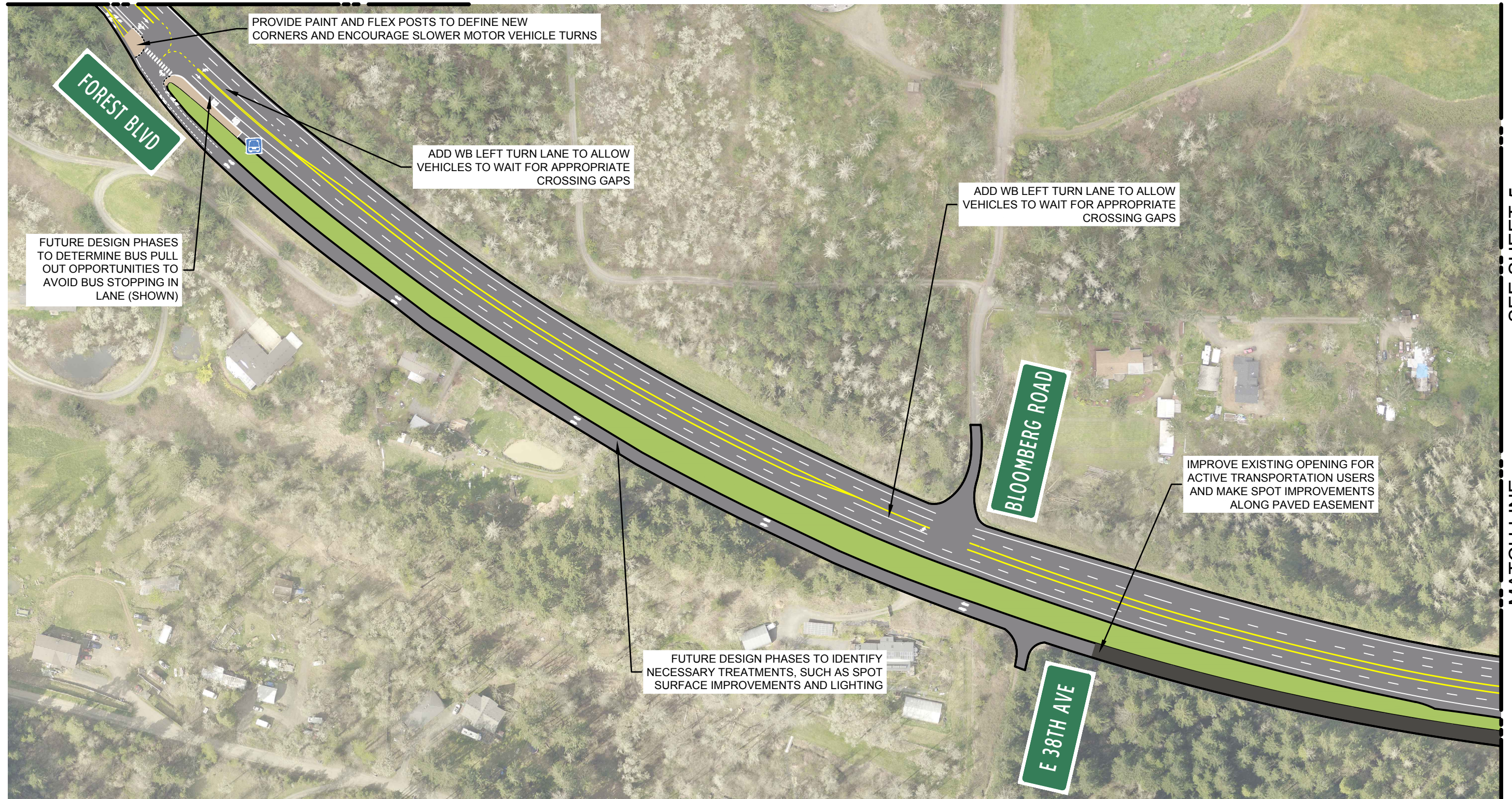


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MATCH LINE

SEE SHEET 3



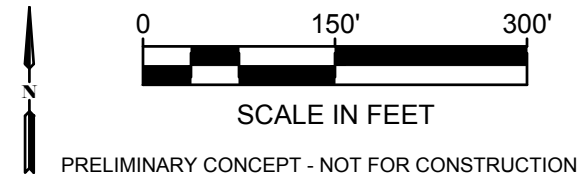
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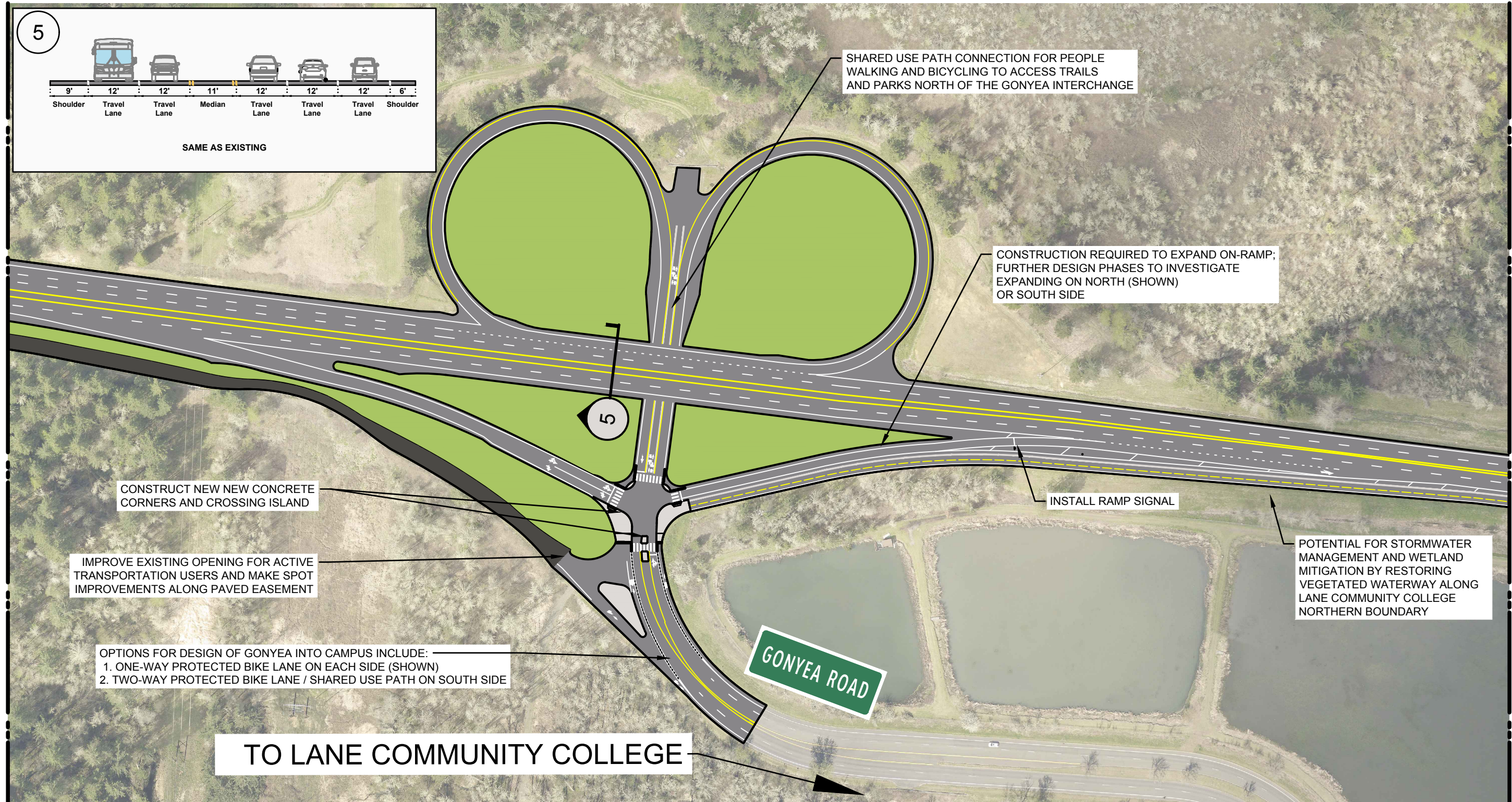
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SHEET 4 OF 7

FOREST BLVD AND BLOOMBERG ROAD

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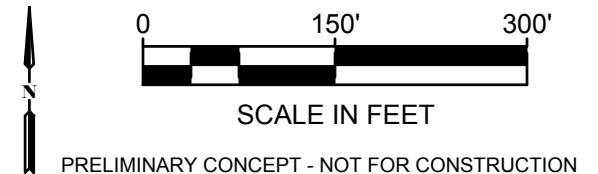
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SHEET 5 OF 7

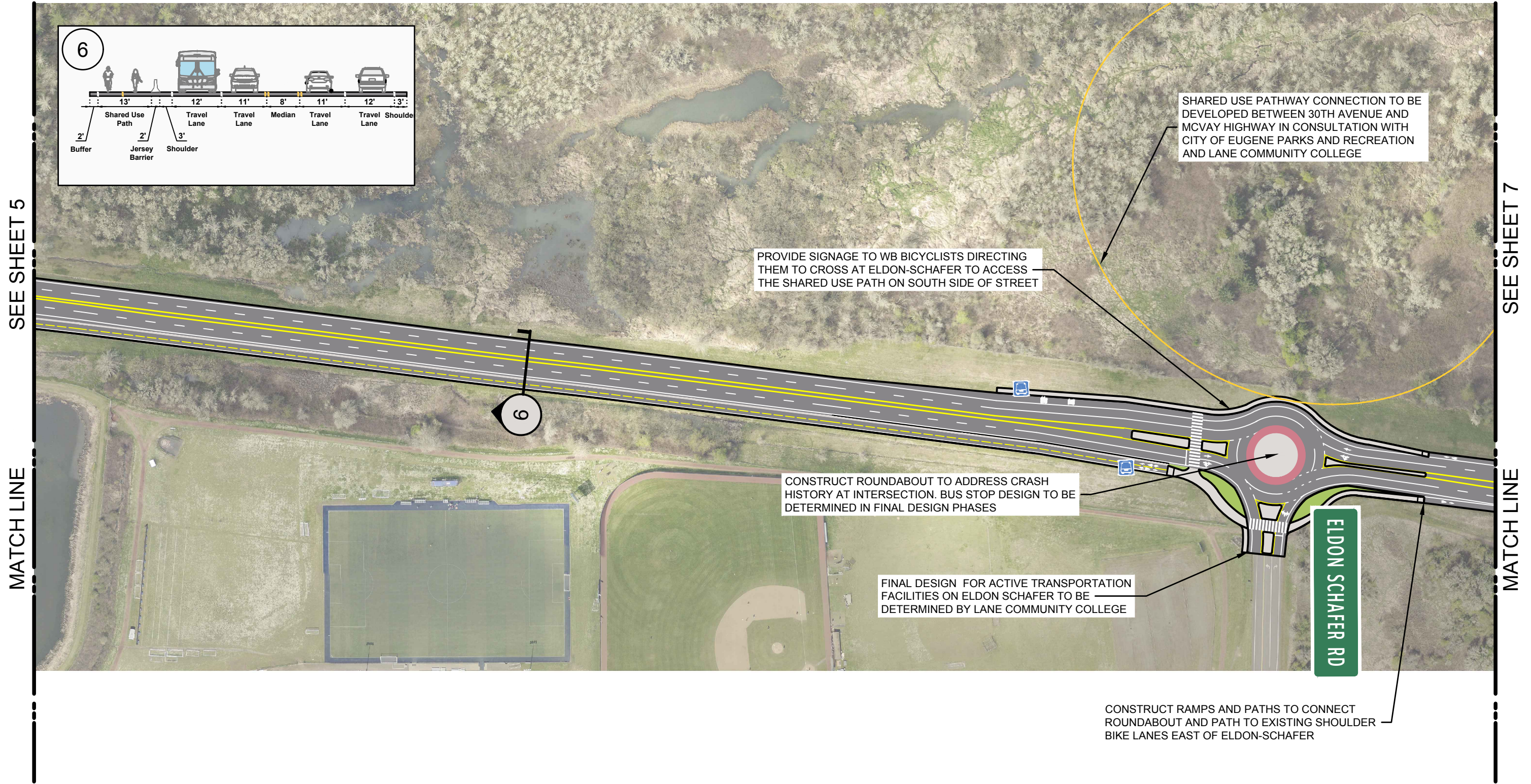
GONYEA ROAD INTERCHANGE

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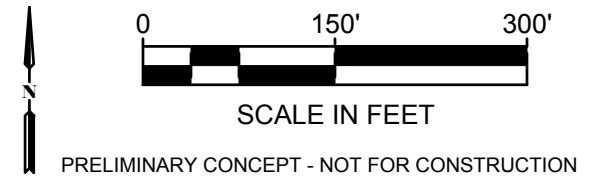


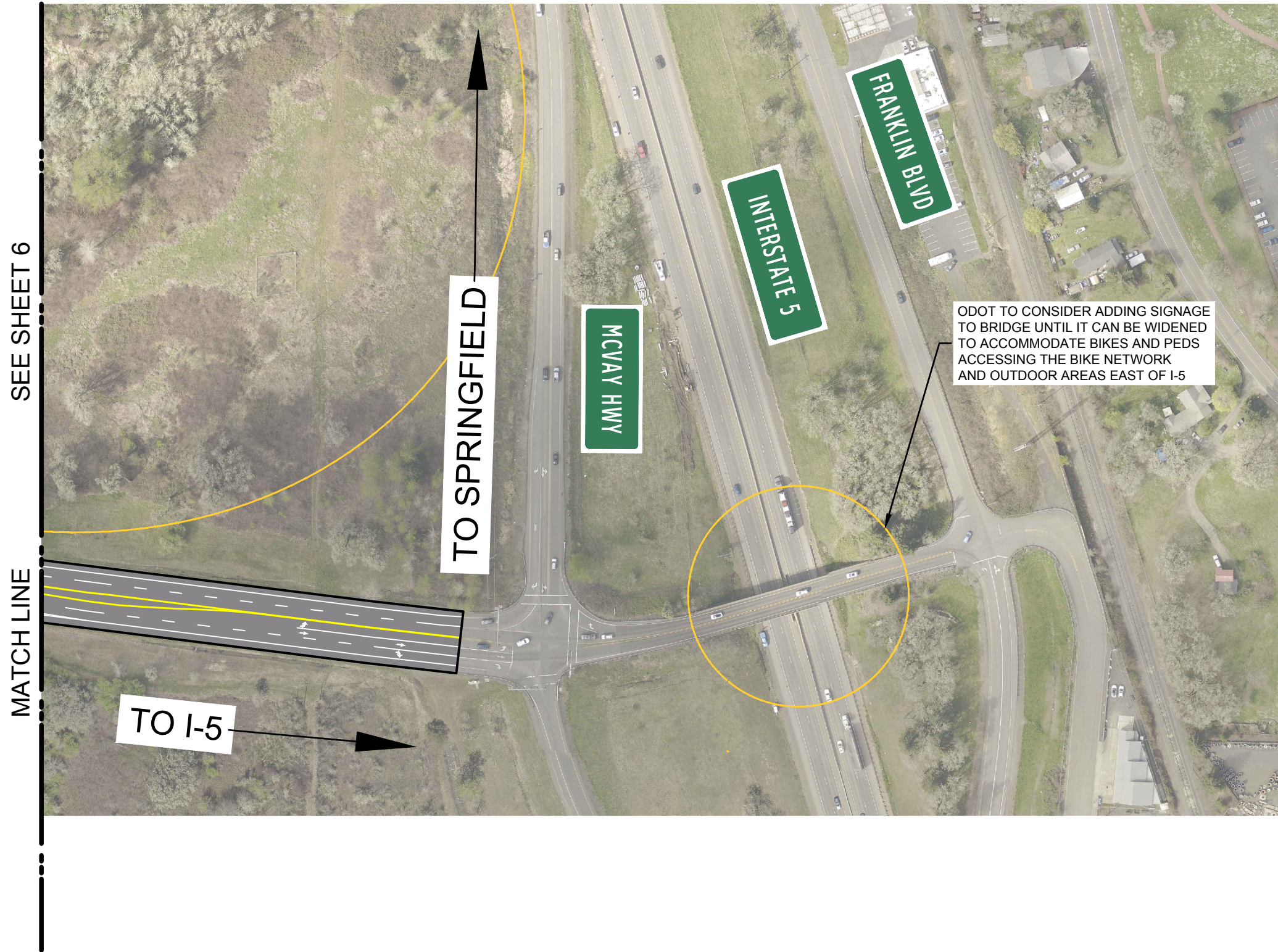
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SHEET 6 OF 7

ELDON SCHAFER ROAD

TOOLE
DESIGN





SEE SHEET 6

MATCH LINE

TO I-5

TO SPRINGFIELD

MCVAY HWY

INTERSTATE 5

FRANKLIN BLVD

ODOT TO CONSIDER ADDING SIGNAGE TO BRIDGE UNTIL IT CAN BE WIDENED TO ACCOMMODATE BIKES AND PEDS ACCESSING THE BIKE NETWORK AND OUTDOOR AREAS EAST OF I-5

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SHEET 7 OF 7

ELDON SCHAFFER ROAD TO I-5

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DESIGN

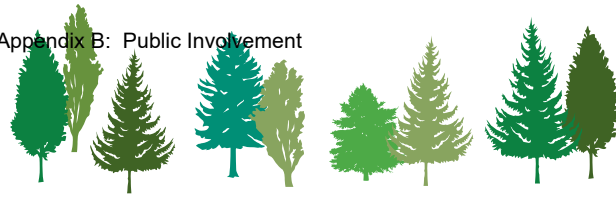


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PUBLIC INVOLVEMENT AND COMMUNICATIONS PLAN



E. 30TH AVE. LANE COUNTY ACTIVE TRANSPORTATION CORRIDOR

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INTRODUCTION

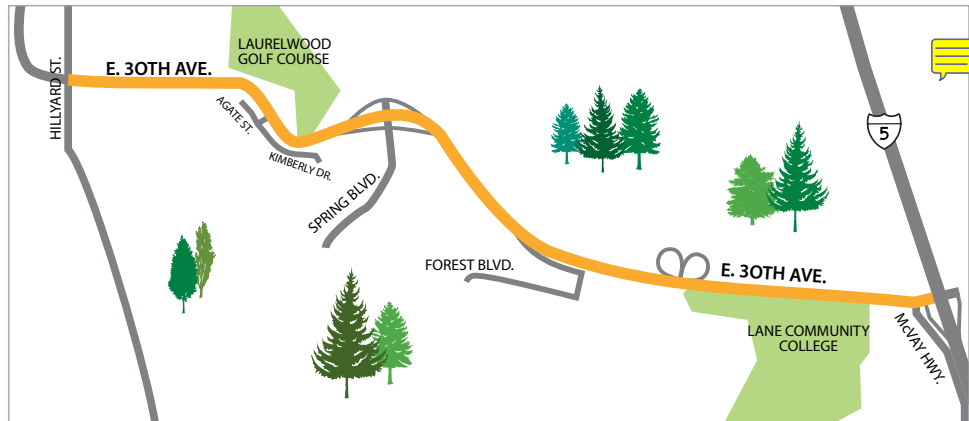
East 30th Avenue links South Eugene to Lane Community College and is an important route for connecting Eugene and Springfield for all modes — walking, biking, driving, taking transit, and moving freight. In 2017, both the Lane County Transportation System Plan (TSP) and Lane County Safety Action Plan recommended safety improvements and created policies that support the transformation of 30th Avenue from an autocentric byway into a safe and active transportation corridor for people who travel by foot or bicycle. E. 30th Avenue Active Transportation Corridor Plan (ATP) stems from these efforts, and looks to identify strategies and improvements for implementing these visions.

The E. 30th Avenue Active Transportation Corridor Plan (ATP) process mirrors the Lane County Transportation System Plan process. The project will include the following steps — establish a vision, goals, and objectives; determine existing conditions; assess future needs; recommend actions and improvements for meeting those needs; and provide an implementation strategy.

This public involvement and communications plan describes proposed outreach methods and strategies that will foster a well-informed and engaged public to provide the project management team and decision makers with solid, reliable, and community-based information. To accomplish this, the public involvement process thoughtfully includes all roadway users' perspectives including people who walk, use bicycles, cars, buses, motorcycles, mobility devices or deliver freight.

PROJECT AREA

The project spans along a 2.5 mile stretch of 30th Avenue between south Eugene and I-5, with special focus on areas between Hilyard and Agate Streets in the City of Eugene and from McVay Highway into the City of Springfield. This corridor, while only 2.5 miles, transitions between a variety of uses, including residential, recreational, commercial, and educational. In addition, varying speed zones, limited pedestrian crossings, and significant topography changes impact the feel of the roadway and infrastructure.



PUBLIC INVOLVEMENT OVERVIEW

Outlined below is the 20-month E. 30th ATP's public involvement approach, with the methods to identify and engage the project area's full spectrum of stakeholders, the timing and frequency of public information, and input and review opportunities.

PUBLIC INVOLVEMENT PROCESS GOALS

The E. 30th ATP public involvement (PI) team is committed to a process that is:

- **REALISTIC** Be clear about the project constraints, objectives, and parameters
- **ACCOUNTABLE** Respond to public feedback in a timely manner
- **INCLUSIVE** Reach out to project area stakeholders, including those who don't use computers or face other participation barriers
- **MEANINGFUL** Ensure that the public's input will be taken into account by decision makers
- **TRANSPARENT** Make the decision-making process easily understandable and accessible with key project materials available on the project website
- **TIMELY** Provide early, accurate, easily accessible, and widely available project information for the public to provide well-informed feedback

The E. 30th ATP will adhere to the standards for all of Lane County's planning processes that:

- Increase transparency
- Earn public trust
- Ensure compliance with law
- Establish expectations for Lane County employees
- Ensure everyone has the opportunity to participate
- Consider the needs of all users and communities near transportation projects

DECISION MAKING

The Lane County Board of Commissioners will review the E. 30th Active Transportation Plan's preferred alternative for approval with a public hearing prior to decision. In addition, Lane County's Transportation Advisory Committee (TrAC) will provide the Board their recommendation on the ATP implementation.¹

¹ The Lane County Transportation Advisory Committee (TrAC) acts as a forum for public input on Lane County's transportation system and serves as a liaison group in representing transportation concerns of the community to the Board of County Commissioners. The TrAC also represents Board decisions to the community.

PUBLIC INVOLVEMENT OVERVIEW Cont'd

Technical Advisory Committee

Comprised of jurisdictional partners and the corridor's largest trip generator, the 30th ATP's Technical Advisory Committee (TAC) will serve as the plan's core team of advisors. The TAC's charge is to provide input on the ATP deliverables and offer their expertise in the development of the final Preferred Alternative and Implementation Strategy.

The TAC will meet up to six times to review and discuss the following items:

- Meeting 1** Develop project vision and goals; review draft Equity Framework; review draft Public Involvement Plan
- Meeting 2** In preparation for spring 2021 Focus Groups and the Community Workshop, review draft existing conditions analysis and vet evaluation criteria and project objectives
- Meeting 3** Work session to kick off development of corridor improvements
- Meeting 4** In preparation for winter 2022 Focus Groups and Open House 1, review preliminary design recommendations, including how public engagement (Focus Groups and Workshop) has informed recommendations
- Meeting 5** In preparation for Open House 2, review alternatives analysis and selection of preferred alternative based on Evaluation Criteria and input from Focus Groups and Open House input
- Meeting 6** Review amendments to preferred alternative based on feedback from Open House 2; Review proposed Implementation Strategy for the Preferred Alternative

The TAC comprises representatives from the following jurisdictions and entities:

- Lane County
- City of Eugene
- City of Springfield
- Oregon Department of Transportation
- Lane Transit District
- Lane Community College

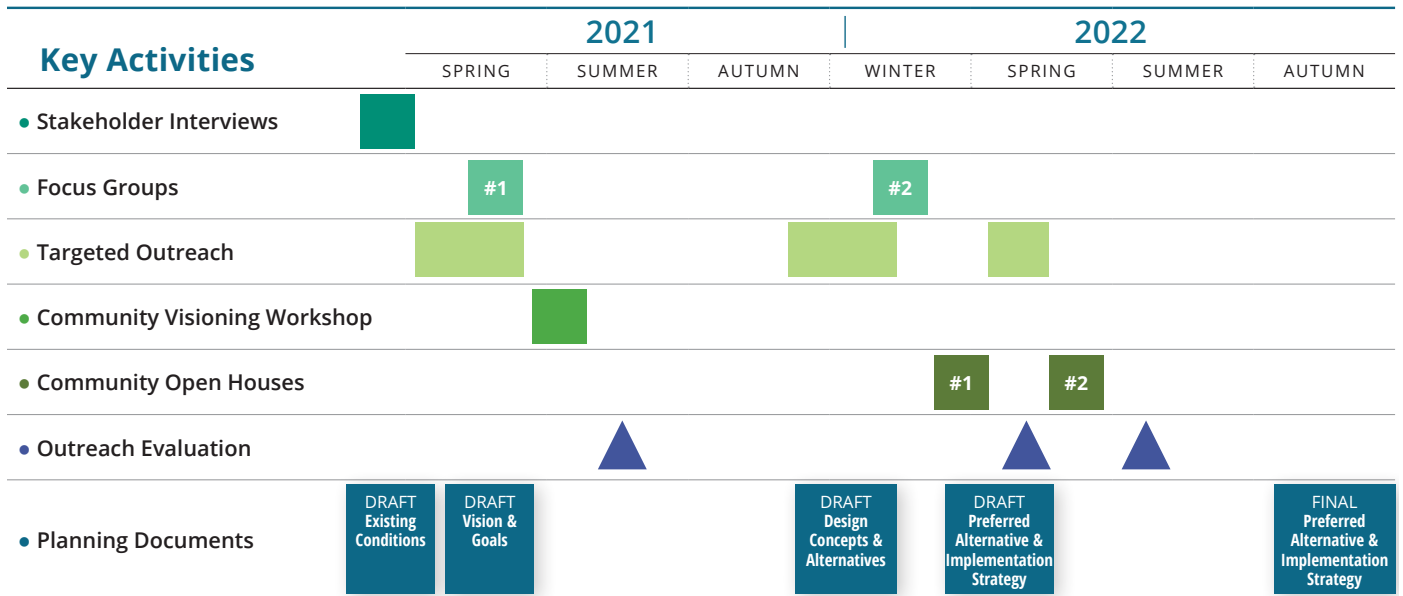
AUDIENCES AND STAKEHOLDERS

Outlined are the stakeholder categories with local, regional, and state examples to highlight the rich diversity of public input available to inform and enhance the E. 30th ATP development.

STAKEHOLDER CATEGORY	EXAMPLES
Government agencies, elected officials, and public institutions	Lane County, Oregon Department of Transportation, Lane Transit District, Lane Council of Governments (Safe Lane Coalition), cities of Eugene and Springfield, Lane Area Commission on Transportation, Lane Educational Service District (ESD) Groups such as the Eugene Active Transportation Committee, Springfield Bicycle and Pedestrian Advisory Committee, and others with regional interests may be integrated into this process through key representatives, or other targeted outreach
Trip Generators	Mount Pisgah Arboretum, Lane County Parks (Howard Buford Recreation Area), City of Eugene Parks and Open Space, Lane Community College
Freight	Oregon Trucking Association, Bigfoot Beverages, Oregon Freight Advisory Committee
Emergency service providers	Goshen Fire District, Lane County Sheriff, Eugene-Springfield Fire, Eugene Police Department
Utilities	Laurel Hill Public Utility District, Eugene Water and Electric Board, Lane Electric Co-Op, Willamette Water Company
Businesses	Eugene Chamber of Commerce, Travel Lane County, Lane County Home Builders Association
Residents	Eugene Neighborhood Associations (Southeast, Fairmont, Amazon, Laurel Hill), unincorporated residents of Bloomberg Road, Timber Lane, and Fir Cove
Community Groups	GEARS, Eugene VELO Cycling Club, Obsidians, Disciples of Dirt, Friends of Buford Park and Mount Pisgah
Title VI & Environmental Justice	Food for Lane County, Integration Network for Immigrants in Lane County, Centro Latino Americano, Lane Independent Living Alliance, Lane Transit CACT, affordable housing providers (Homes for Good, Cornerstone Housing, St. Vincent De Paul), Mobile home parks: Riverside Trailer Park, Eugene Mobile Village, and Shamrock Village RV Park, Lane Community College programs: Center for Accessible Resources, the Multicultural Center, La E-Kiss
Media	All media (press releases, interviews, media talking points) will be coordinated through Devon Ashbridge, Lane County Public Information Officer
Religious Institutions	Trinity Evangelical Lutheran Church, Temple Beth Israel, Jewish Ahavas Torah
Educational Institutions	Lane Community College, Oakhill School, Camas Ridge Elementary

PUBLIC INVOLVEMENT KEY ACTIVITIES

Between spring 2021 and fall 2022, the project team will use five primary activities to reach and involve stakeholders described above. The following schedule² outlines the key outreach methods, their timing, and the relationship to ATP planning documents.



² Timeline will be an element of the Project Fact Sheet.

STAKEHOLDER INTERVIEWS

To ensure the E. 30th ATP public involvement strategies and methods reach intended audiences, the PI team will review the draft public involvement plan (PIP) with up to four key stakeholders to affirm the approach and explore additional opportunities to leverage outreach activities.

Proposed interviews include:

- Lane County Equity and Access Coordinator
- Lane Community College
- City of Eugene Human Rights and Neighborhood Involvement
- 4J School District's Safe Routes to School Coordinator

Upon consultation with Lane County's Equity and Access Coordinator, the PI team will interview an additional two Title VI & Environmental Justice community leaders to review the draft outreach approach. These interviews will focus on how the public engagement strategies can better engage, understand the perspectives of, and adapt outreach strategies to best reach their constituents, clients, and residents. Suggested interviews include:

- Homes for Good and/or St Vincent De Paul
- Lane Community College Multicultural Center representative

FOCUS GROUPS

To understand early the key issues and opportunities and review draft alternatives prior to general public engagement, the PI team will conduct focus groups comprised of representative roadway users. This approach will help the project team identify the issues, desires, expectations, and considerations of specific corridor users.

Identified are three distinct categories of stakeholder for focus groups:

- Through-users of 30th Avenue: Freight (e.g., Bigfoot Beverages), businesses (e.g., Albertsons), Lane Transit District, BRING Recycling, and residents
- Recreation users of 30th Avenue: Ridgeline Trail, Laurelwood Golf Course, Obsidians hiking group, Disciples of Dirt mountain bikers, and Eugene Parks and Open Space
- Educational institutions:
 - » Lane Community College (LCC): Administration, faculty, students
 - » K-12 education: Administration and parents from Camas Ridge Elementary and Oak Hill School, Eugene-Springfield SRTS coordinator(s)

There will be two rounds of focus groups. In the first round, there will be three focus groups organized by category: Through-users, Recreation users, and Educational institutions. The groups will center on confirming, questioning, or adding local knowledge to the existing conditions analysis and providing feedback on the draft project vision and goals, as determined by the TAC.

The second round of focus groups will occur after draft alternatives are developed. The three focus groups will include a mix of categories in each group to foster understanding of diverse perspectives and a shared knowledge of the inherent tradeoffs associated with the draft alternatives. The groups' input will further inform the project team's understanding of community considerations to address at the Community Visioning Workshop and throughout the ATP process.

TARGETED OUTREACH: EQUITY APPROACH³

Outreach will focus on historically disadvantaged communities — specifically low-income residents, communities of color, people with disabilities, and youth and families — recognizing that they have the fewest resources to participate in the 30th Avenue planning process. The project will reach out proactively to identified Title VI and Environmental Justice communities to collect timely feedback.

During these outreach periods, we will actively invite and encourage all community members to attend the Community Visioning Workshops and the two Open Houses. To capture those unable to attend online, the PI team will employ other options, including hard copy bilingual materials, interviews in both Spanish and English, and a Facebook Live session for Spanish speakers.

The following are identified stakeholders and organizations for targeted outreach:

LOW-INCOME RESIDENTS

- Mobile Home Parks: Riverside Trailer Park, Eugene Mobile Village, and Shamrock Village RV Park on McVay Highway
- Lane Community College Cares Act Title VI students

COMMUNITIES OF COLOR

- Lane Community College Center for Accessible Resources, the Multicultural Center housing the African American, Chicano/Latino, Native American, and Asian Pacific American Student Programs
- Integration Network for Immigrants in Lane County
- Centro Latino Americano

PEOPLE WITH DISABILITIES

- LCC Center for Accessible Resources
- Lane Transit District's Comprehensive and Accessible Transportation Committee (CATC)
- Lane Council of Governments Senior and Disabled Services Division
- Lane Independent Living Alliance

YOUTH AND FAMILIES

- Camas Ridge Elementary
- Oak Hill School
- 4j School District's Safe Routes to School Coordinator

³ See Appendix for Lane County's policy statements on Title VI and Environmental Justice

COMMUNITY VISIONING WORKSHOP (CVW)

A Community Visioning Workshop (CVW) aims to bring together the broad and diverse E. 30th Avenue roadway users (e.g., nearby residents, businesses, educational institutions, recreationists, and others). This workshop will include a presentation on the ATP purpose, draft vision and goals, and existing conditions findings.

COMMUNITY STAKEHOLDER DISCUSSION

- Key corridor issues and opportunities
- Expectations and desired outcomes

OUTCOME: Community-based input and verification are the foundation for concept alternatives

For those unable to attend the workshop, an online bilingual survey mirroring CVW questions will be available on the ATP webpage and distributed through established networks.

TARGETED OUTREACH | #1

The first of three sessions of outreach, the PI team will develop a bilingual survey timed to enhance the Community Vision Workshop input. This will build on our foundation of outreach to the corridor's Title VI and Environmental Justice communities through identified networks.

COMMUNITY OPEN HOUSES

Community open houses will involve the broader E. 30th Avenue stakeholders to engage them in the key decision points in the process. Active recruiting to the open houses will occur through the myriad of methods listed in the below Communication Tools section.

OPEN HOUSE #1

The first open house will present the draft design alternatives to address deficiencies identified in the existing conditions analysis, their relationship to the ATP vision and goals, and how they respond to community input.

Community Stakeholder Discussion

- Review of design alternative elements that meet community-identified needs
- Prioritization of specific design elements

Outcome: Community-based considerations refine alternatives and help to prioritize design elements

OPEN HOUSE #2

The final project open house will present the preferred design alternative for feedback.

Community Stakeholder Discussion

- How project team arrived at preferred design
- How community input was considered and incorporated or if not, why
- Prioritization of specific design elements

Outcome: Community-based considerations to further refine alternatives and prioritization information

Recorded versions of the open houses will be available to expand community input opportunities.

TARGETED OUTREACH | #2

Prior to Open House 1, the project will request La E-Kiss, a local internet-based multi-media platform, to host a call-in segment on the 30th ATC draft design elements and host a Facebook Live session in Spanish.

TARGETED OUTREACH | #3

Prior to Open House 2, the project team will conduct a series of Spanish-speaking interviews with identified stakeholders for feedback on preferred alternatives and future implementation considerations.

OUTREACH EVALUATION

As noted on the project timeline, at three key points during the process, the PI team will conduct an evaluation of stakeholder participation. Critical attention will be on participation rates for the targeted Title VI and Environmental Justice communities. The outreach strategies may be adjusted to adhere to the Lane County planning and participation standards.

COMMUNICATION TOOLS

PROJECT FACT SHEET

As a core communication tool, a bilingual project fact sheet will be available throughout the outreach process and posted on the website to introduce the project, its purpose, timeline and input opportunities.

WEBPAGE

Toole Design will lead the project webpage development on the Lane County website. The website will include, at minimum, the following items:

- Project overview
- Project schedule
- Library of project documents (Project Fact Sheet, Existing Conditions memo, Input summaries)
- Input opportunities, including recorded versions of Open House presentations and bilingual survey questions
- Frequently Asked Questions
- Comment option
- Sign-up option for interested parties list
- Contact information for project team

POSTCARD MAILING

A postcard introducing the project and inviting corridor stakeholders to the Community Visioning Workshop will be sent to all residential and commercial postal addresses adjacent to the project area.

INTERESTED PARTIES LIST

The Interested Parties List (IPL) includes elected officials, jurisdictional staff, key trip generators, institutions, community and advocacy organizations, businesses and related associations, transportation stakeholders, residents, schools, etc. Building off of other Lane County transportation projects' lists, the IPL will reflect the broad outreach conducted throughout the course of the project and provide a strong communication resource for future Lane County projects.⁴ A sign-up link to the IP list and e-updates will be prominent on the project webpage and included in all project communication tools.



Map illustrates the seven United States Postal Service routes reaching over 3,700 residential, commercial, and public institution addresses.

⁴ Projects include Lane County Safety Action Plan and Lane County Bicycle Master Plan.

COMMUNICATION TOOLS Cont'd

E-UPDATES

At five key points throughout the project, informative e-updates will go to the 30th ATP Interested Parties List for distribution. The project team will also look for other opportunities to send out e-updates, including Lane County, cities, and other stakeholder groups' websites; social media outlets; and identified email networks (e.g., Eugene Velo Cycling Club, Obsidians, LCC, Travel Lane County, etc.).

The PI team will provide e-update draft content, with Lane County formatting and sending through their email distribution platform.

ANTICIPATED E-UPDATE SCHEDULE AND PRIMARY CONTENT	
Spring 2021	Prior to CVW: Plan introduction (purpose, schedule, input opportunities and website link)
Summer 2021	CVW Input Summary, Existing Conditions Report, Save the Date for Open Houses
Autumn 2021	Project Update and Save the Date Reminder for Open Houses
Winter 2021–22	Invitation to Open House #1 and Save the Date for Open House #2
Spring 2022	Open House #1 Input Summary, Invite to Open House #2
Summer/Autumn 2022	Open House #2 Input Summary, Preferred Alternative, Implementation Strategy, next steps, and ways to stay informed

LAWN SIGNS⁵

To advertise upcoming ATP events to a broader audience, the PI team will produce reusable lawn signs and strategically place them in locations in and near the project area.



⁵ Mock up of potential lawn sign. Does not represent final.

COMMUNICATION TOOLS Cont'd

NEWSLETTER ARTICLES

Upon approval by the Lane County Public Information Officer, the PI team will distribute a series of newsletter articles mirroring e-updates to identified stakeholder communication networks (e.g. City of Eugene InMotion).

SOCIAL MEDIA

Working with the Lane County and the TAC, the PI team will request project posts on social media sites including:

- ODOT
- Lane Transit District
- City of Eugene
- City of Springfield
- Lane Community College
- Additional opportunities for social media will be identified in the project's IPL

INDIRECT OUTREACH

To reach non-computer households, Title VI, and Environmental Justice populations beyond a postcard mailing and lawn signs, the project will work to develop partnerships with local businesses to share information with employees and leave project materials on counters. Depending on their interest in participating, potential business partnerships could include:

- Albertsons
- Key Bank
- Sequential Biofuels
- Chevron Gas (McVay Highway)
- Shell Station (Franklin Boulevard)

UPDATES TO ELECTED/APPOINTED OFFICIALS⁶

County staff will be responsible for regular updates to the following groups as necessary, with materials developed by the PI team about the aforementioned public and stakeholder outreach events.

- Lane County Board of Commissioners
- Lane County Planning Commission
- Lane County Transportation Advisory Committee
- Lane County Area Commission on Transportation
- City of Eugene Bicycle and Pedestrian Advisory Committee
- City of Springfield Bicycle and Pedestrian Advisory Committee
- Lane Community College Board of Education

COMMENT TRACKING

The PI team will maintain a contact log of comments received, coordinate with project team members to respond in a timely manner, and keep an accurate record of all correspondence with community stakeholders.

PUBLIC INVOLVEMENT DOCUMENTATION

At the end of the project, the PI team will produce draft and final summaries of all public events, including attendance, stakeholder categories represented, public comments received, staff responses, and recruitment and outreach conducted.

⁶ Materials including slide decks and potential video of presentation will be posted on webpage for use in other outreach (e-update link, neighborhood association meetings, LCC student groups).

APPENDIX

POLICY STATEMENT

Lane County Public Works Title VI Policy Statement (Lane County Administrator, February 2016): Lane County, acting through its Public Works Department, assures that no person shall, on the grounds of race, color, national origin, sex, age, disability or income as provided by the Title VI of the Civil Rights Act of 1964 and related authorities, be excluded from participation in, be denied benefits of, or otherwise subjected to discrimination under any County sponsored program or activity. The County further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

TITLE VI

Title VI of the Civil Rights Act of 1964 is the federal law which protects individuals from discrimination on the basis of their race, color, or national origin in programs that receive federal financial assistance, such as Lane County Public Works.

ENVIRONMENTAL JUSTICE

Environmental Justice (EJ) is a term that comes from the Presidential Executive Order 12898, building upon the antidiscrimination provisions of Title VI of the Civil Rights Act. EJ is also expressed as “social justice” and “equity” all of which is grounded in the practice of making sure that both benefits and burdens of transportation investments are shared as equitably as possible among all affected communities. The focus is on inclusive planning approaches that reach out to traditionally underrepresented populations, particularly low-income and minority populations.

E. 30TH AVE.

LANE COUNTY ACTIVE TRANSPORTATION PLAN

Lane County is studying how to improve the safety, comfort, and connections along the 30th Avenue corridor from Agate Street to McVay Highway. With high volumes of fast-moving motor vehicular traffic and limited spaces for people to travel to walk, bike, or access transit, the Lane County 2017 Transportation System Plan identifies this route for infrastructure improvements for more safe and active transportation options.

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.

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.

The purpose of the 30th Avenue Active Transportation Plan is to identify and design infrastructure to improve access to destinations near 30th Avenue and make Lane County a safer and more comfortable place to live, work, play, and learn.

WAYS TO PARTICIPATE

Between spring 2021 and autumn 2022, roadway users will have an opportunity to provide input at key points throughout the process:

Key Activities	2021				2022		
	SPRING	SUMMER	AUTUMN	WINTER	SPRING	SUMMER	AUTUMN
• Stakeholder Interviews	█						
• Focus Groups		#1		#2			
• Targeted Outreach	█			█	█		
• Community Visioning Workshop		█					
• Community Open Houses					#1	#2	

For more information and to sign up for project updates, please visit <https://LaneCounty.org/30thAvenue>, or contact Danielle Stanka, Project Manager, at danielle.stanka@lanecountyor.gov or 541-682-6996.

PLAN DE TRANSPORTE ACTIVO DE LANE COUNTY

Lane County está analizando cómo mejorar la seguridad, la comodidad y las conexiones a lo largo del corredor de 30th Avenue desde Agate Street hasta McVay Highway. Con volúmenes altos de tráfico vehicular de alta velocidad y espacio limitado para que la gente camine, ande en bicicleta o acceda al tránsito, el Plan del sistema de transporte de Lane County de 2017 identifica esta ruta para mejoras infraestructurales que proveerán más opciones del transporte, seguras y activas.

VISIÓN

30th Avenue es un corredor dinámico que equilibra la capacidad vehicular con el ambiente de caminar, andar en bicicleta y usar tránsito a través de la provisión del diseño de una avenida segura y cómoda. El corredor provee espacios delineados para caminar y andar en bicicleta para llegar a destinos a lo largo de 30th Avenue y las áreas alrededores.

El corredor sirve como un vínculo crítico del transporte desde el sur de Eugene hasta Lane Community College y continuando a conexiones a I-5, Springfield y parques y áreas recreativas.

El propósito del Plan de transporte activo de 30th Avenue es identificar y diseñar la infraestructura para mejorar el acceso a destinos cerca de 30th Avenue y también hacer que Lane County sea un lugar más seguro y cómodo para vivir, trabajar, jugar y aprender.

FORMAS DE PARTICIPAR

Entre la primavera de 2021 y el otoño de 2022, usuarios de la avenida tendrán una oportunidad a contribuir sus ideas en puntos claves a lo largo del proceso:

Actividades claves	2021				2022		
	PRIMAVERA	VERANO	OTOÑO	INVIERNO	PRIMAVERA	VERANO	OTOÑO
• Entrevistas de partes interesadas	■						
• Grupos focales		#1		#2			
• Participación dirigida	■			■	■		
• Taller de la visión de la comunidad		■					
• Jornadas de puertas abiertas de la comunidad					#1	#2	

Para aprender más e registrarse para recibir noticias del proyecto, por favor visita [https:// LaneCounty.org/30thAvenue](https://LaneCounty.org/30thAvenue), o contactar a Danielle Stanka, Gerente del proyecto, a danielle.stanka@lanecountyor.gov o 541-682-6996.

Si solo habla español, por favor comuníquese con Miriam Reyna al 541-514-9181.



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?

Becky Taylor, Lane County Project Manager

becky.taylor@lanecountyor.gov

Sharon Daleo, Toole Design Project Manager

sdaleo@tooledesign.com

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.



Community Visioning Workshop

Wednesday, June 2, 2021

Public Comments

You basically got it all in the introduction, the road is built to drive fast and we want to be able to use it for other stuff.

City of Eugene also has park land north of 30th east of Spring Blvd.

I imagine most (or all) people who walk along 30th, is between Hilyard Street and University Avenue, but not further east.

I would like the county to firstly pay special attention to the fire safety along its stretch of the highway - much brush, dead and dying firs, dry grass, and debris from [S]pring Blvd. to I-5 right next to the roadside.

I have 3 kids and we walk and bike from Agate down to Camas, Roos[e]velt, and South.

[I] also do that walk daily with kids and stroller.

Also safer to do a left hand turn with a car there as well.

City of Eugene claims that there is no official public access between Coryell Ridge and neighborhoods north.

There's not a slot for being on a bus.

I was on a bus that had a near collision with a car.

Winter black ice west of Spring Blvd.

That is one of the slickest spots of road.

Also important for safety besides rate of speed is minimum safe passing buffer.

Agate [Street] intersection is great concern.

Riding up the hill past the spring [B]lvd. exit. You're very slow and have to cross the exit lane, while traffic is zooming by.

Poor intersection + high speed + lack of crossing.

My greatest safety concern on 30th is turning from or onto 30th near Camas Ridge school. The school buses, and until recently LTD buses, and neighbors and parents dropping off kids at school. 30th and Harris needs a traffic light for safety of school kids.

Sorry if I missed this. I would like an off-street path along the north side of 30th Avenue along existing gravel roads and dirt paths, if it is at all possible.

LTD Buses passed me dangerously close on two occasions last year. No space given. Huge wind rush. In winter the bike lane can fill with ice.

I will not ride or walk on 30th due to the proximity of drivers at high speeds. It is unsafe and unpleasant.

A [traffic] circle at Agate would help slow down traffic and make the intersection more safe. Reed Market [Road] from Century Dr to the 97 in Bend is a great all around model.

Speeding on 30th is high. Most drivers don't pay attention to the school zone.

Agate is really bad because 30th is not a great option for bikes/ people, a left hand turn is hard to do off of Kimberley so it gets more (unsafe) traffic.

OSM shows paths in the north side of 30th at this link:

<https://www.openstreetmap.org/search?query=30th%20avenue%2C%20eugene%2C%20or#map=16/44.0199/-123.0539&layers=Y>

Bike with daughter most days but it's scary at times

No official trails exist.

This is in planning stages

New housing development seems to have removed bike path.

Interested in separated bike/ped path from Spring to Bloomberg Park:<https://www.eugene-or.gov/Facilities/Facility/Details/-155>

"Power and natural gas utility easements bisecting the park cross private properties and cannot be used without owner permission."

My daughter was biking today, and was nearly hit by a car while crossing at the crosswalk at Camas.

The new Spring extension towards Central off of 30th is nice for walking but not bikeable.

[McVay] is a bigger problem than 30th it seems. It is too narrow and businesses access pose [problems].

Considering increased development planned along McVey Hwy and 30th, we need more traffic control on 30th.

Also this is access to [S]eavy loop area

I want to elevate the idea of a bike route that goes through the neighborhood on the side of 30th.

Looks like [redesigning] of [McVay] might be a better purpose than redesigning 30th.

I wanted to mention something that not-so-fit bike riders (like myself) are resorting to: when biking up 30th in order to get to Spring, I ride straight past the exit, and then ride back towards Spring via the on-ramp. The incline is much gentler, but obviously it's less safe.

In the school season I've seen traffic backed up to McVay due to the traffic lights.

Roundabouts might answer my question. Depending on the implementation.

Speed of traffic keeps pedestrians and bicycles off of 30th so might be better to add bike lanes and reducing lanes would only create a tremendous amount of congestion. congestion (traffic) is already too great - especially at [intersection] with Hilyard.

That would be a huge benefit.

That is proven to not be true. https://www.ca-ilg.org/sites/main/files/file-attachments/sustainability_road_diets.pdf?1425342150

I was looking for the actual speeds - 85th percentile.

Please update mapping with City of Eugene Parks.

I'm looking for how fast people are going.

The speed study data - maybe I missed that and you didn't share that.

Narrowing and removing lanes is the biggest possible win for safety and accessibility.

Black Oak Basin on the north side of 30th.

85% were driving over 70 miles per hour.

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

85% means 15% were driving over that speed.

That is a major issue!

Buses are the way to get students in and out of LCC faster.

I would think average daily traffic by time periods would be critical.

Speeds going up the hill are horrendously fast. Very important to reduce speeds from Hilyard to Agate as that is the place with the most pedestrians and vulnerable users.

Congestion is not always bad - it slows traffic.

Unless traffic was going 30 mph, had a concrete wall between me and traffic, and the grade is more akin to a tunnel through the mountain, there is little chance I'd ever bike over 30th again to LCC. I'd strap the bike to the front of the bus in a heartbeat before taking my life in my hands.

Yes, the lights at LCC are on and very bright 24 hr [/day]. I am curious why they are on all the time.

Better options for alternatives to cars always means less car congestion.

Looking at your map, a cross path from Bloomberg Rd to the Gonyea cloverleaf would solve many problems.

People treat the eastbound lanes as a freeway on ramp but they are accelerating through our neighborhood and right past an elementary school.

Regarding the idea of a bike route on 29th: a bike bridge over the golf course would be AWESOME! What an amazing attraction.

I am wondering if you have an updated speed study you can share online.

A highway [that begins] at Agate makes people drive faster from Hilyard.

It's hard for me to imagine any alternate routes, but it's also hard for me to imagine 30th ever being reasonable to bike on.

Someone mentioned 29th or 32nd/31st to get (at least most of) the way.

E-bikes are going to be key for making it manageable.

We need a separated path, maybe with trees between the road and the path for 30th to be bikeable. There is plenty of ROW to do that.

Data from 2015 may now be outdated. From: University to [McVay] intersection, I don't think there are problems that are worth spending \$\$\$ on.

We now have three vendors of e-bikes & e-scooters in town and there are a lot of them now on the road.

Yeah, e-bikes will change the calculus for sure.

Trees or a low cement barrier [won't] protect bicyclists from cars going 75 miles per hour.

I agree. And tree canopy helps slow car speeds.

30th should be planned as though it were an urban roadway. There are urban uses on each end of the short corridor and the rest is urbanizing quickly.

Where is the urban growth boundary on this map/area?

City of Eugene has speed data for the western portion that we did a handful of years ago if that is helpful - Reed [Dunbar] can get that for you.

Pedestrians and bicycles should always be separated when possible.

I'd love to see a dedicated walking/biking corridor that runs along 30th on a completely separate path on the south side of the road.

Thanks to all for smooth meeting facilitation!

30th Ave tramway Amazon to LCC all the way :)

I ask about the urban growth boundary because it seems like it would determine if this is a "rural" versus "urban" route.

People don't walk on 30th because it is steep and long and they aren't up to it. There are sidewalks and crossing means on areas that are walked more frequently.

It's also important to connect pedestrians to the [R]idgeline trail system and the Ribbon trail!

I once heard that you could move the most cars per hour at 35 mph (due to vehicle spacing).

Slower traffic makes everyone safer.

Agate merge onto 30th would be much safer.

In places designed for people, cars should never be going faster than 15 mph.

I'm in an age range that pretty much says I wouldn't be doing a lot of walking on 30th from Agate to [McVay]. There are others like me especially in the residential areas that are adjacent.

I would like to walk from Agate to the Ribbon near Spring. I don't because of the danger of walking along 30th and crossing 30th.

New housing at Spring [Blvd.] will bring more traffic and merging onto 30th so speed limit should be reduced for safety.

Thank you for your meeting. Appreciate it but it is not as helpful as in person discussion and it doesn't include very many people – a very small percentage of those affected.

I don't think equity is a very large issue.

Biking is better for the environment as well. We need to reduce dependence on cars.

Thank you for the equity piece.

The equity piece is HUGE.

I have vehicles, but I want myself and kids to run and bike in my neighborhood safely.

Especially for our LCC students.

Yay equity! Remember folks that cannot drive, because of ability or age.

Makes a greater neighborhood.

Or cannot or do not want to have a car.

Thank you for doing the work to make us safer in cars, on bikes, e-bikes, and walking!!

Thank you for doing the work to make us safer!

Appreciate all your work!

Thanks for making this city more delightful to move around in.

Yes, very much thank you! Let us know how we can continue to help push this forward.

Yes, on the roundabout at Agate!!!

Was the survey tool helpful? / Did the meeting format work well?

Yes

Yes

Yes, useful tool.

Yes

Very useful tool - appreciate everybody's time

7 / 10

Yes

Yes, the survey tool was useful.

I think easier than local

Great work Lane County folks!!

I [appreciate] that there may be a decision to not move forward once all data is gathered [and] spend money elsewhere.

Please look at reducing speeds to 35 mph on 30th, and adding traffic light to 30th & Harris for the sake of LTD & school bus, commuters to Camas Ridge school, and neighbors.

I am a parent that cannot usually make it to public meetings. This works well.

I think there are many who would like to comment but are uncomfortable with the technology needed. Those voices are not being heard.

Yes, Zoom meetings are the best.

Thank you!

Thank you

Thank you all so much!!!

Again thank you, but this [reached] only a very narrow audience.

Thank you. I think this format worked well.

The 5:30 time of this meeting was problematic for me since I work till 6! Glad it lasted until 7, tho. Missed the first hour... Maybe add a brief synopsis of what's been covered every 1/2 hr or so.

Thanks!

Thanks

I'm not so good at using tech. so No on the [survey] tool.

30th Avenue Active Transportation Plan

Public Comment Summary

February 16 to March 2, 2022

At the February 16, 2022 virtual public open house, staff presented three design options. The design concepts were developed to respond to the problems and opportunities identified through technical analysis and public input. Over 100 people attended the public meeting, at which a poll was taken about the following public preferences:

Design Options

- **Do Nothing:** Leave 30th Avenue the way it is currently.
- **Rebuild Option:** Reconstructing 30th Avenue to include:
 - Roundabouts at the major intersections of Spring Boulevard, Gonyea Road, and Eldon Schafer Drive
 - Reducing the number of vehicle travel lanes from two in each direction to one in each direction
 - Creating a shared-use path for people to walk and bike separated from vehicle traffic along the south side of the road
- **Interim Option:** Space Reconfiguration to provide more immediate safety improvements for people walking and biking until additional funding is secured for the Rebuild option. The interim design does not meet all of the objectives, such as reducing vehicle speeds and congestion at the Eldon Schafer intersection. This design:
 - Connects the existing sidewalk and bike lane in Eugene at Agate Street to Lane Community College
 - Replaces one downhill vehicle lane with a wider shoulder on the south side of the road, separated by a temporary concrete wall from Agate Street to Forest Boulevard; people walking and biking would then continue to use Forest Boulevard to Gonyea Road.

During the meeting, about 65% of respondents favored the Rebuild option; less than 5% of respondents voted for no changes (Do Nothing) on 30th Avenue. About 30% of respondents thought the Interim option should be pursued; in response to a follow-up question, the majority of respondents in favor of the Interim design also said they wanted Lane County to continue to pursue funding for the Rebuild option. The public was invited to submit comments and questions during the meeting using the Zoom Chat function. [A summary of the February 16, 2022 open house comments and questions are attached \(see Exhibits A-1 and A-2\).](#)

After the meeting, staff posted a video recording of the public meeting on the project webpage, along with the draft designs and a comment form for providing more information through March 2, 2022. Staff received over 150 comments. While the number of people (about 52) opposing changes to 30th Avenue increased during the comment period following the public meeting, the majority of people who commented (about 67%) supported change on 30th Avenue. Additionally, the comments provided more detailed concerns about the designs. [A summary of the comments received between the open house and March 2, 2022 are attached \(see Exhibit B\).](#)

Final design decisions have yet to be made. Staff is in the process of evaluating all of the comments in order to present a response at the next public meeting planned for June 28, 2022. In the meantime, [responses to frequently asked questions is attached \(see Exhibit C\).](#)

Exhibit A-1
Online Open House #2
Comment Summary
February 16, 2022

The following comments are from the Zoom Chat log (verbatim).

- Mountain bikers and runners are currently using a corridor on the north side of 30th from spring Blvd east. It's completely separate from 30th.
- Were currently looking at taking CARS off of 30th...it would be the best for everyones life expectancy.
- Removing bikes was one of my early thoughts, too. Also, you can post reduced speed limits, but it will take some real education for drivers. It's an easy road for picking up speed. Finally, for the future, I guess, it'd be nice for a better way for cyclists to continue on past LCC.
- I do hope you will address the speeding on 30th.
- 30th scares the heck out of me on a bicycle. Need bike lanes.
- Auto speed camera are needed everywhere
- Making 30th safer will require lowering speed limits!
- Oh, that is wonderful
- Specifically, what speed reduction treatments?
- I think the round about at of 30th avenue and spring Blvd is a excellent idea and the round about at LCC.
- I love all this. I travel it a lot and live off those two road. My question is how long will the road and roundabouts be under construction
- I also like the roundabout ideas although the ramp reuse seems low for bikes/peds. They are steep or out of the way.
- I like a lot of what you've come up with! Thank you for your work on this!
- I agree with Paula — looks like a lot of hard work and good thinking has gone in to this. Thanks!
- I disagree with the comment re: Spring roundabout. What function does a roundabout perform at Spring? If someone wants to turn off at the overpass, they can do it. Why spend a couple of hundred thousand dollars on the fashionable design feature.
- As a 30th st neighbor, I really like what I am seeing. Would love to see more options for bikes and walking. Slower car speeds are a great thing! A roundabout at Agate would be wonderful.
- I agree- the eastbound ramp at spring is steeper than staying on the main 30th roadway
- Using Forest for bikes/peds isn't ideal for those going to Bloomberg Park and through points.
- The bridge over I-5 is really sketchy for bikers.
- You mentioned wildlife corridors. Am I missing the wildlife underpass or overpass options.
- The question 1 has no option for "I need to review both plans"
- The final decision will be keyed to available funding!
- Do it now!? Would be an amazing transformation. Vulnerable road users needed this 20 year ago.

- Agree with positive feedback. I appreciate the work that's gone in thus far and the ideas coming out. This is exciting and a big improvement over the scary status quo, IMO.
- Agree with wildlife corridor question
- Interim vs full build also depends on state of pavement and money availability
- Is the city working on any plan for the Agate-Hilyard section?
- I'm curious to learn how many bicyclists would be added under this new plan. As mentioned, it's a steep, hilly ascent in parts. For me, only an E-bike would be viable!
- I will plan on submitting my thoughts in an email, rather than responding via this chat.
- e-bikes becoming more popular
- I ride an ebike. Hills are no longer an issue. And I'm 68
- The roundabout at Spring seems superfluous, but may be more appropriate at Agate.
- Yes, I agree a roundabout at Agate
- Yes, roundabout at Agate please.
- We should really have a separate pedestrian path because even the bikes will be whistling downhill at high speeds and we would have bike/ped conflicts!
- The onramp to spring heading east is steep and icy in the winter to attempt to stop and go is a nonstarter.
- nobody is riding their bikes over 30th Ave. I am baffled at the relevance of this project. I live at 30th/hilyard.
- If lighting is added it needs to not be intrusive to any of the residences that live immediately on 30th.
- I ride over 30th regularly
- I would ride over 30th more regularly if the proposed changes were adopted
- nobody rides 30th because it's really dangerous.
- Intrepid faculty do ride bikes to LCC, and if there was a separation I would be among them
- I would ride 30th if it were safer.
- The big thing is arlie park, Coryell ridge, Moon mountain. Lets develop access for ordinary people, they don't even have a path.
- I appreciate the work you folks are doing. It seems very important to consider wildlife and the interaction between humans and wildlife in this corridor. I'd love to see effort put toward this issue. For example, wildlife passage, viewing, interpretive signs, downward angled lights, etc. This is especially true by the LCC ponds. It also seems helpful to have seating/benches and a bike repair kiosk. Thanks for the chance to provide feedback. These goals could generate collaboration w/ LCC staff and students as well as bolster your funding proposals. Good luck!
- Agreed, 30th Ave is a speeding street. I have a petition for traffic calming in Oregon. Please send me your email if you'd like to see it and add input
- A roundabout at Agate would serve two important purposes: reduce speed all the way down the hill and allow easier access to 30th for those turning left from Agate.
- 30th avenue is a 300 foot hill. Nobody walk or rides over 30th Avenue.
- Yes. Roundabout at Agate!
- Roundabouts on top of 30th seem to be too restrictive and serve little purpose. Many semitrucks go through here daily supplying stores, garbage etc.
- I do think some idea of how many cycling users would benefit might not be a bad idea. I have seen cyclists on 30th, but not many.

- You folks that ride over 30th are young. I have only rarely seen anyone walking over the hill and back.
- Stopping speeding on 30th is paramount, as part of a wider effort to address speeding. Feel free to email me about relevant petition: Hercbergs@yahoo.com
- Yes. reduce it to 35 mph at Spring heading west.
- Thanks, I am 55 ☐
- Yes, but we can design roads to discourage dangerous speeds. The current design is such that it is uncomfortable to drive at safe speeds.
- build it and they (the bikers) will come
- Absolutely, we need to set speed with design. We don't have any enforcement anyway.
- https://www.youtube.com/watch?v=1pgLZd_4oLs
- Making the whole stretch as attractive as possible would be great, as it's a key route into South Eugene from 1-5.
- Roundabouts do slow motorists down.
- The excessive speed is a HUGE issue for us, we live right on the corner of 31st and Agate.
- I am working on a petition on this. Please send me your email if you want to contribute! Hercbergs@yahoo.com
- I have ridden 30th with both a bike and eBike. Don't do it much because it is terrifying. Crossing 30th and the lack of vehicle separation make most walks feel unsafe as well.
- i'd like if there was a truly dedicated bike/pedestrian path that was more separated from 30th and had gentler grades even if it was a longer path and not parallel to 30th. Keep 30th for fast cars (but safer).
- it's depressing that they are hauling up & over the hill.
- I think a lot more people would walk/bike if it were made safer to do so. My husband often goes for bike rides, but will take a long back way due to a close call he had on 30th
- The corridor I referred to parallels 30th. Perfect for paving
- The COE police do NOT monitor speeds on 30th Ave
- 1Re: the "build it and they will come" theory: That is a poor reason for public policy decisions. Hope is not evidence.
- And making it more natural with vegetation
- Two people have their hands up!
- The long term option should be the vertical barrier not a curb!!
- From spring to 29th place does not need a bust stop, there isn't any reason for people to be on the north side of 30th in this area. This area consists of no access from homes or to park areas. Zero need.
 - Thanks just letting you know I got your message. And we are definitely exploring vegetation and other amenities wherever we have extra space in the long-term design.
Thanks for your comment
- I often ride my bike on the north side of 30th so I can turn right on University
- like that idea for the wildlife access.
- Thank you for your efforts. Please keep up the great planning and considerations!
- Great job, team!
- Thank you very much! Great walkthrough
- Thanks for all your hard work and all your ideas!

- Thank you all for your hard work.
- A six foot gap will recrossed by car going 45 mph in 1/10th of a second. Hardly time for a bed/bike to get outmode the way.
- Thanks for your efforts to fix the problems!
- Hi all, I am drafting a petition to state reps to address speeding & noise & air pollution. Here is my email if you'd like to see it: Hercbergs@yahoo.com
- This is related to traffic-generated pollution and speeding
- I have already successfully submitted a traffic calming petition for 30th Ave
- The City of Eugene purchased 1 square mile of land in Arlie Park and Coryell Ridge. I agree with past generations of Eugene the Goshen/LCC area should never be incorporated in the UGB because of geological barriers (30th ave 300 foot hill)
- Agreed Todd, keep Eugene dense.
- However, the Goshen basin must not become a private enclave of the rich, with adjoining properties especially at taxpayer expense.
- As you know, smaller regional cities (cottage grove, cresswell, harrisburg, junction city, ten others) continue to expand without the restrictions of Eugene. I watch mass regional commuting 30th avenue every morning and evening.
- I have literally NEVER seen anybody riding or walking on 30th between Agate and McVey Hwy. Did any of you ever ride there?
- yes. See others there most mornings
- thank you
- are they from eugene, or from west of the hill crest?
- I'd edit one of the design objectives so it reads: "Safe, continuous and pleasant route for people walking and bicycling." Walking along 30th today is off-putting and unpleasant, in my experience, despite my desire to walk there!
- most commuting over to LCC from EUG
- Also, alas I am a student of the 82 bus and it's mostly completely empty except for certain class changes. in which it is 1/3 full... but whatever. Meanwhile there is a huge mass of cars at those moments.
- Todd, I live with direct view to 30th and yes, I do see people walking daily.
- OK I should put a 24x7 camera on my roof to show the truth of what's on 30th Avenue eastbound from Amazon/ Hilyard. its only 100 feet from my place. Any money donations welcome.
- In my car commute, I see bike commuters in both directions (heading east in the am, west in the pm) on 30th - coming from/going to further than McVey. I regularly walk on Kimberly/Dogwood between Agate and Spring (a loop to Hendricks Park) and never see any other pedestrians there - or on that stretch of 30th or Kimberly/Dogwood. It's also less than ideal (no sidewalk).
- wow thank you and others who see bicycles every day. in fact, I have seen e-bikes and scooters going up the hill! and that is the future. so, thanks
- More bus stops should defiantly be added.
- I recognize the cost and engineering challenges, but gaps in the Jersey barrier seem less valuable for wildlife passage than underpasses with funneling designs to ensure that wildlife can find them. I'm not keen on Jersey barrier gaps funneling wildlife into the path of oncoming

traffic; I realize that the gaps might be designed to maximize drivers' line of sight for such pedestrians, but the Jersey barrier is going to hamper wildlife's already difficult sensing (sight, sound) of traffic moving much faster than they have evolved to notice

- Would bikes have to come to a stop halfway up the hill for the Spring crossing? That requires some extra energy!
- I lived in my van at 30th/spring for 9 months in 1975 ... the whole thing is, the elevations. How high we need to ride, and, away from the STENCH of traffic. For that reason I will never be riding on the uphill lanes of anywhere.
- I like the idea of adding safe corridor for pedestrians & bikes
- I drive this street everyday and see few bicyclists and even fewer pedestrians. The number of cars seems to be increasing, but not pedestrians!
- Thank you, we need FACTS.
- I think the data is important. Though I would caution that Covid has eliminated any bike commuting to LCC until recently.
- Suggestions for pedestrian and bicyclist amenities: 1. Drought-resistant plantings between sidewalk/bikelane and street to buffer traffic a bit and break up pavement.
- Agreed
- Drinking fountain with dog bowl, perhaps at Agate, that would double as water source for those heading to the trailhead on other side of 30th.
- : Yes the potential path is a good idea!
- have used 30th occasionally, not to go to LCC but to get more direct access to Mt. Pisgah and points south than possible through the flatter, somewhat safer parts of Eugene north of 30th. These proposals would make it easier to get to the I-5 interchange, but the future planned initiative will be needed to resolve the challenges at that point.
- It's like 3 miles from 30th/hilyard over the 300ft hill to LCC and nobody is walking, let alone, riding. I have lived in many cities from Europe to japan to seattle and 30th is one of the most awful, smelly, asthma-inducing walks to LCC because there's massive REGIONAL TRAFFIC. It's the worst because of air pollution, not because of safety. I feel MUCH unsafe on W.11th, omg that's terrifying. How about a bike path along 11th? yknow?
- I actually did LCC in 1976.. with muh 175cc Kawasaki when I was living in the woods at 30/spring
- Interested in safety for bike/pedestrians/bikes at roundabouts versus other types of intersections - what do statistics show? Intuitively, roundabouts seem less safe for peds
- The existing path on the overcross is really small and I believe doesn't have a ramp onto the sidewalk for bikes.
- 30th East of the Agate connector has freeway level traffic volume and speed. If this isn't changed, peds are not going to use a shared use path unless it is physically separated AND distanced from motor vehicle traffic.
- 100% agreed with Alexander 🙌 ☐
- This plan shows 1-lane only in each direction for vehicles — I do not think that will support traffic needs including new housing development and trucks delivering supplies and buses
- Agreed Alexandre
- you don't have to walk on 30th east of agate, there is a lovely shaded sidestreet south of 30th.
- Some thoughts:

- Just out of this corridor – but... the light at University is the most dangerous light I have ever seen. As a bicyclist crossing 30th, one sees the pedestrian sign counting down – one assumes it's safe to cross (10, 9, 8...) – but NO! The light is blinking red – to most motorists in EUG this means slow a little bit. Option is to stop, look and not go 'cause the cars aren't stopping on 30th. Forget the blinking red.
- It's also bad because there is no way for the crossing cars to trigger a light change. All the parents (and buses) drop their kids at school and just stack up until a pedestrian taps the button to cross.
- Paint on the roadway. The green paint usually used freezes before the black pavement. Bicyclists don't expect this – until they've crashed because of it.
- Roundabouts are not bicycle friendly. Not a fan
- Alternative off-corridor pathways for bikes and peds to get from Hilyard to LCC or Pisgah would be a great part of this plan! Probably the best part.
- I endorse the need for the city and county to work together to reduce automobile use overall; besides more general benefits (air pollution, climate change), alternative transportation efforts by both the city and the recent county initiative might otherwise just be attending to the same small group of AT adherents. That said, that larger perspective does not, and should not, preclude these more localized efforts to improve this corridor's safety and pleasantness. The main danger is not that the current initiative is bad, but that the focus on what the City can immediately control (and pay for) might end up precluding ensuring that the regional perspective is ignored, particularly as it requires higher-level endorsement to carry out.
- so drive a tractor to finish the side-street north of Agate, to LCC.... BTW any bicycle does FINE with a well maintained gravel path that costs.. basically.. nothing.
- Please make our motorways safer for non-motorized travelers! This seems like a great plan and I support it. Any way we can move away from individuals driving enormous vehicles at high speeds is a move in the right direction. Our future infrastructure must support human powered travel. Thank you.
- correction, south of 30rh, downhill from Agate.. has anybody ridden there?
- Yes please do that.
- The ped/bike crossings of roundabouts on Rosa Parks in Springfield is exactly the way NOT to do it. Painted crosswalks on a roundabout is a recipe for ped vs vehicle collisions.
- Agree with the comment from Alexandre about Springfield roundabout is NOT the way to go.
- Agreed
- I'm not seeing the poll. I'd vote for a quick fix while wait for funding
- the 'do nothing' option doesn't allow for not liking the plan
- Absolutely right!
- Again, not seeing the poll.
- the questions don't allow my particular opinions...Im definitely OK with other views...
- Love the separation for cycling safety! The hill from Spring to Hilyard is crazy steep and a fast downhill so I am concerned about safe biking downhill. If there are too many stops and cyclists heading downhill may opt instead to share the roadway/shoulder as they do today.
- Thank you for all the work on this! It's a very difficult corridor to make safe for bicyclists and pedestrians.

- I live right behind the turn between Agate st & Kimberly drive (Our backyard looks to 30th) Vehicles speeding, cars racing at night, increased traffic in the mornings and end of the day is becoming more and more of an issue. Living so close to Camas it's a shame not being able to walk/bike to it as it's extremely unsafe.
- This area has been needing intervention for a long time.
- I want to encourage the continuation of the shared bike/walk lanes onto the road to Mt. Pisgah.
- Yeah ... especially as 30th St is massively deteriorating, with life-threatening defects for bikers.
- Agreed
- There is an auto conflict entering 30th from Agate with cars exiting 30th onto Agate. Hope this can be made safer somehow.
- Yes the motion detector is a good idea.
- yeah
- Please a motion detector!! And Speed limits needs to be lowered.
- Maybe a rest stop for bikers.
- just a flat area
- 30th ave should be videod 24x7 for several reasons. IT is one of about five enentrypoints to Eugene from I5
- There has been discussion of a multi-use path along the old Wildish haul road along the Willamette River. The design of this corridor should anticipate a connection to this path.
- Great start on designs, thanks so much !
- On roundabouts: There are a few local ones that incorporate a raised, separated lane for bikes to get around and through when they are not needing to cross a car lane to get to the next straightaway. But that doesn't help getting across the car exits from the roundabout, nor is it good to have bikes sharing this space with pedestrians. Per an earlier comment by someone else, not to mention bad experiences with shared paths elsewhere (River Bank paths especially) having pedestrians and bikes sharing a path is not optimal.
- Thanks for all of your work!
- Thank you everyone!

Exhibit A-2
Online Open House #2
Question Summary
February 16, 2022

This document responds to questions posted at the February 16, 2022 open house. Due to meeting time constraints, staff committed to follow up with responses all questions. For comments posted during the meeting, please see Exhibit A-2. For comments and questions submitted during the public comment period (February 16 - March 2), please see Exhibit B and Exhibit C.

TRAFFIC VOLUMES/DATA

In terms of reducing the number of lanes, would this have an impact on traffic congestion?

The engineers at Toole Design reviewed traffic volumes and intersection traffic operations to inform these design options. Proposed treatments, like roundabouts, help reduce congestion by maintaining continuous traffic flow.

What is the traffic volume?

The project team recognizes that 30th Avenue is a high-volume roadway with average daily traffic (ADT) ranging between 14,000 and 20,000 vehicles per day.

SAFETY

What is being done to eliminate the likelihood of traffic death in collisions on this corridor?

The likelihood of surviving a crash dramatically decreases when vehicles are traveling at speeds greater than 35 mph. The proposed barrier protects pedestrians and bicyclists by creating a space to walk and bike that is separate from vehicle traffic. The proposed roundabouts are to reduce crash severity at intersections. The proposed turning lanes at Forest Boulevard are to reduce crashes where there is currently no space to turn without blocking traffic.

Where [have] crashes happened along 30th [and are they] concentrated in any particular location?

The following crash data for Spring Boulevard and Eldon Schafer Drive from 2003 to 2019 indicates:

- 88 crashes
- 4 people killed (including two people walking and one person biking)
- 55 people injured (including three people biking and one person walking)

A high number of crashes were located at the intersection of 30th Avenue and Eldon Schafer Drive. For additional information, including a map showing the crash locations, go to: [30th Ave ATP Resources](#)

BIKE/PEDESTRIAN SEPERATION

Will bikeway have physical separation or barrier from car traffic?

The Interim Design option would include a concrete barrier (such as a jersey barrier, which is defined below, although the design details have yet to be determined) to separate bicyclists and pedestrians from traffic. The Rebuild Design option would have curb and gutter and other hardscape separation.

What is a Jersey Barrier?

A jersey barrier is a commonly used concrete structure that can be installed on top of the pavement. As a 55-mph road, a physical buffer is recommended on 30th Avenue.

Any chance of installing an underpass for the bikeway like on Coburg Rd.?

The project team is evaluating an undercrossing for people walking and biking using the existing bridge at Gonyea Road.

Does rebuild road option include the vertical barrier between cars and pedestrians/bikes?

The Rebuild Design option would have curb and gutter and other hardscape separation.

Will the shared use path be [for] bikes/pedestrians?

Yes and for people using mobility devices and other rolling devices (e.g, skateboards).

Were there considerations to separate the two? Seems like pedestrians using this might be less inclined to feel like they're commuting - but the lanes (if I understood this presentation) feel to me more [for] commuters.

The path is designed for shared used between people walking and biking, similar to other shared paths in the Eugene-Springfield area. The project team will explore additional design elements to improve safety for pedestrians.

OTHER ALIGNMENTS

Have you looked at an option to take bikes off of 30th?

The focus of the project is on transportation safety and operations of Lane County's right-of-way on E. 30th Avenue between Spring Boulevard and Eldon Schafer Drive. The project team is exploring connections from 30th Avenue to surrounding park lands.

What alternative route is there for large heavy trucks hauling what appears to be chunks of concrete out of town?

Diverting truck traffic is not a goal of this project. The design solution needs to accommodate all modes of transportation (people walking, biking, and driving).

A route from Eugene to LCC is going up Agate- east edge of public golf course, through woods and joining 30th at Spring. Can we please have a bike path?

That is outside the scope of this project, but the project team will share these comments with the City of Eugene for consideration.

SPEED

Have you ever seen someone actually doing 45 [-mph] in the safety zone? Be honest.

The speed limit of the Lane County-owned portion of 30th Avenue is 55-mph. A 2020 speed study for 30th Avenue at Forest Boulevard found that most people (77%) are driving too fast (exceeding the 55 mph speed limit). The maximum speed recorded was 130 mph.

[What are the design concepts] speed reduction treatments?

The design features that slow vehicle speeds include the roundabouts and reducing the number of vehicle lanes

SIGNALS

Is there a signal at Agate? It's really hard to make left turns from Agate.

The Agate/30th intersection is owned by the City of Eugene. The project team is working with the City. Additional design treatments, such as a roundabout, at this intersection will be considered.

SPRING BLVD. ROUNDABOUT

What function does a roundabout perform at Spring?

The roundabout at Spring Boulevard is proposed to eliminate conflicts between the proposed path and vehicle traffic. Without the roundabout, the on- and off-ramps at

Spring Boulevard intersect with the proposed path which increases safety risk for people walking and biking.

Would bikes have to come to a stop halfway up the hill for the Spring crossing?

The Interim Design option (without the roundabout) keeps the existing on- and off-ramps, which intersect with the proposed path. Flashing lights are proposed at those intersections. The project team is evaluating other types of intersection treatments, such as motion detection lights that would enable someone on a bicycle to proceed through the intersection without stopping.

How do bikes enter 30th from Spring?

People bicycling on Spring Boulevard would need to use the existing on- and off-ramps. In the Rebuild Design option, which proposes a roundabout at this intersection, the on- and off-ramps would be closed to vehicle traffic but would be open to people walking and biking as well as emergency vehicles.

Could we reduce a car lane on the overcrossing where Spring Boulevard crosses 30th Avenue and add a 2-way bike lane and a larger sidewalk?

This is outside the scope of the project, but could be considered in a future phase of design refinement involving changes to the 30th/Spring Boulevard intersection.

FOREST BLVD

Are there plans to update Forest Boulevard as part of the design?

This decision has not been made yet. If the design approved to advance to the next stage of development includes reliance on Forest Boulevard, improvements such as pavement repairs and street lights would be evaluated during the design refinement process.

LAND USE/DEVELOPMENT

How will this new design handle new development north of 30th?

The engineers at Toole Design reviewed the traffic impact assessment for the Laurel Ridge Subdivision north of 30th Avenue in evaluating the proposed designs. These traffic volumes included traffic generated by the Laurel Ridge subdivision, the Amazon Corner development, and Laurelwood Estates development.

What's development expected to be like along this road?

The City of Eugene is considering including the Russel Creek Subarea (which includes E. 30th Avenue) in the Eugene urban reserves. Decisions have yet to be formalized. The adoption process includes public hearings which are planned for later this year. If approved, urban-level development within the Eugene urban reserves would first require another adoption and public hearing process to include the area in Eugene's urban growth boundary (UGB). How long it will take for urban reserves to be brought into the UGB depends on how fast Eugene is growing and how quickly we are using up the supply of developable land within the UGB. Initial projections indicate the area could support about 2,400 additional dwelling units. For more information about the Eugene urban reserves project, contact: Rebecca Gershow, Senior Planner Urban Reserves, City of Eugene Planning Division, 541-682-8816, rgershow@eugene-or.gov or visit the project webpage at www.eugene-or.gov/UrbanReserves.

How do you plan to accommodate increased traffic on 30th (the only main artery for the new housing?) with reducing the traffic lanes from current 4-lanes to 3-lanes (interim) and eventually 2-lanes ("rebuild option")?

The proposed designs account for development and projected traffic volume increases consistent with the existing urban growth boundary and planned land use designations. Traffic modeling for the urban reserves proposal has not been done and is outside the scope of this project. The project team is still in the process of making recommendations about the design and implementation, which will be the focus of the June 28, 2022 public meeting; however, it is highly likely that the team will be recommending that the Rebuild Design option be postponed until more information is available through the urban reserve process about the traffic needs on 30th Avenue to support additional development. For the Interim Design option, the project team is still evaluating the number of vehicle lanes and is considering how to maintain the existing number of lanes.

CITY OF EUGENE

What are you doing to reduce traffic speeds from Spring to Hilyard? Is the city working on any plan for the Agate-Hilyard section? Why not a roundabout at 30th-Agate? Is the City doing any plans for 30th from Agate to Hilyard? What are you doing about the difficulty of turning left onto 30th from Agate—for people heading west?

For the above questions, this area is not under Lane County's jurisdiction and outside of the plan's scope. However, the plan's technical advisory committee (TAC) includes staff from the City of Eugene. In addition to supporting this planning effort, the City of Eugene has indicated an interest in a future study of the western portion of 30th Avenue. In response to public concerns about the intersection of Agate Street and 30th Avenue,

the project team will be recommending the City consider a roundabout at this intersection.

CONNECTIVITY TO PARKS

Any plan to create a better connection for people out to Mt. Pisgah? My real need is cycling past LCC to Seavey Loop and Mt. Pisgah. How would the draft "to Springfield" path cross McVay and I-5?

For the above questions, this planning effort will include recommendations (but not designs) for the City of Eugene and ODOT about their facilities to the west and east to continue the design concept developed through this planning process. Implementation of the design concept will require coordination with those agencies and subject to their planning processes and funding.

[What are the] types of connections to all parks in the area?

The project team will be taking a closer look at ways to provide better access to the parks from 30th Avenue.

WILDLIFE CROSSING

[Is there consideration for] wildlife underpass or overpass options? [What about] an underpass for bikes/peds/wildlife?

The project team needs to evaluate this in greater detail. This may require additional data and analysis, potentially requiring additional funding and technical expertise. The next step in the planning process, after developing design concepts (the focus of this plan), is typically an environmental assessment, followed by more specific details designs.

ADDITIONAL DATA

Many of us do have e-bikes, but how many LCC students do?

Lane Community College (LCC) has a bike lending program that is heavily used; adding electric-assist bikes to the fleet is a matter of securing additional funding. Current e-bike data is not available.

How many bicyclists would be added under this new plan?

Lane County does not have bicycle or pedestrian counts on 30th Avenue. Lane Council of Governments staff had considered collecting the data in the past but found no safe places to do so. Unfortunately, trying to collect data at this time during the COVID-19

pandemic would produce unreliable results because all traffic volumes are lower with more people working and learning remotely.

The lack of safe walking and biking infrastructure on 30th Avenue reduces the number of people willing and able to walk and bike on 30th Avenue. Providing a safe space for people to walk and bike will make that option available to more people. The topographical constraints will not be changed by the project, so the steep hill will still limit the number of people able to walk and bike 30th Avenue.

Although data is lacking about existing and future walking and biking volumes on 30th Avenue, crash data affirms that people are currently walking and biking on 30th Avenue. More people have died while walking and biking on 30th Avenue than any other road owned by Lane County. Further, public comments received-to-date affirm that people do walk and bike or would do so if safety conditions improved.

Interested in safety for bike/pedestrians/bikes at roundabouts versus other types of intersections - what do the statistics show?

The proposed path for people walking and biking does not intersect with (it is separated from) the proposed roundabouts in acknowledgement that walking and biking through a roundabout can be challenging. With traffic moving in only one direction, a roundabout can be safer for people walking and biking to cross traffic. However, because traffic does not have to stop (only yield) at a roundabout, it can be difficult for people walking and biking to find a gap in traffic for crossing. In those cases, flashing lights can be installed so that people driving are more aware of the need to yield to people walking and biking. The proposed designs consolidate the crossing points and provide safety features such as flashing lights. The existing intersections, especially the on/off ramps at Spring and Gonyea, are very difficult to people walking and biking to cross.

GENERAL / PROCESS

What is the possible timeline for the interim plan if it is implemented first?

The project team has not developed an implementation plan yet because the designs need to be determined first. It is conceivable that Lane County could implement the roundabout at Eldon Schafer first because it has the most crashes. The path connection from Agate to Spring would be dependent on the City of Eugene which owns that section of 30th Avenue. The implementation plan being developed by the project team needs to consider these things and more, such as available funding. There is no construction funding identified for this plan. The purpose of the plan is to determine what needs to be constructed (if anything) and then develop high-level cost estimates.

What was done to find through-users for your "focus groups"? Who were they?

The purpose of the three ATP focus groups (Education, Recreation, Through-Users) was to have small gatherings of diverse voices twice during the process to: help further inform issues and opportunities identified in the ATP Existing Conditions report; and review draft concept designs and provide preliminary input on questions, comments, and concerns for staff to address at the February 16 Open House #2. Participants graciously offered their time and insights and had no decision-making authority. Invitees included: Lane Community College (faculty), K-12 public/private schools, utilities, businesses, mobile home communities, recreation groups, neighborhood associations, and faith-based institutions.

Where can we download the two plans and maps?

Please visit: [30th Ave ATP Resources](#).

ADDITIONAL DESIGN CONSIDERATIONS

Can we put in enormous speed bumps and raised crosswalks without ODOT approval?

These types of traffic calming features are subject to approval by the road authority which would be the City of Eugene, west of Spring Boulevard, and Lane County east of Spring Boulevard. Speed humps are not recommended on arterial roads like 30th Avenue. The project team will take a closer look at intersection treatments.

NOISE

Residents along 30th need relief from LOUD exhaust pipes. Can we get some noise enforcement?

Noise enforcement is on a complaint basis. Noise complaints can be made by calling Lane County Traffic Operations at 541-682-8510.

Exhibit B Post Open House Public Comment Summary

February 16, 2022 – March 2, 2022

Over 100 comments were received from the public. The comments are provided verbatim, but individuals are not identified. The comments are not arranged in any specific order or by topic.

The scale of these options is excessive based on my recent observations of bicycle and pedestrian demand and over the last 50-60 years that I've used 30th as freeway and highway access. In the summer of 1966, I used to run from Black Oak Road to LCC and back, alone. At the most, put a narrow guard rail protected path using the existing south shoulder and measure use. Meanwhile put the bike path money where there is demand. Have you measured demand, not by asking whether it would be nice but by tallying the traffic? Do you think once in "they will come"? What is the destination of pedestrians and bicyclists? LCC? There is no aesthetic destination or pathway such as a river. Who has the time to commute on foot? Will bus use be reduced? Have you measured the loss of safety by reducing vehicular lanes? If your purpose is to discourage vehicular use, then be up front and tax it. London does it. Or give LCC students bus fare. Don't waste tax dollars here.

I strongly support the Full-Build design and would feel more comfortable biking along the route if it was implemented. I usually drive when I take 30th Avenue because of unsafe biking conditions, so the full-build design would mean one less car on the road. My main concern with the interim design is that the interaction between the multi-use path and the Spring Blvd ramps creates an unsafe situation where cars speed up to match traffic exactly where bikes and pedestrians merge. I do not think flashing yellow lights will be a sufficient deterrent to slow down drivers unfamiliar with the route. I think the plan ought to consider either running the multi-use path along the exit ramp, or if that is not possible, styling the on-ramp like a metered on-ramp with a solid red light instead of flashing yellow lights. A solid red light could be more conventional for driver expectations and reduce the risk of crashes at the crosswalk. For this reason, only implementing the interim plan concerns me, and I think it is urgent that the Spring Blvd on-ramp either be reimagined, or the county pushes forward with the Full-Build design.

I am here in Eugene, very near 30th for about 20 years. I agree 30th needs attention, as outlined on the recent mailing regarding The Feb. 16th Open House, which I was unable to attend. A family member was just given an extremely upsetting "no cause eviction" and I am

assisting her with all this brings up. I strongly feel, the time to hold ANY type of gathering for discussion about 30th Ave. WOULD BETTER HAVE SERVED OUR COMMUNITY PRIOR TO THE GAS LINES THAT WERE RUSHED THROUGH AND SEALED OVER a few years back! Those of us who ere paying attention, and did voice our concerns, were of course IGNORED and the lines were placed ANYWAY. I hope your efforts now, with WHATEVER the topics, will be taken more seriously than ours were.

Broadly, I am strongly in support of these efforts to make 30th more inclusive toward active transportation, and would frequently use the multi-use path if it was constructed. Thank you for the work you are doing.

Very glad to see that we're looking at improving this area for non-car traffic. I work just beyond LCC and it's a shame that there's no safe way to get to work reasonably other than a car (and occasional bus service).

I have lived off 30th Street at Spring Blvd for over 25 years. I watch it and travel it east and west every day. Your plan for change is not only unnecessary, it is narrow minded. Its goals are misguided. Do you think I-5 and Beltline should be reduced to 1 lane each way? Why not? Because they are expressways. 30TH STREET IS AN EXPRESSWAY FOR AUTOMOBILES. It is South Eugene's only expressway. It is long and straight with good sight lines. There is limited access. It is not a city street like every other thoroughfare on which you seek to slow traffic. It is designed for people in cars, not bikes or pedestrians. Only a few hearty people bike on 30th street because the hill is too steep. People don't walk on 30th street because it is about 2 1/2 miles to anywhere. If you've counted, there are THOUSANDS more people who travel this route daily in cars than on bikes and on foot. How about the rights of drivers? Why is your goal to slow vehicle speeds? Are there statistically many accidents along this corridor? I've never seen any. If you want to accommodate and encourage more bikes and peds, then create a separate concrete protected lane on the south side of the highway. You don't have to make things harder on motorists. And you could route traffic from some of the few access point to well designed intersections. I'm sick and tired of city traffic planners doing everything in their power to make it harder for motorists to get places. Please stop being our enemy and consider our needs.

As the CERT district leader for the Southeast quadrant of the City, I am concerned about anything that relates to 30th Ave as it is the primary lifeline for the South side of the City in the event of a major disaster. I am particularly concerned about the viability of 30th Ave to survive a major earthquake. Besides the uphill side of the area sliding unto the roadway, I am especially concerned about the two small valleys that were infilled to create the roadway above the golf course. In a major earthquake I am concerned that the infill would slide down

into the golf course leaving a major gap in the roadway that would take a long time to repair. Please take this consideration into your future planning.

Good to know it looks like the new trees at the Agate St. / Kimberly Dr. exit are outside of the project scope. There may be a need to potentially stage materials / equipment in this area for the project? If so, hopefully tree protection fencing would be put in place around the trees, if this area is used.

Realistically, vehicle speeds will remain high unless drastic measures are taken and 30th is a necessary high speed connector to I-5 and Hwy 58. Therefore, maximizing both physical separation and distance of bike/peds from vehicular traffic will be essential for these routes to be used

Extremely interested in continuity of the new bike lanes through to Amazon Park, as well as traffic calming / crosswalks / bike lanes for the section from Hilyard to Agate.

My questions remain

1. What data supports the need/demand for both walking and biking over the very steep hill of 30th ave? I understand there was a survey from LCC - but what was the number of participants?
 2. What other destinations are people walking/biking to along east 30th ave, besides LCC?
 3. Is there an intended connection to the Lane County Park Plan? If so, I have yet to see any consideration of this in the plan thus far.
 4. The public input sessions continue to be poorly advertised. How many folks have participated in these sessions? The small signs along 30th that were put up just a week ago are too small to read while driving and too few.
 5. Many residents in the surrounding area are still unaware of this initiative - have all residents been mailed the flyer I just got a week ago? Or do they need to register first to get updates?
 6. The current paved shoulder on 30th is wider than most bike paths and in good condition - why renovate this space?
 7. What lobbyists/development interests are advocating for this besides regular citizens? I am aware of large development projects on both sides of east 30th.
 8. I acknowledge that the bus has too little space to pull over and pick up passengers. But that does not require such a large investment as a complete overhaul of 30th.
 9. Is the funding earmarked for this project? What is the source and If not, it seems there are many other roadways in more dire condition that need improvement.
-

I wish I knew what future development along this road would be like to make a better more informed decision. I also wish there was a more pedestrian option like a hiking/mountain bike trail off the busy road. It would be great to connect LCC to Spring Street in a more direct way. For the bike trail along the road I wish you could make the grades gentler to make it easier for bikers

The form makes me answer all the questions, but all my answers have caveats except for the 3rd, as I am fully supportive of providing a safe and continuous route for people walking and biking. It is essential given the need for a variety of people to reach the LCC campus. I do not think vehicle speeds need to be lowered between McVay and Spring, but should be after that.

Currently, bicyclists going out to LCC use the shared sidewalk to Agate but those returning to town go with the flow of traffic. Either one of your designs will have bicyclists coming into town feeding into the shared sidewalk at Agate. Nice for bicyclists, horrible for pedestrians. Already when a bicyclist is coming up the hill and a pedestrian is walking down (between University and Agate), the pedestrian moves to the right of the shared path and is exceedingly close to traffic going 45 mph (or more). The topography keeps the uphill bicyclist at a pretty slow speed. With either of your design alternatives, now pedestrians walking down the hill will be approached from behind by bicyclists going very fast coming down the hill. The sidewalk is wide enough for an uphill bicyclist and a pedestrian, but not all three. And what is the norm when the three meet? If the pedestrian moves to the right, where does the downhill biker go? Many pedestrians these days are listening to books, music, podcasts, etc. as they are walking. So even if the bicyclist is polite enough to announce themselves, the pedestrian may not hear. And if the pedestrian moves left or right to avoid a branch (not uncommon on this stretch of sidewalk), the biker coming downhill at a quick speed may not have time to adjust where they are going. I'm not sure how many pedestrians actually walk beyond Agate, but the stretch from Agate down to Hilyard is used by many of us. This just seems like an accident(s) waiting to happen. To me, a better alternative is to put a stop light at Agate and have the downhill bicyclists cross there and then continue as they now do. The stop light would also help vehicles turn left from Agate onto 30th or left from 30th onto Agate safely. I realize this part of 30th is not part of your study and I will "cc" these comments to the City of Eugene, but I fear the unanticipated consequences of your designs will just make 30th street so unfriendly to pedestrians we will be forced to the back streets (which are steeper and not as direct).

A more direct way to lower speeds is to lower the speed limit, starting with keeping the speed at 35 mph until past Spring and then only raising it to 40.

Bicycle is my family's primary means of in-town transportation. We frequently go to Mt. Pisgah

from south Eugene, but always drive because 30th is a hazard for cyclists. I support the goals of the project. I have the following feedback

* I don't see how this plan leads to a crossing over McVay and I-5 to get to Seavey Loop, even with the preliminary multi-use path from LCC sketched in on the north side of 30th ("to Springfield"). Even if this project can't get me all there, I would like to see what the ultimate plan is for making that connection past LCC.

* I think drivers could reasonably complain about the roundabouts at Gonyea in the "full-build" option. 30th functions fairly well as a high-speed road between McVay and Spring --- there are few intersections, no homes, etc. At Spring it is reasonable to start slowing traffic down, though it seems the most important place for a roundabout is at Agate. 3 ramps at Spring for peds and bikes only will seem very awkward, particularly since they won't serve that many bikes/peds.

* I see using Forest as part of the permanent solution would be best. Full separation from the roadway is ideal, and would most encourage me to use this route. Then the section on 30th itself would be minimized.

* I would hope LCC would see it in their interests to collaborate on continuing the multi-use path from Gonyea across campus. Are you talking to them about possibilities? This would be way more attractive than a buffered path on 30th itself.

* The best way to get to the north side parks would be from Spring and Gonyea. It looks like there might not be public right-of-way to reach the parks from Gonyea; does it exist, however? Or could it be created?

Thanks for the chance to weigh in.

I would love to use this corridor, ideally even to bike towards Mount Pisgah. But it is far too scary. I am not surprised about the 85% quantile being so high

I reside in an adjacent neighborhood that has access issues as it is currently at certain times of the day, removing lanes and leaving one each way will increase the cars during busy times and decrease the ability to safely get onto 30th from my home. Bicyclist and pedestrians do not belong on the roadway either. If you are going to create a route for these activities, it should incorporate a 36" concrete abutment to protect them and have over or underpasses for them to freely move along without impeding traffic. Creating intersections with pedestrians creates

deaths and needless accidents. This is a steep hill, traffic cannot stop on a dime, look at the dangers and accidents created by the new pedestrian walkways on the west side of 30th I have lived off 30th Street at Spring Blvd for over 25 years. I watch it and travel it east and west every day. Your plan for change is not only unnecessary, it is narrow minded. Its goals are misguided.

Do you think I-5 and Beltline should be reduced to 1 lane each way? Why not? Because they are expressways. 30TH STREET IS AN EXPRESSWAY FOR AUTOMOBILES. It is South Eugene's only expressway. It is long and straight with good sight lines. There is limited access. It is not a city street like every other thoroughfare on which you seek to slow traffic. It is designed for people in cars, not bikes or pedestrians. Only a few hearty people bike on 30th street because the hill is too steep. People don't walk on 30th street because it is about 2 1/2 miles to anywhere. If you've counted, there are THOUSANDS more people who travel this route daily in cars than on bikes and on foot. How about the rights of drivers?

Why is your goal to slow vehicle speeds? Are there statistically many accidents along this corridor? I've never seen any.

This is a good start, but I don't see why we cannot reduce the uphill two lanes to one lane immediately. Drivers, myself included, speed up much faster on such wide roads. Are there any studies that indicate that such a road design would indeed increase safety? I have also not found any information on how the speed Limits are planned on being adjusted. Up to (at least) Spring Boulevard, I personally want to consider this road an inner city road, especially with all the new development going on up there. So, 30 mph feels already high to me.

If you want to accommodate and encourage more bikes and peds, then create a separate concrete protected lane on the south side of the highway. You don't have to make things harder on motorists. And you could route traffic from some of the few access point to well designed intersections. I'm sick and tired of city traffic planners doing everything in their power to make it harder for motorists to get places. Please stop being our enemy and consider our needs. Two questions: Who makes the decision to move forward with this plan and when will it be made?

The questions ask if the design meets it's goals. Sure it does. It never describes why these are the goals. Who frequently bikes/walks on this road? Or is crossing the road? Or why reduction in speed is needed as this is predominantly a pass through area. Is this really so the area can be set aside for infill de dev housing in the near future?

Thanks for moving this into the right direction.

Connect walking/biking paths to local and future trail systems, coordinate each step with Lane Transit District to ensure that the path forward reflects LTD's goals for expanding bus service to LCC and South Lane County, including EmX and Enhanced Corridor options

Keep Bikers off 30th

Those who want to bike can use Spring Blvd with a roadway development along the North side of 30th all the way to the signal light to cross or be safer and use Franklin blvd all the way to LCC in a safe way

How about just build a path next to the road without taking out driving lanes. There are and will continue to be more drivers than pedestrians on this route. NO ONE walks this!!!

Where are these future connections going? No one lives out here.... except maybe the person who thinks this route needs updating and the homeless

One lane is going to cause accidents when people brake check each other. This will be especially dangerous with semi trucks!

Clear the bike lane and it will be safer!

Increased safety for walkers and bikers would be enhanced by taking those unmotorized groups off the existing road prism. A new biking/walking path should be built on a combination of rights-of-way using both the south and north sides of 30th. The new biking/walking path would have a lower gradient than the existing 30th Ave. roadway. The existing roadway gradient would not be modified, but the new biking/walking path would not be connected to the present roadway where the the existing gradient becomes excessive, such as approaching Spring St. The new biking/walking path would be new construction away from the existing 30th

Ave. and not merely separated from traffic by barriers, which would be built along 30th Ave. on its same gradient. Keeping the 30th Ave. gradient will not encourage more non-motorized use of 30th

There is still a hill, hills create speed. If there is a hill, there is speed. No hill, no speed. Build a tunnel. Also, no one walks this hill unless their car ran out of gas. Why are people walking on a freeway????? Why are people biking there? You can't do that on other freeways! Why this one? Looks like Lane County has too much money to spend on worthless construction. There wouldn't be as much traffic if there was another southern entrance to I-5.

My concern is that you have not provided any data to support your position that people are biking and walking along 30th Avenue between Agate and Eldon Shafer, thus justifying a search for funding for 'improvements' - interim and then permanent.

How many bike/ped related crashes have been reported since 2010 between Agate (which isn't identified on any of the maps) and Eldon Shafer? How many people walk or bike on the eastern portion of 30th Avenue between Agate and E.S. daily? Weekly? How much proposed or pending or expected increase in residential density is expected along or near this portion of 30th avenue?

I live on the north side of 30th, inside the city limits, and looking south from my house, 30th is visible. Very few people walk or bike the city portion of 30th, likely because it is steep, however many vehicles speed in both directions, and pass unsafely. There is little or no enforcement of the posted speeds.

Neither of these plans address the numerous complaints LC has received about dangerous turns at Forest Blvd without signage or a turn lane. The "up-hill" designation seems pretty meaningless and inaccurate for the highlighted section of road (it actually seems to reduce a good part of "up-hill" to 1 lane while keeping downhill at 2 lanes). Who is benefitting from greatly reducing speed along this section of road? Not local commuters. Three roundabouts sounds like a nightmare.

I understand the need to keep bicyclists safer. I even love the ICE warning signs. But pedestrians? Where?! We're walking the trails and neighborhood streets. Even the people who grew up in the South Hills only attempt to slog up and down 30th with a decent bike in low gears to get from A to B. There aren't driveways or businesses with direct access on this stretch. There is certainly an ability (and hope!) to better connect to the Ridgeline trail system which could potentially cross 30th, but no one is out walking here. LCC is more likely to attract walkers

from along I-5/Frontage because there are actually a few shops and homes and it's less of a climb.

Even when I try to look at these proposals from the point of view of a cyclist or pedestrian instead of a driver, roundabouts make me feel LESS safe when I'm biking and walking because drivers aren't always looking in my direction or scanning crosswalks at all, sometimes barely slowing down. I dread including them in my routes and always feel the need to wear extra lights and vests/safety flags for bike trailers.

I'd love to actually see a safe bike/ped crossing over 30th near Blumberg to City trails, a curbed (and well-lit!) bike/ped path along the south side of 30th to connect to existing path near LCC. I'd also hope to see a turn lane or something at Forest. But I fail to see how roundabouts or lane reductions help anyone here. Slowing the most popular route to the highway is just going to make a rush hour bottleneck where there (usually) mercifully isn't one. So again, I don't see who benefits from adding 3 costly and chaotic roundabouts on 30th.

If these are the only 2 choices, I'd rather see no changes.

Have a bridge or a way for people to get across 30th avenue for future ridgeline trail from Suzanne Arlie park to Bloomberg Park. Also, the addition of traffic circles and a wildlife crossing and an EV bike charger station at Lane Community College are a good idea.

I'm both a car and bike user on East 30th Avenue. The current design with a very sudden shift from a rural highway-like road to an urban intersection on Hilyard Street puts both vehicular traffic as well as slow-mode travellers in a very uncomfortable position. Please ensure to include adequate speed-reducing elements on 30th Avenue: This includes not only physical infrastructure like a concrete wall to separate bikes and pedestrians from cars, but also speed traps as an enforcement element.

Please coordinate bus into plan. Meaning, restore the 81 bus service to Spring and add 82 to stop. Also, Spring to Central Avenue needs a safer bike connection to better leverage the route safely.

Thank you for the opportunity to participate in improving 30th Avenue. I am a long term resident of the area, living on Bloomberg Road off McVay Highway. I concur with the Existing

Conditions Summary, including the effects of the high traffic volumes and the speed of vehicles making it unsafe to walk or bike along 30th Avenue. My wife and I use 30th Avenue to commute via bicycle to Eugene, and consider ourselves lucky when we arrive at our destinations unscathed. I would add the condition of the shoulder area, including glass, rocks, debris, and discarded garbage, which adds to the difficulty commuting. Also, the existing condition of McVay Highway makes it difficult to access 30th Avenue. There is no shoulder to ride on, and due to the narrowness of the roadway, the high volume of traffic, and the excessive speed of the traffic, unsafe conditions are compounded. And because of the high volume and speed of the traffic, the residents of these neighborhoods cannot exit their streets in a safe manner, often leaving us trapped by traffic, as we try to get to work, or get our children to school.

Install flashing crosswalks where there a demonstrated need

How about just widen the shoulder for bikes/people and stop restricting cars! Cars will continue to be part of the future. It is personal transportation and we all love them!

I really like the Full-Build option. We live on Stoney Ridge Rd, off of Agate, and currently find we avoid walking my son to school (just down the hill at Camas Ridge) due to the crazy drivers on 30th. To be able to walk SAFELY on 30th Avenue would be so helpful! A wide, welcoming, well-lit sidewalk that extends from Agate to LCC would encourage, and enable, walking and biking for a lot of us that just don't want to deal with the current pedestrian-unfriendly environment on 30th Ave. Adding in the proposed roundabouts would help to slow traffic down, without having to add traffic lights

WOW! What a waste of time and money!

Some day-dream ideas: 1) Perhaps there could be a few benches for resting along the widened 30th Ave sidewalk? It's a steep hill to walk/ride, and people may need to rest. I can imagine a wide corridor where people are walking/biking that includes 2-3 "pergola-type" structures along the way—these could offer a simple place to sit momentarily, as well as some respite from sun and rain. Recognizing that there isn't extra funding for things like these, what if local businesses (or U of O, or LCC) could sponsor these mini "rest areas"? 2) Maybe some trees and/or a planted median between cars and pedestrians? I assume the

proposed roundabouts would include plantings, like the one in Springfield where Franklin Blvd and Main St (I think???) meet. That area looks nice, and works well.

We need a crossing at eldon schaefer to get from campus to the other side of 30th and ultimately walk to about sequential area.

Eugene has to figure out how to slow traffic, this is not something Lane County needs to be wasting money on!

Make a bike path, don't take out car lanes. Do you realize that Eugene/Lane County is growing and will need more traffic lanes in the future? If you take out car lanes, in 20 years, you will be replacing them.

Roundabouts are not appropriate for this corridor. The one at Eldon Schafer Rd is particularly challenging as you have traffic approaching that intersection from different modes (coming right off the freeway or heading onto the freeway or coming down 30th). LCC should consider permitted parking that better distributes the cars to the 2 different entries so not all are trying to use the Eldon location. The investment in redoing 30th paving is recent and it doesn't seem like this corridor should be the highest priority.

Please add a turn lane for Forest Blvd and leave 2 traffic lanes in either direction. The posted speeds on this road are fine unless it's icy or someone is driving/biking drunk. What a huge waste of money!

These designs are not realistic in how people will actually use 30th Avenue. Because of how steep it is, it will primarily be used for recreation. The current shoulders are excellent for biking, as I have used them many times, except that Lane County does not adequately keep them clear of debris. When biking downhill, bikes will be going very fast unless they ride their brakes the entire times, which is dangerous, so encouraging pedestrians to be in the same lane will discourage use by both groups, and it will be harder for Lane County to keep them clear of debris (which, again, already appears to be a challenge). Instead, an off road trail or path for pedestrians would create wonderful recreation opportunities, as well as allowing for a path to commute.

30th functions just fine. There is hardly any foot traffic or bike traffic on the road.

Leave 30th alone!

I have concerns about only having one down hill lane going east. Especially if enrollment goes up at LCC. You should have had a somewhat choice on the questions above. I also have concerns about the roundabouts and the truck traffic I currently see on 30th. I think some of this needs to be reconsidered and maybe have urban planning students come up with some crazy ideas. If you went with one travel lane each directions it would add to congestion and unsafe driving. Some times there are untended consequences of these designs. (Go monitor the intersection of 32nd and Donald, once took me 8 lights to get onto Willamette after dropping my kid off at Spencer Butte Middle School).

I would suggest you partner with Lane Community College and do a survey of staff, who have traveled 30th for years. I work there and my record for going over 30th in one day is 9 times. I feel there are some points of view missing.

I am also concerned if there wasn't on/off ramps at spring blvd and there was a fire or earthquake the volume of traffic trying to get out of the neighborhood would be unsafe. Not everyone is aware of the back way to cut down to east Amazon from the far end of spring blvd. I would suggest you brain storm if you did the full plan what could potentially be worse case scenario

Some of the plan is good and valid ideas, I like the roundabouts. What could be replicated of Pioneer Pkwy and MLK Blvd in Springfield to 30th Ave? You can not design the roads to make people drive less. LTD has cut routes that have made livability in South Eugene less convenient. As our community ages, people can not rely effectively on public transportation.

There is no speeding or accident problem in that area. Pedestrian and cyclist access can be provided without reducing traffic lanes. It is obvious that planners set out to reduce traffic lanes and then looked for excuses to justify it

The only thing that needs fixing is better lighting and please make the turn out of Albertson's parking lot on 30th a right turn only. I've gotten in more almost-accidents from that than anywhere else on 30th in the 16 years I've lived at 30th and Ferry.

Nobody bikes or walks over that hill. I'm an avid biker and I ride all over town. I have never needed to ride my bike out over 30th to LCC.

I don't support either plan, but a combination of both. Your survey questions did not give public an option of using ideas from both. I didn't have a choice to pick a combination. Only choice

one or the other or none!!!!

No roundabouts!

Bikes/walkers protected with a barrier dividing from car traffic is absolutely necessary.

The access for bikes/walkers need to be all the way on 30th to McVay, past LCC.

This is a very limited survey, & the general public deserve to have more input earlier in the process. Only selected people had their ideas shared in the small group process

Confused why the stoplight structure at 30th and University isn't part of the plan. Seems that making that an actual always functioning stoplight would help reduce vehicles from bombing down the hill and into various intersections as they do. That is my main concern about 30th: people still using highway speed as they enter residential intersections. Seems that making that stoplight function would be a cheap and easy fix building on already existing infrastructure. These plans you share sound great but in the meantime wouldn't this fix be an even easier interim solution?

I would like to see a four-way traffic light installed at the intersection of 30th and University. That intersection is very unsafe since cars continue moving at high speeds downhill. I am not in favor of roundabouts ANYWHERE on the 30th Ave route. I don't think they improve the safety of driving or pedestrian/cyclist crossings.

Install traffic signal at Harris or University for ease of crossing and/or entering 30th

This is trying to solve a problem that doesn't exist and creates a number of new problems. Slowing traffic down on 30th at Spring Blvd, Gonyea and Eldon Schaefer will create more congestion. People will not walk or bike to LCC even with these plan designs because of the distance to travel and the hilly terrain. Speed and congestion issues on 30th happen at 30th and Hilyard or 30th and Alder St. Focusing efforts in those areas would address an actual need and be more cost effective.

How many folks will realistically bike - or even walk - the hill up 30th? Cars are already lined up once 30th narrows to one lane going west after Spring Blvd. (And the last change you made, changing this to one lane, made it so much harder to merge onto 30th going west - folks DO NOT let you in), Pedestrian crossings in town along 30th already clog the traffic on 30th. Have you seen the line up of cars at the intersection of 30th and Hilyard? It goes past Camas Ridge at

time! Isn't there a way to pave a new dedicated walkway/bikeway and leave 30th as it is? Why on earth are you trying to make 30th Ave one lane in each direction? We live here, do you?

I could see a roundabout at the intersection of Agate and 30th. It would force traffic to slow down coming down the hill as it changes from three lanes to two.

The Spring Blvd overpass is for safety!!! It is totally impractical for a roundabout at the top of the hill. A great deal of ice, snow, fog, debris, slick conditions from rain is up there!! Roundabout up there is a terrible idea!!!! Leave the overpass!!!! Engineers should be designing the slope and curve, not planners.

I live just "over" 30th Ave. as my house is on a lot on the high bank on the right-hand side of 30th as you go up 30 past University St.. The bank on the right becomes steep and high just after passing the elementary school, which is on the left. For those living atop that bank, on E. 31st Ave., the noise generated by the uphill traffic is endlessly loud and aggravating as cars speed up after passing the intersection of 30th and University. Has any thought been given to this situation?

I like the idea of continuing a sidewalk from Agate to Forest Rd. Then down Forest to LCC and Gonyea.

Vibrant corridor: Efficient, fast, and safe. DO NOT reduce auto and bus capacity by stealing a lane from thousands of autos and buses for a handful of bikes. Keep the auto traffic 4 lanes for safety, include pullouts for EMX out of travel lanes and get bikes/walkers onto Forest Rd. You do not need to take the south lane. Leave it!!

I absolutely understand the reasoning and purpose of roundabouts in the full-build design, but I think that the majority of road users will not. The roundabout configuration at Gonyea is something I can technically grasp but cannot see myself navigating as a road user. I completely understand that desire to slow traffic through this area, but I think this is a technocratically smart and politically foolish design choice. The roundabout at Eldon Schafer makes good sense and I think folks will get behind in any scenario. The Spring boulevard one may be more difficult for folks to grasp initially, but isn't the tangle of routes that Gonyea is. Ultimately, the biggest threat to both designs is the single lane portions that traverse an uphill segment. While these

will absolutely reduce speed, I think drivers will have a hard time accepting that while stuck behind a slow moving truck.

The bike/ped support is fantastic, but is politically challenging even in an urban context where those trips actually decrease vehicle congestion. In a more rural context, I think you will face significant pushback.

I would encourage you to continue working closely with LTD to understand the needs of their drivers for safe stops, and design those in wherever possible

Why reduce speeds? Vibrant corridor now. It is a major connection!! 30th is a major connection from I-5; it's a major connection from LCC; it's a major connection for current residents; it will have thousands more using it in the next fifty years as the LCC basin is proposed Urban Reserves. Hundreds of acres will add thousands of homes.

People deserve an efficient road to travel in their cars and buses. People are busy!!! Vibrant people.

“Balanced capacity”:

is the thousands of cars to a few dozen bikes and walkers. Practically of usage matters.

Reducing capacity in 2022 on paper will not make it less vibrant corridor, it will bottlenecking this important thoroughfare.

The steep grade up and down the 30th hill needs to be engineered better for safety. It is not an easy walk or bike ride!! Unlike Hilyard, it's a steep grade and even in the best weather, it takes a tougher than normal rider.

Forcing a “survey” to accept one of your three options is totally unfair. Your options are slanted towards an outcome instead of hearing what those of us who will have to live with the results.

I live off the Spring Blvd exit and have 2 teenagers. Currently it is very hard to walk or bike as you know. My first concern is that they removed one of the LTD bus stops this past year, my kids need that bus to go to and from school and so now there is no eastbound stop at the top of Spring. The new stop that you have proposed is down the hill from the overpass which seems weird. Please keep in mind that my kids or other people will need to be coming from Hillyard to

the top of Spring Blvd and turning south on Spring. It's not clear to me how they would walk or bike safely to the top of the bridge, which accesses Spring. Please make sure that you have bus stops in mind on both sides of Spring Blvd so that we are not left out

I favor the addition of a fifth roundabout at Agate St. to accompany the other 30th Ave. reconstructions in the Full Build Option. During the February 16th Public Meeting, I provided my support for the Interim Option during the poll portion of that meeting. I now wish to express my support for "Do Both Of The Options" as I've opted above. There is enough value to try to do both!

roundabouts are hard to design and hard to use.

This is the dumbest plan ever. Get your heads out of the sand. We don't need more pedestrian traffic. This plan will cause more head on collisions and leaves NO escape route for people when they encounter deer crossing. Have you even considered the speed of cars coming downhill into a roundabout? What about trucks?? DO NOT DO THIS. Be prepared for a fight

The Shoulder+Opportunity Area should be Opportunity Area, not Shoulder, whenever possible. The topography of this road means that people will always speed on it unless you put things in their way. By leaving an 8' median, it feels like there is very little in the way. A roundabout should be added at Agate St.

Am concerned reducing uphill traffic to one lane will frustrate faster drivers behind those like me who haul trailers occasionally or go the speed limit. It is hard enough going uphill in the right lane when others want to get around and have to wait until there is room in the left lane. One lane seems a recipe for disastrous headons or causing slower cars to veer into bike/ped lane

Our family of four got rid of our car, and we rely on walking, biking, and public transportation. Without a car, there is no way to get to LCC safely when the bus is not running (as happened to me one Sunday for a ham radio class). Please give us a safe way to get to LCC

Need to have more effective strategies to reduce dangerous motor vehicle speeds.

If this plan weren't so dangerous it would be laughable. Where are we to swerve when a deer or bear or cougar crosses in front of us? Into the barrier? People will die on this stupid plan. Get some common sense please! Widen the shoulder for a bike lane for the 6 people willing to climb that steep incline. This neighborhood stopped the dumb plan for an armoury on the corner of 30th and McVay so be assured we will stop this plan and heaven help you if you touch the wetlands

I live off of 30th in a small PUD that borders the golf course. While I would love to see traffic slowed and bike-able access to LCC. My concerns are as follows: the city's lack of ability to ensure that any separate bike path doesn't turn into a homeless camp, roundabouts impacting the ability to access our roads, navigate the icy bridge, and contribute to light pollution of our neighborhood, and additional noise pollution if bus stops are not well thought out in regard to use by local neighborhood residents. I don't find the public forums too helpful as all ideas are submitted without vetting. While I understand the value of a public forum, local neighbors should have additional input and clear articulation of impact. Thanks for your attention.

It appears that the walking and bicycling aspect is an important design on this project? I have lived off 30th for 27 years and rarely are walkers and bicyclist on any part of 30th. Why? because nobody wants to ride/climb the hill.

Can you tell me the pedestrian count per day/week/month from Agate to Eldon Shafer? How about the bicycle count per day, week, month.

Also one would think we are planning for the future? Are we expecting more or less traffic on 30th? My guess is there will be more cars and trucks 50 years from now...can you tell me then why fewer lanes for cars and trucks than we already have?

If you need to spend the money fill some pot holes any maybe put some lights up on 30th.

Why is it necessary to change from 2 lanes to 1 lane? That doesn't sound like progress taking out a lane when it is an artery to 2 schools. You have city and school buses that use 30th and also the entrance to I-5! If you have a slow moving vehicle it is not safe traveling. Adding lights along 30th and making it safer at night would be an improvement.

I have lived in the neighborhood for 36 yrs. And in my many, many travels over 30th to McVay Hwy I have rarely seen people walk or bicycle that overpass. This plan does NOT seem to be a necessary change. Fix our city streets potholes and that would be an improvement well needed!

I feel eliminating lanes for cars will create huge traffic jams. Like you've done at Amazon Pkwy and 28th streets which is now a nightmare going West after 4 PM. When LCC staff and students come over 30th going West at the end of the day, you will have created another nightmare with

only one lane. KISS means "keep it simple ____" You are making 30th too complicated with the traffic circles. I live off of 30th and have to use it. It will be impossible now to get onto 30th. Few people walk over the the 30th hill which is a steep incline and a long distance to get to their destination. I think you should do a count of pedestrians and bikes like you do for counting cars.

Also changing some of our one ways to two ways like Willamette from 19th to 18th creates traffic back-up and it's difficult to access the Meridian shopping center! It seems like your tampering makes the streets more difficult to use

I live at 30th and Kincaid. The speed that vehicles travel in this section are terrifying. There needs to be more to slow them down. We have a high concentration of pedestrians and bikers around here

I live nearby. It is a nightmare as it is.

There are still a lot of deer that try to cross 30th. Is this taken into consideration? My bike is my vehicle of choice and main transportation and I've never considered biking 30th - even the interim design would make me feel safe to do so!

The ingress and egress to 30th from Agate is incredibly dangerous for bicycles and pedestrians (the 10mph residential death curve with no shoulder or sidewalk). Is restructuring that intersection included in this plan?

Great design concept!!

I intend to submit a detailed email in the next several days. This form is inadequate and slanted in its questions and I will devote this space only to my opinion regarding using this form as a basis for establishing "public opinion", regarding this project. This form assumes that one or the other of the construction projects are preferred by the public. Nothing could be further from the truth. It appears that the deluxe version of the planner's dream is intended to lower speeds of vehicles. It may intend to provide a safe and continuous route for people walking or bicycling (of course, so would a pneumatic tube, heated and lighted for the "comfort" of the pedestrians and bicyclists). I am still unconvinced that, 1. the route is not already safe, with very wide shoulders and 2. there are a significant number of people who would actually use the deluxe

version. Folks may say so from the comfort of their apartment, in front of their computer chat room, but, really, in the rain/snow, up the hill (in both directions), how many will actually walk or ride over the hill and justify spending the large amount of money to create a showpiece for the County to show to other planners.

The form asks us to answer whether the Full -Build Design "achieves": "Provide safe crossings and intersections", with a yes or no answer available. the question assumes necessity. The question begs for another: "Why are crossings needed at Forest Road, for example?" There is a bit of development, off of 30th to the south of 30th, but a crossing at that location would connect with absolutely nothing on the north side of 30th, but a forested hillside that rises steeply away from the road. No connect development in that area is present that necessitates the expenditure of over \$100,000 for a restricted crosswalk. Your form begs the question, "are these needed"? Upon what evidence is this design decision based?

The first question of the form is also lacking in balance. First, it assumes necessity. Second, the answer suggests that there are only three choices, Do both options (which will of necessity involve overlap in expense); do only one of the options (without specifying which would be done, if just one is chosen by planners and designers; or do nothing. What is wrong with an ala carte method of picking and choosing what features are acceptable? The form allows only for the planners and designers to be given an open checkbook to do their dream scenario. More to come

roundabouts are not bicycle friendly.

bicycle lanes are only bicycle friendly if they are maintained - maintenance is not typical in EUG (especially in the winter).

pedestrians and bicycles often don't mix well. Are there other 'non-corridor' options for pedestrians and bicycles. This would seem a MUCH better option.

I don't see the current auto speeds as being a problem unto themselves - it's energy and time efficient. Isolating or moving ped and bike traffic away from the cars can be safe(-r!).

I realize the reason(s) for the current design only addressing a small section of the actual route - but this then makes the design less useful. Both ends of the corridor need attention. How to get to Pisgah (- at least the bit until you get on Seavey Loop)? Get rid of the terribly dangerous light at University and 30th. Blinking red during a walk cycle? OMG.No way for the morning school drop-offs to get on 30th... Very poorly designed. Much more in need of a fix than the 'problems' the current design addresses.

AND since you require an answer to the first question - I had to choose the last option - even though it doesn't come close to ' Do Nothing until a better plan is made'

There is no need for roundabouts at Spring or Gonyea - in fact modifying these intersections to roundabouts would be cost prohibitive. Consider an option for modifying only the intersection at Eldon Schafer to be a roundabout and possibly the lighted intersection at 30th and McVay. The full build option is not supportable. There is a potential demand for a bike lane, but 30th will never be a walking route. Who wants to walk over the 30th avenue ridge? And changing a 4 lane road to 2 lanes will never get majority public support

The plan is great! Thanks!

Motor vehicle speeds will be reduced if the roundabouts do that. Maybe one lane each way will slow traffic speed? A taller buffer or wider separation (perhaps with plants) between cars and peds/bicycles etc.might feel safer.

I live four houses from 30th, and speed, pedestrian safety, and cyclist safety are my main concerns.

I don't think the shared use path is a good idea.. I have been to Amsterdam, Netherlands and the bikes will run over pedestrians..keep walkers separate..and since this is on a hill, bikers will likely go pretty fast down hill and in my experience, a lot of them feel pretty self important and entitled and are rude and inconsiderate..make things dangerous for walkers..

The other thing is why is there a need such big shoulders? Why not pave them and make them useful..this would be a total redesign. And why the big median? Use barricades if car safety is a concern, which it wouldn't be if the speed limit is appropriate.

My preferred option is to go back to the drawing board...which is not an option on your survey

Why would you choke off the one way into the south side of town for the minimal number of pedestrians / bikers? Figure out land use rights in the area north of 30th and create a path there if you must. This makes absolutely no sense and would just create excessive congestion

The plans don't provide enough information to answer the questions above. Any rebuild of this corridor MUST include complete connections all the way to Amazon Station, the entire region's future transit hub, or it's just another disconnected segment that fewer will use. I'd like the choices to have more complete information from the city side of this before a decision is made, as well as complete input from LTD about their electric buses ability to do the speed limit on 30th uphill/their input on options, info on how the path would be lit and patrolled for safety,

rebuild of the pedestrian bridge at camas, animal/ pedestrian bridges down by eldon Schaffer, and an assessment of the earthquake readiness of the bridge on spring blvd

As far as we are concerned both your current options are inadequate.

A safe bike lane/pedestrian walkway from Agate to LCC entrance is needed. Mostly a safe bike lane. It's not a pleasant area to walk with all the traffic and other than LCC there are no other "destination" places to stop and visit on walks. Two vehicle lanes each way on 30th to Agate is more ideal --like it used to be. Merging from Spring Blvd to one lane heading downhill on Agate can be scary at times. Cars speeding downhill create a dangerous situation for merging. Please restore the two lanes like what was there before. You know that there are some new homes/subdivisions already being built and planned for that area creating greater traffic congestion. Two lanes each way is important to accommodate the greater population. Reduced speed on 30th might be a good idea.

The interim plan will lower speeds, provide safe routes and provide safer crossings. The full-build is ridiculous.

It would be nice to see what the actual lanes look like. At Forest blvd it sounds like there will be a dedicated left turn lane. Will there also be one going out? Will the bus stop still block the road there?

It sure would be nice to see bike lanes going over the bridges to get to the other side of i5. Those are always so tight and have glass/debris on the path.

Concerned with reduced lane to one in each direction increasing congestion / dangerous passing (ie people passing slow moving trucks going up 30th) presenting increased danger to vehicles as well as bike/peds using roadway.

Also concerned if this plan widens the roadway and how that could impact residences west of Kimberly where this plan connects to the city street. Curious on how many people would actually utilize this shades use path.

I think keeping 2 lanes going uphill is important, otherwise traffic will easily back up and block intersections and drivers and riders may make hasty decisions. Getting to LCC is a priority and

not everyone will feel comfortable driving 1 lane uphill on that road. Not everyone can walk, run, or bike and so this will create accessibility concerns getting to the community college. a shared path on the south side of 30th is much appreciated. I am a long time LCC bike commuter so yes, at least I personally would use it.

I live in this area and know that a safe bike lane is very important. With how fast vehicles come down the hill heading West on 30th I agree it is safer to put bike/pedestrian lane on south side. Two vehicle lanes heading west from Spring Blvd exit to around Agate, like before, is also safer. A light at Agate and 30th might also be a good idea.

BIG BIG BIG MISTAKE TO only have one lane of traffic each way. LEAVE 30th the way it is until you come up with ANOTHER OPTION.

Please show us the studies the county has done to show that one lane traffic each way is what is needed when the fact is that there have been new homes built and new subdivisions planned and perhaps new businesses too that will create more traffic

This is a very busy road and the traffic has already been deteriorating. What evidence do you have on how many people will be likely to walk or bike to justify the design? Either plan will for sure make the traffic even worse and I don't believe the biking and walking lane will be much used at all. The LCC students are more likely to take a bus than walk or bike. It's not a scenic spot to encourage these two also. Therefore, I am strongly against any changes and hope the authority will use the public funds wisely. Thank you!

A crosswalk at Agate is essential. I've experience several minor road rage incidents there from drivers who do not respect bikers' right of way.

I've been learning about "Tactical Urbanism" - temporary, fast and inexpensive infrastructure changes that allow for the faster completion of projects that bring immediate benefits to their community, such as safer roads. Wondering if something like that can be employed here?

I did not get what problems the roundabouts are intended to solve, but in any case, as a cyclist they scare the heck out of me, unless bikes can avoid them entirely. Even as a driver (and one

who grew up with them), I worry that other drivers simply don't know how to approach them. Perhaps they can be designed well though I'm not confident of this and as such I have a hard time endorsing the full design. That said, my personal commute would not use most of the roundabouts proposed except Spring Blvd, so my response to the YES/NO questions above have some nuance.

I'd much prefer concrete barriers between the bike lane and cars (the interim option) instead of just a sidewalk with no barrier. Barriers save lives. Curbs don't. The "interim" option should be the permanent one (until we get a light rail line or upgraded bus service).

Roundabouts complicate traffic and most drivers do not know how to drive them, causing additional dangerous conditions.

This is a major arterial road with continuous high speed through traffic and minimal cross traffic except at the LCC entrance. Reduced speeds, reduced shoulders, and reduced travel lanes with unnecessary interruptions for non-existent cross traffic will make the area more dangerous, not less. The cloverleaf design for the LCC entrance allows for high volume, high speed traffic. It is not presently dangerous and there is little foot or bike traffic primarily because there are no destinations in the area for such traffic. You are trying to solve non-existent problems. The road in this area is already adequate for future retail or housing expansion in this area. Why take a step backward? South Eugene is a retail desert. This would be a perfect area for expansion of shopping, which would take pressure off of streets like Willamette and Jefferson as people are now forced to drive to West 11th for shopping. Bad idea! Stop ruining our road system because you hate cars

There needs to be a better proposal submitted. It might be a good idea to put some kind of traffic signal at Agate and 30th to help with the left turn there, and that is not in these two proposals

The roadway is one of the better designed roads to enter and exit Eugene. I drive the road daily. Very few walkers or cyclists use this road. AT MOST narrow the median by two feet, and add it to one of the shoulders for shared use. If your job is at risk for not using county grant money wisely, update and upgrade the downtown area to make it a proud looking county seat for Lane County. Priorities are skewed at city hall

Both of these plans are a step in the right direction for 30th avenue. I support the interim project as an intermediate stage and an opportunity to get additional feedback before moving to the final rebuild stage.

Thanks for your public forums on 30th Avenue. We think the biggest issues are vehicle speed and protection for bikes.

In what must be hundreds of trips on the 30th avenue section under review, we have never, NEVER, seen a patrol car issuing a ticket! No flashing signs with displays of vehicle speed vs speed limit! This is telling. Without enforcement of the traffic speed, you are considering expensive proposals. We don't doubt changes are needed, but the lack of enforcement diminishes your mandate.

we have have never witnessed any vehicles or bikes taking the Forest Ave route. Your materials do not indicate any use statistics. Forest Ave seems like a great bike route extending to LCC. However, we don't see any pressing need for pedestrians or bikes to cross 30th at Forest Ave; we can only expect confusion from a crossing at this point. Also, any need for future crossings between ridge trail segments should be addressed through LCC. Keeping your alternative routing on the South side is smart. It makes sense to discourage any North side use.

regarding roundabouts. These traffic devices have been very successful in places where traffic is traveling a moderate speed. It is especially pleasing to travel through these devices on Franklin traveling into Springfield. However, with long, straight, steep downhills we question how these would be navigated safely. Two at the Gonyea/LCC interchange seems excessive and placed after the Eastbound descent. The devices at Spring also seem unnecessary. There are already ramps in both directions and traffic is slower at the top of the hill (by the way, your maps could use some indication of slope). Unfortunately, what is needed is a slowing device halfway between Spring and Gonyea where the hill is steep and Eastbound traffic achieves top speed. Forest Ave? What can be done at this point?

Agate, however, does seem like a good candidate for a roundabout. Traffic is crazily entering a high speed corridor and crossing traffic to proceed in both directions. We have also been pedestrians on the side street here and it is scary, loud, with no sense of when traffic might dart into your space. This may require an effort with the City of Eugene, but it would be well worth it.

Narrowing to single lanes can be tricky, possibly dangerous, we are not sure how to evaluate these traffic variations. Jersey barriers are so extremely ugly, any creative solutions to improve aesthetics?

Lastly, overall thoughts. Your solution may actually decrease traffic using 30th for quick access to I5. Have you studied how other routes may be affected?

It is not in your scope, but we are not aware of any alternative routes going directly from UO/Franklin to LCC. If a route could be devised, it would be flatter and more direct than 30th from downtown Eugene or the UO campus. Also, a future connector from the Ribbon Trail to BOB could potentially provide a fun alternative, separated from 30th, for a bike and/or pedestrian route to LCC and beyond!

I wish that a safe way for bikers and pedestrians to get over 1-5 was included in the plans. There are quite a few bikers who go on to the Seavey Loop area. I am also concerned about the roundabouts. Single roundabouts are easy but people get really confused with double roundabouts. Since lots of people come off the highway into Eugene on 30th, there are going to be new confused people going through them constantly which makes me feel less safe about them. I also worry about some of the crosses for pedestrians and bikers on icy days. Will it be possible for cars going downhill to stop without sliding out if someone is crossing? There will probably be less bikers on those days so maybe it doesn't matter. And I don't see an actual effort to provide animal crossings in this plan. The deer need a way to get across for everyone's safety. I've even seen dead beaver- not nutria but actual beaver- on 30th near Elder Shafer. Is there some way to include an actual overhead or underpass for wildlife? Let's just make this project cost as much as possible by adding in a couple wildlife tunnels and a hiker/biker bridge over 1-5! :) Seriously though, I think those additions are worth considering. Thank you for all your hard work on this. I have reservations about a few things but as someone who biked it for years and constantly worried about being run over where cars were merging into Lane, I love where you are heading with this rebuild of 30th. I'm sure that I will find myself annoyed that I can no longer fly down the hill in my car, but I know it will be better for everyone

I don't think roundabouts are safe, particularly not for pedestrians and cyclists. There's already over/underpasses or traffic lights at each intersection; I don't see the usual traffic level as requiring roundabouts nor justifying the extreme expense of replacing the existing expensive infrastructure with new roundabouts. I've biked out to LCC over 30th just fine under existing conditions

Our biggest concern: Don't close the on-off ramps (three of the four) to motor vehicles and leave them open to peds and bikers. We are long-time avid bike riders and don't think the average bike rider would want to ride UP the ramp then come down the other side (unless on an e-bike, which currently comprises about half of the riders that we see these days). Adequate signage and flashing lights at the ramp entrances and exits should be sufficient. Right now we safely cross with nothing but our eyeballs and good common sense.

No one will ever use this that much. While it would be better if the corridor was safer, the interim design is good. The reality is there is a giant hill that separates Eugene from LCC. I drive that corridor every day and almost no one rides up that hill. I see the same 3 people every day and one guy is using an electric bike. Even when I was taking classes at LCC almost no one rides there. Its just not conducive to riding and a major reason is the hill. Students that ride that still have to contend with the ride from 30th via Gonyea to the campus. While safer than 30th, currently students still race around the turns and its not really an ideal situation. Is there a plan to make that section safer ? While I applaud the idea and hope the city makes the Interim improvements. The presence of a significant hill guarantees the actually usage will be very low. Seems like the money could be better spent elsewhere (climate change mitigation, homelessness, rehoming wildfire refugees, etc.). The interim build achieves enough of the same objectives as the full build.

More information is needed on the opportunity areas designated, also the full build design.

Roundabouts make no sense at Spring Blvd where there is already a fully functioning on/ off ramp set-up. A stop sign will be needed for the Spring Blvd on the North side of 30th Ave, but otherwise, this interchange doesnt need to be touched. Why change the existing interchange at the West side of LCC? The giant cloverleaf that exists should be used without adding additional roundabouts here. A roundabout at the East entrance may work, but seems like it could create traffic backup at the McVay Hwy -30th Ave intersection. Focus traffic calming on the West end of this project from University to Spring Blvd. Keep the portion of 30th East of Spring more open to allow efficient auto commuter access to I-5.

A concrete barrier in between lanes and a wider shoulder to provide a designated bike/pedestrian path is a good idea. However, reducing car lanes down to one and adding roundabouts is just going to create more congestion and safety issues for cars, especially on a steep hill. E Amazon is a perfect example, while the city made it safer for bikes it's so narrow now that it's a safety hazard for car traffic. Anytime I pass a bus or large truck on E Amazon now

I'm holding my breath hoping it doesn't clip the side of my car. Or an animal doesn't run out in front of me at night and I have no buffer zone to avoid it. Deer are a big concern on 30th and I don't see how narrowing the lanes on 30th would make it safer for people to avoid animals in the road?

The improvements suggested for the 30th Avenue corridor are welcome. I once considered applying for a job at Lane Community College but decided commuting by bike would be too dangerous.

Having lived in Switzerland for a number of years before moving to Eugene, I have experience with roundabouts and agree they are a terrific improvement. And while a dedicated bike/pedestrian path along the south side of the street is much better than the existing situation – and would certainly be much safer – I nevertheless wanted to comment that in terms of enjoyment, the farther the path is from the street the better. I biked along the I-5 path to Springfield yesterday and although safe, it is not the least bit pleasant. Riding a bike within 20 feet of a semi-truck, even if safe, is still discomfiting. East of University along 30th, for example, there is a wide sidewalk but it is a miserable place to bike. In the final analysis, the farther the bike path is from the cars and trucks the better – it will be used more and people will actually want to take the path for pleasure as well as utility. A round-a-bout at Eldon would make sense, but not at Spring Blvd, or Gonyea. Safe pedestrian crossings could be accomplished without round-a-bouts at Spring and Gonyea with far less expense.

What are the need studies? What percentage of the LCC population currently does or wants to do that commute by bike or walking? What is the incident/accident rate for vehicles on that stretch? I'm a bike rider and love to see safe biking infrastructure expanded, but I have to wonder if this is the most highest need, best use case for investment at the full build level

With only one lane either direction on the full build design I think you'll have impatient and angry drivers which will increase traffic accidents and cause more danger to pedestrians and cyclists

Thank you for the important work that you do. This Full Build design has the potential to save lives both human and animal, and improve the live-ability of the city.

I'd like to see Oregon be a leader in the area of designing smart streets. Currently, it is resting on its laurels from 30 years ago when they painted a white line and claimed to be one of Americas most bike friendly states, which it is not.

We need the Full Build design implemented now. We needed it yesterday.

As a cyclist, relying on my lungs and legs, I need the most direct route to destination areas.

Most everyday cyclist would agree that we do NOT need another long, circuitous route meandering for who knows what reason. So Im glad to hear that this stays on main route.

hope we can have raised cross-walk for cars getting ON to 30th, or at least a speed bump on the cars side of the crosswalk.

On the whole, I love the design, and I think it is a huge improvement over the current conditions. I am concerned about the design elements being insufficient to lower speeds. And SOVs traveling at 60+ MPH is not compatible with safe travel for people on foot and bike. The route and crossings will absolutely be *safer* than they are currently. But safe? I am not sure

We're very much in favor of the roundabouts which seem like a great option for slowing traffic down. We're also very excited about the enhanced crossings (especially with flashing beacons). Also love the additional bus stops - one consideration, particularly at Agate, is that if a bus is stopped at the intersection, it could block visibility for traffic that is trying to turn out onto 30th. Perhaps just having the bus stop far enough from the intersection will resolve this, or maybe there is an option for adding some kind of signal. Your team is definitely on the right track. We really like the design so far and look forward to seeing it develop. Thanks for including us in this!

This is long overdue if Lane CC is to remain at the current location.

There is no information in the Design Options page that talks about Crossings or Intersections? I am all in favor of separating pedestrians from bikes from cars along 30th, but I don't think there is the volume of pedestrian or bike use on that stretch to warrant the cost of a full sidewalk build out, especially at the expense of a third lane of car travel up or down hill.

1. One lane with lower posted speed limits may slow traffic but the 13 ft shoulder will encourage drivers to pass on the right.
2. With the existing roundabouts in Eugene/Spfd, i feel safer taking the lane if I am going through 1 or more intersections. I will take the sidewalk if turning right at 1st intersection. I do not trust drivers will stop for me as i cross intersections while on sidewalk. As a cyclist, I love roundabouts second only to 4 way stops.

3. I disagree with the concept of "making it safer for bicyclists" by using techniques that slow us down which results in using more energy to get back up to speed.

What about providing safe crossing for wildlife between the forested areas? A land bridge would be nice

People treat 30th as if it's already the freeway, and changing the design of the street will help clue them in to the fact that they're actually in a residential neighborhood and a school zone. I'm so happy the City is focusing on this and finally moving from ceding all control to vehicles, as ODOT does (or did?) when basing speed limit on what cars are doing instead of what is safe for the neighborhood, bikes, and peds, to a sensible design that promotes safety and alternative use. People are 100% going to complain, just as they did with the changes to Willamette and even W. 11th - and once the project's done, everybody will be fine! So might as well just go for it. Thank you

We need to preserve wildlife passage and provide a safe, tree (or at least foliage) lined path for walking and biking AND reduce speeds from cars, otherwise, Eugene will be just another suburb that values cars over transportation alternatives

These are needed safety improvements, especially in consideration of future development for the corridor. My concern is that the general public doesn't realize the amount of development planned for this area and may be against changes, because of current conditions.

That aside, please identify lighting solutions that have minimal impact on our non-human neighbors. And importantly, as one gentleman highlighted in the open house, the protective barrier between bikes and cars should be pleasant! Identify drought tolerant plants for this barrier. (I understand maintenance concerns, but nature-based solutions are the future - and absolutely critical.)

Thanks for your efforts!

Regarding the roundabout idea. While it would slow some people down for a brief minute. The real issue is that folks just speed up 30th from I-5. Maybe just enforcing the existing speed limits between between I-5 and Spring might bring a little civility back to 30th, otherwise its just a race to the top of the hill.

It would be nice to have a roundabout where Agate hits 30th. Is that a possibility?

I support both options because we need something now (soon) and a long-term solution. I also think having another roundabout at Agate and 30th would help slow down traffic.

The real solution for safety is to separate bikes and pedestrians from vehicles. They need an entire separate lane protected by a concrete divider. Distracted drivers or impaired drivers can easily cross a painted line and injure or kill. This can happen regardless of speed, so the only solution for safety is to make it very, very difficult to cross over into a bike lane.

Neither of these designs addresses the speeding between Hilyard and Agate St. The speeds in this zone are arguable most critical as there are more people, animals, and bikes in this zone.

Roundabouts are not funded by FTA, however, depending on the funding, I prefer roundabouts over stop lights. What is the drive to reduce speeds along 30th?

As a note: This survey would have been better if the "objectives" were listed at the start and each option had a matrix showing which objectives are being met by the option

Roundabouts make me so nervous to drive through. Especially the two-lane versions. I am never sure which lane to be in and it feels like cars are potentially coming at me from all sides simultaneously. Feels very dangerous. To the point where I avoid streets with roundabouts. So I prefer we not construct any more of them. At the very least, we need video instructions about how to navigate existing roundabouts safely that the city publicizes widely.

It's hard to make a decision about which option to pursue without knowing budget, etc. But, I think this is a good opportunity to make a long term investment in active transportation!

I have resided within one block of 30th Avenue since 1978. I have travelled 30th Avenue a minimum of two times per day since that time (over 30,000 trips). During that time, I have biked up the hill, east and west (In many parts of the country, it would be considered a mountain. For example, Boyne Mountain, Michigan's premier ski resort has a vertical drop of 500 feet), I have walked up the hill on the west side and I have run up the hill on both sides hundreds of times. These occasions took place when I was younger and healthier. I have never felt that the transportation options available to me were inadequate, unsafe or in need of major renovation throughout the 44 years I have resided in the vicinity and used this roadway.

Therefore, for these and other reasons articulated below, I oppose the several plans for development and change of the roadway, from Agate Street toward the east to Eldon Schafer Road.

Several features of this roadway make it difficult to accomplish a cogent overall plan for change. First, is the topography mentioned above. Second, the road is both an urban street and a country road, located in two separate settings, requiring major differences in needs, problems and potential solutions. Third, it is functioning well, despite unsubstantiated complaints by a few. Fourth, the roadway serves Lane Community College, a commuter school, located near its east end, that is served by Lane Transit District. Very few students, staff and faculty travel by bicycle, or walking. The Lane County study of these individuals disclosed that of those questioned, only 1% of the individuals traveled to the campus by bicycle (it is unclear whether these cyclists used the bike racks on the LTD buses, or rode all the way to campus) and none of these individuals walked to campus. Fifth, the roadway is approximately three miles in length, over two-thirds of it a country road that is a major connector from South Eugene to I-5, without need of urban services, such as crosswalks, signals and traffic devices. Sixth, the roadway is located where at least three governmental jurisdictions have control. I will not go into the probable internecine difficulties, however, many issues are created due to this factor. At the present time, the City of Eugene, Lane Council of Governments and Lane Transit District are also planning for changes to this corridor some of which conflict with or are duplicative of the suggestions made in the Lane County Plans. This project, called Moving Ahead, seems to call for alternative plans for 30th Avenue, many of which would be very difficult to mesh with the Multi-Purpose Path, the roundabouts, the changes in transit stations and the reduction in lanes found in the Lane County proposals currently under consideration.

THE CHANGES TO THE EASTERN ½ OF 30TH ARE UNNECESSARY

1. The Grant Application.

The initial funding for these proposals came from an application for Discretionary Funds in 2018. The County stated that “the objective of this project is to reduce congestion on 30th Avenue and improve air quality for the surrounding basin... .” Aside from these statements, one of which is clearly inaccurate (how will adding five roundabouts in 2-1/2 miles improve congestion? How will reducing the number of lanes improve congestion?), and other of which is pure supposition, as there is no evidence presented in the Grant Application. One would expect that evidence to justify these “objectives” would be forthcoming in the *Existing Conditions Summary*, produced as part of the study enabled by the Grant money. The *Summary* does not provide evidence as to either of the alleged problems that the County represented to the funding body were going to be cured by spending millions of dollars in right of way, design, construction and inconvenience costs. Neither congestion nor “air quality” is addressed by the *Summary*. I submit that a major reasons for proceeding in this manner is that the Grant application needed to use those justifications in order to satisfy the grant guidelines and the justifications use the politically correct language about environment to satisfy the overseers and policymakers.

It strikes me as a taxpayer, that the entire Grant application is filled with the use of terms of art in the Transportation, Climate, Transit, Density fields. It appears that the use of this jargon is for justification of spending money for solutions to problems that have not been proven to exist. I suppose that if I were one with experience in grant writing, I too could become glib in this activity. I do not have that experience, but I do know when that approach is being used to make a systemic point. In order to justify expenditures of taxpayer money, an agency must cast the problem sought to be corrected as existing and in the worst possible light, make arguments how that problem and all other popular alleged needs will be benefited also (climate change, systemic inequality, economic freedom, homelessness, etc.) and then seek the money to cure all of the assumed problems. The same thoughts occur when one reads the letters from other governmental agencies and entities, with whom the County will be partnering, in an obvious, "I'll slap your back, you slap mine" meme.

No where in the documentation presented by the County, in the Grant Application or in the *Summary of Existing Conditions*, is there any evidence that there is an air quality problem in the LCC Basin. There is no evidence that the plans proposed will ease any such assumed problem, except to provide a thoroughfare for bicycles and walkers, separated from traffic by "Jersey Barriers", whatever they are. There is no evidence that establishes that bicycle traffic or pedestrian traffic would increase if these proposals go into effect, other than supposition and anecdotal talks with students.

There is absolutely no (as in zero) discussion of topography in the Grant Application. If one were to look at the Application, from the comfort of an out of area office (as in Salem), the actual facts of the roadway situation would not be apparent. It would not be apparent that the area between Hilyard Street in Eugene to LCC was other than a flat piece of ground. From the Application, one so situated could believe that the only thing keeping pedestrians and bicyclists from traversing the over three miles to LCC was the "discomfort" that they feel from vehicular traffic. The truth is that there is a paved sidewalk that accommodates bicyclists and pedestrians for the first one mile from Hilyard Street to Agate Street, and a very wide shoulder on both sides of 30th from that location all the way to LCC, the remaining two miles. Very few bicyclists and even fewer pedestrians choose to travel from Agate to LCC, not because of fear or discomfort, but because the hill makes for a very difficult path. Ninety nine percent of those who seek to travel to LCC choose to ride the free bus service through LTD, with or without their bicycle racked on the bus, or they operate their own vehicle.

From Spring Boulevard to Eldon Schafer Road, 30th Avenue is a country road. It is not a boulevard in the urban portion of Eugene. There is limited access to that portion of the road and it is functioning well as it exists, to provide through traffic from South Eugene to I-5, Springfield and further east. Making changes to it as proposed is wasteful and inappropriate. A reduction in traffic lanes and the installation of four or five roundabouts on this through road will do the opposite of the stated reason for the Grant in the first place, that is, "decrease congestion". There is certainly no proof that has been presented that reducing a 55mph road to slower speeds and fewer lanes will improve congestion. That conclusion would be speculative and unbelievable at best. There is no evidence upon which a reasonable person

would rely to suggest that building a “multi-use” thoroughfare for bicyclist and pedestrians would be used. This is not a case of, “If you build it, they will come.” There are too many other factors, including weather and topography that will preclude use that justifies the expense.

One topic that should be considered when one reviews the wisdom of acting on the County proposals: electric bikes. Electric bicycles are expensive, usually over \$2500, unaffordable to many students at LCC, however, their existence and potential increasing market share should be considered. First, this is an issue that must be faced by the State legislature. This is a statewide issue. Is an ebike a bicycle, entitled to be used on a sidewalk like a pedestrian (at walking speed, per statute)? Or, is an ebike a vehicle that must be driven on the roadway (many are capable of 40-60mph). Would it be safe and “comfortable” for pedestrians, if they chose to walk to LCC, to be approached from the rear by a heavy vehicle, plus rider, travelling at say, 20mph? 30mph? 40mph? How this issue is treated by the legislature is or should be pivotal to the planning that goes into ultimate proposals and expenditures. All planning on this project should wait until this issue is solved by those empowered to act on it, the State Legislature.

2. The Existing Conditions Summary.

The issue of topography does appear in the *Summary of Existing Conditions*, as an afterthought, not as a factor that affects whether or not the proposals should be acted upon, but only as a factor that should be considered as part of the design. The design does not in fact seem to take the topography into consideration, though, if this were Boyne Mountain in Michigan, chairlifts could be added. (at Boyne Mountain, with a similar elevation change, there are ten chairlifts for skiers). The topography is clearly a factor in considering how planners should look at the propriety of making the changes proposed. In my opinion the major changes will cause damage to the character and purpose of the roadway as it exists.

The elephant in the room, when one confronts access to LCC is McVay Highway and the interchange connectors to I-5. More congestion occurs in the McVay Highway area than any portion of 30th Avenue. More motor vehicle accidents involving other vehicles and pedestrians occur in the under ¼ mile between 30th Avenue and the entrance ramp to I-5 than in the whole 3 miles of 30th Avenue between Hilyard and McVay Highway. Unfortunately, or perhaps fortunately, depending upon whether the headache is best with the County, Lane County does not have jurisdiction over McVay Highway, so the real congestion problems that exist are out of its control.

At page 23 of the *Summary*, the planners state that “the main goal of the 30th Avenue Active Transportation Plan is ensuring that all people, no matter their race, ethnicity, gender, or income, have access to safe and comfortable transportation options.” The statement is made that “Transportation infrastructure, including walking and bicycling facilities, impacts a person’s ability to access basic services and needs such as food, jobs, schools, transit, parks and other places for recreation and activity.” These are lofty thoughts and goals. However, they are not those that were listed in the Grant Application as the goals for the project, nor are they allegedly served, except for access to LCC, by any of the changes that are proposed in either of the plans submitted for approval and construction. There are no services, food, schools (except

for LCC), developed parks or other places for recreation and activity that can reasonably be served by walking or biking. Again, this is the rhetoric of obtaining government funding for projects. Cover the politically correct issues, but do not demonstrate that the governmental changes propose will make a difference to the bulk of the population, those who are paying for the changes. The “survey” done of 371 LCC faculty, staff and students responded that none walked to LCC, and one percent rode bicycles. These numbers do not justify major expenditures of the type contemplated. It is interesting to note that none of the planning done and the none of the presentations to the public include any projects costs, disruptions to the community during construction or proof of success with the project. All of the planning can take place apparently, without regard for what the estimated cost will be if acted on by the policymakers. How can there be effective response by citizens, without such information? In my opinion, asking for community input without providing evidence and without providing cost information is irresponsible.

THE CHANGES PROPOSED ARE ILL ADVISED.

1. Spring Blvd overpass area.

The Spring Boulevard overpass is functioning well. Nothing in any of the planning documents suggests a need to change it. Reality is that it is an overpass with exit and entrance ramps just like thousands around the country. There have been demonstrated no needs for changes, other than that the roundabout suggested is going to be “cool”. If vehicular traffic that is traveling in a westward direction needs to access the four or five houses to the north of the intersection or access the residential area to the south, the vehicle can exit 30th in a normal manner, using a right-hand turn lane, stop at the top of the hill, turn right or left, or if necessary can continue on down the entrance ramp onto 30th in a westerly direction. The options are similar for eastbound traffic on 30th, desiring to exit and travel north or south.

Changes that are most bothersome to me are the creation of a partial roundabout to the east of the overpass, the controlled crosswalks on the exit ramps and the change of the LTD stop. The roundabout proposed is essentially a partial roundabout, because it does not create access north or south, but merely acts as a traffic control or calming device where none is needed. A typical roundabout allows for access in four or more directions, justifying the expense and irritation of the feature. The roundabout proposed at Spring does nothing but act as an impediment to travel, contrary to the stated purpose in the Grant Application and the *Summary*. It does not allow for access north or south. It will clearly provide a congestion point in the course of travel. It will prove confusing to travelers and will not function like a roundabout should to alleviate the need for other traffic control devices. Certainly, the proposed use here is not contemplated by ODOT research. *Developing Safety Performance Measures for Roundabout Applications in the State of Oregon*, ODOT, Final Report SPR 733 (2013). This roundabout proposal is a solution in search of a problem, in a location inappropriate for its use. There is no justification for the expenditure of hundreds of thousands of dollars to make the location “unique”.

There is no need for crosswalks of any kind at the exit ramps from 30th Avenue onto the Spring Blvd. overpass. Prudent bicyclists and pedestrians can stop, look and listen and wait for a

clearing in traffic exiting onto the overpass before crossing. They also have the option of traveling up the incline over the hill and down the entrance ramp onto 30th on the opposite side of the overpass. For traffic moving eastbound at the exit ramp, planning to exit, congestion will be created, causing the potential for rear-end collisions and slowing of traffic when it has not been demonstrated that there have been any bike/ped/auto accidents at the off ramp. Currently, the LTD stop at the overpass is at the top of the overpass, providing room for access for riders, at a location with less traffic than that found on 30th per se. Moving the stop to the east would actually be more burdensome on LTD riders than the current stop.

2. Forest Road area.

The aerial photos of the plans seem to differ, one to the other, regarding that which is proposed at this location. In one iteration I believe that I saw a controlled crosswalk running north south across 30th at the location where Forest Road slants to the area south of the intersection. If that is the case, a blinking yellow light crosswalk in that location will create another congestion point, inconsistent with the very foundation of the Grant to study the development. There is no development requiring a crosswalk in this location. The north side of the road is an embankment that rises sharply from the shoulder up-hill into forested area that includes no development, houses or needs.

3. Roundabouts at Gonyea.

The roundabouts located on 30th at the Gonyea Road cloverleaf are another example of a poor use of a traffic control device where none is needed. What is the evidence justifying the installation of roundabout devices preceding or following cloverleaf interchanges. The current partial cloverleaf works just fine now. There is no evidence that suggests that this is any more dangerous than thousands of similar interchanges around the country. The roundabout would not be functioning as they are typically designed, primarily for four or more entrance roadways at an intersection, not preceding a highway interchange, and would be tantamount to locating a roundabout at or near a cloverleaf on I-5. This approach will guarantee congestion and create danger spots for motor vehicle accidents.

It is difficult to decipher all of the subtle changes to the area to the south of the interchange. This area is not without its design issues, but total reconstruction is wasteful. The area is available for some minor changes that might make the traffic flow more smoothly, however.

4. The Multi-purpose path.

It appears that the proposals include a lighted, separated two-lane road for travel by pedestrians and bicyclists, from Agate Street to Gonyea Road. I have already commented on the lack of need for this expense. I will not comment further on those issues, except to reiterate that it is not likely that this path will be used even as much as the designed bicycle throughways within the City of Eugene, which I have observed to be minimal. If such a path exists for more than several years, the maintenance costs will significantly outweigh the value.

Such a path cannot be maintained in the same way that a country road can, with sweeper trucks, snow plows and other typical road maintenance equipment.

5. The reduction in lane numbers.

It appears from the aerial photos of the proposed changes, that the traveled portion of the road for motor vehicles will be reduced from four lanes on the country road section (the easternmost two-thirds, or over two miles) to three lanes, in order to install the bicycle thoroughfare called the Multi-Purpose Path. Without a doubt, this reduction in lanes will cause congestion, contrary to the stated goal of the Application for the Grant, supposedly central to the plan. It is illogical to conclude that one could take the traffic that normally uses four lanes for travel and reduce the potential pathways, without congesting the roadway. This roadway is used for transportation to the interstate freeway. It is not an urban neighborhood street. There are no “children playing in the street” for justification. Not every roadway in the county needs to have dedicated, protected pathways on all roads for all its citizens, particularly those who choose to ride their bicycles, in this case around 1%. LTD is available for transportation for free or for reduced student rates. That which is claimed to be needed on 13th Avenue or Amazon Parkway in Eugene, does not apply here.

6. Safety, not comfort, are the considerations for the County.

Many of the justifications relied upon in the *Summary* concern a perception of the “comfort” level of pedestrians and bicyclists. This might be a political consideration in the urban portion of the roadway, however, considerations of “comfort” should be different in our society on a country road. One chooses their form of transportation and assumes personal responsibility for those decisions. Such individuals do not have a right to feel “comfortable”. They may have the need to feel reasonably safe, if they are performing reasonably themselves. However, reasonable safety does not mean that every possible mechanism is placed before them to assure their safety. Society has certain limitations on a person’s desires to be safe. Those persons have a duty to act reasonably to protect themselves by choosing appropriate forms of transportation, with due regard to their abilities, fears, emotional status and personalities. Roads need not be designed to assure “comfort”. They should be designed to abide by engineering standards to be reasonably safe. For example, it might be very comfortable for travel to Hoodoo ski area in a climate controlled, lighted, tube, without snow, ice and rain; however, that approach is not “reasonable”. A comfortable pathway to Lane Community College is not required by law, nor is it “reasonable”, given the demand, need, and budget limitations. “Comfort” is subjective. Society should make public policy based on objective considerations.

The safety “studies” presented as evidence for danger are obtuse, dated and unclear. General statements made in support of justification are made regarding two fatalities on the two miles of roadway from Spring to McVay. The state materials, while not complete, do state that in both cases, the bicyclist was “in the roadway”. No more can be gleaned from the information. In both locations, according to the aerial photos, there was more than adequate shoulder space for bicycle travel. The point here is that these were not design problems, they were operator

error. The County cannot make the roadways, bikeways and sidewalks perfect, without an unlimited budget. If a bicyclist wants to ride on the roadway, they take the risk of so doing. There is no evidence in the record to establish that any of the changes proposed will result in a more comfortable (subjective standard) or safe road. One can only speculate about that conclusion. Speculation is not a good basis for the development of public policy.

CONCLUSION.

In closing, I must say that this appears to be a not so veiled attempt to use the planning function to impose upon the taxpayers that which they do not want, removal of the desire to operate automobiles, by creating more and more difficult roadway systems for the sake of control of modes of travel. The vast majority of the population still believes that they have freedom of travel. This majority is being ignored by those who feel they “know better”. The result is that a group of unelected, unaccountable individuals make decisions that are not founded upon evidence in the record, that are then stamped by the elected policymakers who bow to the “expertise”. I humbly request that reconsideration of this project take place.

Exhibit C
Responses to Frequently Asked Questions
February 16 to March 2, 2022

PLAN PURPOSE

What are 30th Avenue’s problems that require this planning process?

Currently, 30th Avenue (between Agate Street – where the sidewalk ends – and McVay Highway) does not meet the needs of all roadway users (people walking, biking, taking transit, using mobility devices, or driving). The 2017 Lane County Transportation System Plan (TSP), a comprehensive analysis of Lane County’s transportation system, identified safety and congestion concerns. The TSP recommended conducting a planning process on 30th Avenue to evaluate the issues and potential design solutions. This planning process is currently underway, known as the 30th Avenue Active Transportation Plan.

30th Avenue crash data from 2003 to 2019 (most current available) between Spring Boulevard and Eldon Schafer Drive (roadway portion under Lane County’s jurisdiction) confirms: 88 crashes with 55 injuries and four (4) fatalities. Of the people injured, three (3) were bicycling and one (1) walking. Of the fatalities, two (2) people were walking and one bicycling. See the project webpage for a crash location map. Two locations with high crash frequency were at the Eldon Schafer and Forest Boulevard intersections. For additional information, go to: [30th Ave ATP Resources](#)

In addition to crashes, the Eldon Schafer intersection experiences traffic delays into the LCC campus that contributes to the operational failure at the 30th/McVay intersection documented in the 2017 Lane County Transportation System Plan. LCC’s Climate Action Plan confirms that commuting is more than 80 percent of LCC’s total carbon emissions.

In a 2014 statistically valid transportation survey of LCC users, 40% of respondents indicated they live within six miles of the LCC, or within biking distance. Yet only five percent of survey respondents walk or bicycle to school. When asked, “What programs or incentives would encourage you to carpool, bus, bike, or walk more frequently,” 33% indicated, “Safe bicycle and/or pedestrian routes to LCC.” LCC’s Climate Action Plan commits the college to be carbon neutral by 2050. A critical step toward achieving LCC’s goal is reducing vehicle commutes and replacing them with forms of active transportation (such as walking and biking).

In 2018, Lane County applied for federal grant funds to develop the 30th Avenue Active Transportation Plan with the following purpose:

Funding for this project will be used to develop a corridor plan, including conceptual design, to support active transportation on 30th Avenue. This plan is expected to identify specific improvements on and adjacent to 30th Avenue to improve conditions for people walking and biking. This plan will explore opportunities for changing the current roadway features, such as changing the number and location of travel lanes. The process will solicit input from stakeholders, including property owners abutting and taking access from 30th Avenue, and the broader community of LCC, Eugene, and Springfield to determine existing conditions, future needs, and design alternatives with the goal of arriving at a community-preferred design alternative. The plan will enable Lane County to later secure construction funding to implement the preferred design.

30TH AVENUE BICYCLING AND WALKING

Why does 30th Avenue need to accommodate people walking and biking?

The Lane County Transportation System Plan (TSP) must be consistent with Oregon's land use and transportation goals. Oregon Administrative Rules (OAR) at 660-012-000(1)(b) state: *Encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.* Further, OAR 660-12-0045 states that implementation of the TSP requires bikeways along arterials and major collectors; 30th Avenue is a minor arterial.

The Lane County TSP establishes an equity and accessibility goal of providing safe and efficient access to destinations and populations within Lane County through the following policies:

- Policy 4-a: Consider transportation improvement projects that accommodate all transportation users by including shoulders, sidewalks, bike lanes, and bus stop turnouts, consistent with adopted road design standards.
- Policy 4-b: Provide a multi-modal transportation system that is accessible to all users, improves access to basic needs (e.g., education, employment, food, housing, and medical care) and complies with the American with Disabilities Act (ADA).
- Policy 4-c: Encourage the provision of transportation services to meet the needs of the transportation disadvantaged such as such as low-income persons, children, older persons, alter-abled persons, racial and ethnic minorities, and those with limited English proficiency.

Consistent with this policy framework, 30th Avenue needs to accommodate people walking and biking. Lane County's commitment to equity recognizes the historical underinvestment in infrastructure to support transportation disadvantaged people who are more likely to not have reliable access to a vehicle and are more dependent on walking and biking.

How many people currently walk or bike 30th Avenue or will do so because of changes?

Lane County does not have bicycle or pedestrian counts on 30th Avenue. Lane Council of Governments staff had considered collecting the data in the past, but found no safe places to do so. Unfortunately, trying to collect data at this time during the COVID pandemic would produce unreliable results because all traffic volumes are lower with more people working and learning remotely.

The lack of safe walking and biking infrastructure on 30th Avenue reduces the number of people willing and able to walk and bike on 30th Avenue. Providing a safe space for people to walk and bike will make that option available to more people. The topographical constraints will not be changed by the project, so the steep hill will still limit the number of people able to walk and bike 30th Avenue.

Although data is lacking about existing and future walking and biking volumes on 30th Avenue, crash data affirms that people are currently walking and biking on 30th Avenue. More people have died while walking and biking on 30th Avenue than any other road owned by Lane County. Further, public comments received-to-date affirm that people do walk and bike or would do so if safety conditions improved.

Isn't the 30th Avenue hill too steep?

The Existing Conditions Summary prepared by Toole Design for the project includes the following:

- The topography of East 30th Avenue varies greatly, and the steep grade can be a deterrent for people interested in walking or bicycling.
- The elevation change from University Drive and Interstate 5 is approximately 400 feet.
- A significant grade can be a constraint for some users walking or bicycling, particularly when considering the needs of people of all ages and abilities.
- Project design is limited in addressing street grade; however, street grade should be taken into consideration when designing and evaluating alternatives.

The scope of design considerations does not include significant topographical changes. Electric-bicycles are an emerging opportunity to make bicycling on 30th Avenue more attractive to more people. The proposed designs create a greater separation between bicycles and vehicles intends to improve safety. Due to the significant changes in 30th Avenue grades, the designs are unable to fully to achieve Lane County’s intent to make 30th Avenue an “all ages and abilities” active transportation facility.

GEOGRAPHIC SCOPE

Why do the designs not include the portions west of Agate and east of Eldon Schafer Drive?

Three jurisdictions have ownership in various locations on 30th Avenue (City of Eugene, Lane County, and the Oregon Department of Transportation). Although the western boundary of Lane County’s jurisdiction of 30th Avenue ends at Spring Boulevard, the designs extend to Agate Street because that’s where the current sidewalk ends. The designs from Spring Boulevard to Agate Street are within the City of Eugene’s jurisdiction and require their approval. The plan’s technical advisory committee (TAC) includes staff from the City of Eugene. In addition to supporting this planning effort, the City of Eugene has indicated an interest in a future study of the western portion of 30th Avenue.

The designs do not extend east of Eldon Schafer Drive because the Oregon Department of Transportation (ODOT) has jurisdiction over the intersection of 30th Avenue and McVay Highway, the bridge over Interstate 5, and McVay Highway. ODOT staff also serves on the TAC. The project team will share all related public comments received about ODOT facilities with ODOT staff. The plan will also make some recommendations to ODOT about these facilities.

LANE REDUCTIONS

Why do the designs propose reducing the number of vehicle travel lanes and won’t that cause congestion?

Reducing the number of vehicle lanes creates space for the separated path and intersection treatments such as turn lanes, median refuge crossings, and roundabouts. The engineers at Toole Design evaluated existing and future traffic volumes associated with planned development, such as the Laurel Ridge Subdivision, the Amazon Corner development, the Laurelwood Estates development, and existing land use designations and traffic growth assumptions of the Lane County Transportation System Plan which is based on a 20-year planning horizon. Within the 20-year assumptions, the designs can accommodate the existing and future traffic volumes. However, given the potential for changes in these assumptions with the 27-year urban reserve project, the project team is considering postponing the Rebuild design to the future analysis of urban growth boundary changes.

Won't one lane in each direction create safety issues, like head-on collisions?

Reducing the width and number of lanes reduces vehicle speeds and creates space to provide more separation between opposite-direction travel lanes as well as turn lane and median islands at intersections. To keep the existing number of vehicle travel lanes while still providing a protected space for people to walk and bike requires narrowing other roadway features, such as medians and shoulders; this is a safety concern being evaluated by the project team.

TRAFFIC ANALYSIS

What traffic analysis has been done?

The engineering consultants at Toole Design have reviewed available traffic volumes and intersection traffic operations (data collected in 2020 and as part of the 2017 Transportation System Plan as well as traffic analyses from proposed developments in the area (that include traffic from the Laurel Ridge Subdivision, the Amazon Corner development, and the Laurelwood Estates development) to inform the design options. There are a number of traffic benefits included in the design options including turn lanes at intersections and using roundabouts (rather than signals) to maintain continuous traffic flow rather than requiring stopping and traffic queue buildups.

What's the 30th Avenue daily traffic volume?

The project team recognizes that 30th Avenue is a high-volume roadway with average daily traffic (ADT) ranging between 14,000 and 20,000 vehicles per day. Further, the 2017 TSP documented traffic congestion at the 30th Avenue/McVay Hwy. intersection that has been considered in the design options.

FUTURE URBAN DEVELOPMENT

Isn't there a lot of new urban development planned in the area?

The City of Eugene is considering including the Russel Creek Subarea (which includes 30th Avenue) in the Urban Reserve. Decisions have yet to be formalized. The adoption process includes public hearings which are planned for later this summer. If approved, urban development within the Urban Reserve would first require another public hearing process to include the area in Eugene's Urban Growth Boundary (UGB). The soonest the area would be considered for inclusion in the UGB is 2032. The area would be designated for residential development; initial projections indicate the area could support about 2,400 additional dwelling units. For more information about the Eugene Urban Reserve project, contact: Rebecca Gershow, Senior Planner Urban Reserves, City

of Eugene Planning Division, 541-682-8816, rgershow@eugene-or.gov or visit the project webpage at www.eugene-or.gov/UrbanReserves.

PATH BUFFER:

What is a jersey barrier and why is that proposed between the space for people walking and biking and vehicle traffic?

A barrier is recommended to separate the area for people walking and biking from vehicle traffic and provide protection from crashes. The type of barrier has yet to be determined, but a jersey barrier is a commonly used concrete structure that can be installed on top of the pavement. People walking and biking are more vulnerable in crashes and the likelihood of surviving a crash dramatically decreases when vehicles are traveling at speeds greater than 35 mph. As a 55 mph road, a physical buffer is recommended on 30th Avenue.

Will people walking be safe in the same space as fast-moving bikes?

The project team will be exploring ways to separate pedestrians and bicyclists to manage potential conflicts between these users.

ROUNABOUTS:

Why are roundabouts proposed?

Roundabouts are proposed to allow for continuous traffic flow and to reduce or avoid conflicts between people driving and people walking and biking. The roundabouts proposed at Spring and Gonyea separate vehicles from people walking and biking and allow the path to be fully separated from the roundabout. This is compared to current conditions where the on and off ramps at these intersections make it dangerous for people walking and biking to cross because cars are moving at high-speed.

The roundabout proposed at Eldon Schafer will improve safety outcomes and reduce traffic congestion by allowing for continuous traffic movement. This intersection experiences traffic delays into the LCC campus that contributes to the operational failure at the 30th/McVay intersection documented in the 2017 Lane County Transportation System Plan. Roundabouts provide relief to vehicle congestions because vehicles entering a roundabout must yield at entry but are not required to stop if the roundabout is clear. This eliminates the stop-and-go traffic associated with stop sign or traffic signal-controlled intersections. This also leads to fewer vehicles idling while stopped at the intersection and less vehicle pollution associated with idling.

Roundabouts are also more sustainable and resilient infrastructure than a traffic signal that requires electricity 24 hours a day.

There are a high number of traffic crashes recorded at the Eldon Schafer/30th intersection. The geometry and slower traveling speeds through a roundabout reduce crash severity. Studies by the Insurance Institute for Highway Safety show that roundabouts provide a:

- 90 percent reduction in fatal crashes
- 76 percent reduction in injury crashes
- 30 to 40 percent reduction in pedestrian crashes
- 10 percent reduction in bicycle crashes

Will people know how to use them?

Directional signage and other public education, such as “yield to the left, go to the right” can be further explored prior to implementation. Roundabouts are becoming more common in the area – especially in the City of Springfield.

Are they safe for people walking and biking?

For the proposed designs, people walking and biking do not have to negotiate the roundabouts. At Spring and Gonyea, the pathway is completely separate from traffic movements at the roundabout. At Eldon Schafer, the pathway crosses one leg of the roundabout and will be fitted with appropriate pedestrian crossing treatments.

SPEED LIMITS & ENFORCEMENT

Why can't 30th Avenue have reduced speeds?

Reducing vehicle speeds is a key objective of the proposed designs. Reducing the posted speed requires approval by ODOT. The approval process involves an evaluation of actual speed measurements. The approval criteria favor setting speed limits to match what most people are currently driving. The speed study from 2020 indicates that 55-mph speed limit is consistent with the ODOT methodology. Without significant design changes, such as reducing the width and number of lanes; providing curbs; and providing other visual cues for drivers to reduce their speed, then speed limit reductions will not be achievable.

Why isn't there more traffic enforcement?

Lane County does not have sufficient resources for traffic patrol.

WILDLIFE

How do the designs account for wildlife – both providing passage for animals and providing escape/recovery for vehicles?

The project team needs to evaluate this in greater detail. This may require additional data and analysis, potentially requiring additional funding and technical expertise. The next step in the planning process, after developing design concepts (the focus of this plan), is typically an environmental assessment, followed by more specific details designs.

NATURAL RESOURCES

How do the designs account for natural resources, such as wetlands?

The designs minimize natural resource impacts by utilizing the existing roadway pavement (rather than expanding the roadway footprint or building an off-road pathway). Environmental analysis, such as wetland delineations, and stormwater management plans is the next step in the process, following this planning effort to identify the design concepts.

CONNECTIVITY & COORDINATION

How will people walking and biking continue east and west of the designs?

This planning effort will include recommendations (but not designs) for the City of Eugene and ODOT about their facilities to the west and east to continue the design concept developed through this planning process. Implementation of the design concept will require coordination with those agencies and subject to their planning processes and funding.

Has Lane Transit District (LTD) weighed in on these designs?

LTD serves on the project's Technical Advisory Committee to ensure the proposed designs can accommodate their buses.

SUPPORTIVE MEASURES

What are the measures for personal safety of people walking and biking, such as lighting and patrol?

Lighting is proposed in the designs. As noted previously, Lane County does not have enough officers for proactive patrol; instead, their limited resources are prioritized toward responding to active emergencies.

Can benches and trees or other plantings be installed along the corridor to make it more inviting for people walking and biking?

This level of design detail is beyond the current scope of the planning process. The draft designs identify “opportunity areas” where additional features could be considered. If the planning process results in a preferred alternative for creating these opportunities, the next step in the process would be detailing the designs. There is currently no funding identified for detailed designs.

PRIORITIES

Why not use the funding to fix potholes or improve downtown?

The funding for this planning process was provided by a federal grant specifically for this purpose to Lane County.

Isn't McVay a bigger problem?

The federal funding granted to Lane County was specifically for this planning process on E. 30th Avenue. Lane County applied for the grant to develop the plan as recommended by the 2017 Lane County Transportation System Plan. McVay Highway is not under Lane County's jurisdiction, but ODOT staff is involved in the planning process. Lane County will make some high-level recommendations (not designs) for the ODOT facilities that connect to 30th Avenue.

ACCESS

If lanes are removed, won't it make it more difficult to make a left-hand turn or get out of driveways?

Most of the segment of 30th Avenue within this plan's geographic scope currently prohibit left-hand turns. Additionally, there is not a center turn lane and no areas with painted double, solid center striping. The proposed designs take turning movements into account, acknowledging the presence of access points, and providing turning lanes at intersections, such as Forest Blvd. The project team is taking a closer look at all access connections to make any refinements to the design concepts.

PUBLIC OUTREACH PROCESS

What methods were used to involve the public in this process?

Cogito is the consultant leading public involvement for this process. Early in the process, they conducted stakeholder interviews to confirm the outreach approach and to

identify networks. The project team met with focus groups twice (once before each public meeting). The purpose of the focus groups was to have small gatherings of diverse voices twice during the process to: 1) help further inform issues and opportunities identified in the ATP Existing Conditions report; and 2) review draft concept designs and provide preliminary input on questions, comments, and concerns for staff to address at the February 16 Open House #2. Participants graciously offered their time and insights and had no decision-making authority. Focus group invitees included: Lane Community College (faculty), K-12 public/private schools, utilities, businesses, mobile home communities, recreation groups, neighborhood associations, and faith-based institutions

There has been two public meetings: one on June 2, 2021 to provide an overview of the project and share the existing conditions analysis; and another on February 16, 2022 to share the draft design concepts. Notice of the public meetings included: mailings to postal route addresses (approximately 3,850) and press releases. Direct outreach by phone or email included: Albertson's, Shell Station, BigFoot Beverages, Mount Pisgah Arboretum, LCC, neighborhood associations, and the project interested parties list. Media coverage included: La E-Kiss Spanish News; City of Eugene's In Motion and Community Bulletin; the Cottage Grove Sentinel; and the Register Guard. Lawn signs were also posted along the corridor.

DECISION-MAKING

What body makes the decision to move forward with this plan and when will it be made?

Refinements to the design concepts and additional staff responses to public feedback will be the focus of the next public open house (June 28, 2022). The next step in the process is a public hearing before the Lane County Transportation Advisory Committee (TrAC), the body responsible for the 30th ATP recommendation to the Lane County Board of County Commissioners (BCC). The BCC holds the authority to adopt the plan or not. The TrAC and BCC actions are planned for later this year – in the fall and winter 2022, respectively. If the BCC approves a design concept, the next step in the process will be further refinement and additional analysis, such traffic modeling, geotechnical analysis, wetland delineations, stormwater management, and wildlife crossings. Next, Lane County will explore securing additional funding to hire the appropriate technical experts.

30th Avenue Active Transportation Plan ATP Open House #3 Public Input Summary

June 28, 2022

(Combined comments/questions from 4:00 and 5:00 p.m. sessions)

SHOULDER WIDTH

- Will there be enough shoulder for emergency parking on the north side?
 - *The majority of the corridor will have an 8-10-foot-wide shoulder on the north side of the street except the segment between Spring and Forest, which will need a narrower road shoulder to accommodate the design.*

SEPARATION OF BIKE/PEDS

- So westbound will be going down the south side sidewalk to the crosswalk at Agate? That sidewalk is narrow for 2-way bikes and walkers, or did I miss something?
 - *Pedestrians in both directions would use the south side of the street and cross the street at Agate. We have been working with City of Eugene as part of our Technical Committee and they recognize that these improvements will need to tie into improvements in the city right-of-way west of Agate to tie into their network.*
- Am curious about the ped/bike connection in between the traffic lanes at the underpass and how it would be protected. Seems like it might be a bit scary to use that without jersey barriers or something.
- Interesting, pedestrians might not feel safe from bikes using the same path!!
- What planning is being done to include or exclude different classes of e-bikes?
 - *Currently Oregon State Law does not allow “electric assisted bicycles” to exceed 20mph when being powered by the electric motor (note: they may exceed 20mph when being powered by human effort). Class I and II e-bikes are capped at 20mph and therefore meet the State Law definition and are considered a bicycle by Oregon Vehicle Code. They are allowed on any roadway, bike lane, or pathway that bicycles are allowed on, including the proposed multi-use pathway. Class III e-bikes can exceed 20mph when powered by the electric motor and are therefore not allowed on bike lanes or pathways but can be ridden in the roadway (they are legally considered a motor vehicle).*

WILDLIFE CROSSING

- Our property backs up to 30th near Spring Blvd. We see many deer hit and killed...any corridor planned for the deer?
 - *The project team recognizes that deer are prevalent on the corridor and have some options for solutions to allow breaks in the jersey barrier for deer crossing. The final design phase will explore other options further as well.*

30th Avenue Active Transportation Plan ATP Open House #3 Public Input Summary

June 28, 2022

(Combined comments/questions from 4:00 and 5:00 p.m. sessions)

SPEED

- This roadway is currently and historically a drag racing road...speed limit changes?
 - *Some of the lane width reductions, the roundabouts, and some visual narrowing of the corridor will help to reduce speeds. However, these will not be as effective as the previous long-term proposal and is one of the trade-offs of the revised interim design.*

MERGING onto 30th

- It can be almost impossible to merge onto 30th Blvd going West from Spring Blvd. because of the speed of the drivers coming over the hill from the east.
- Recommend westbound traffic exiting Spring Blvd. onto 30th have a longer opportunity to merge. 30th westbound traffic moving down the hill after the Spring interchange tends to stack up before the curve at the Agate interchange. There is often no room for westbound Spring traffic entering 30th to merge with this stacked traffic. This is an unsafe condition that happens daily during rush hour times.

CONNECTIVITY TO PARKS

- The reference is to Black Oak Basin (BOB), a park property acquired by the city of Eugene in 2020. Apparently, it was not included in the map of Eugene Parkland earlier on in the presentation.
 - *Apologies if we missed BOB in the diagram. However, you'll see coming up that we have included access to future park space on the north side of 30th Avenue from the Gonyea interchange.*
- Why is Bloomberg Road access involved? Access to a park?
 - *The Bloomberg Road is a vehicular access to Bloomberg Park and the future access to Black Oak Basin park so we want to use the opportunity of the project to provide safer turning access for vehicles going to the park.*
- Who owns these parks? City, County, Private? Other?
 - *The City of Eugene's acquired Black Oak Basin as part of city's Parks and Open Space network. For more information, please visit: <https://engage.eugene-or.gov/bob>*
- If I were coming by bike from Mt. Pisgah and heading into Eugene, what would be my route? I guess I would have to cross 30th at some point to reach the shared use path on the south side. Where/how would that crossing happen?
 - *That is correct. The design will include wayfinding and design treatments for safe crossings at the Eldon Shafer intersection to connect with the facility.*

BIKING/WALKING VOLUMES

- How much foot and bike traffic there is currently on 30th? Few people want to walk or bike over that hill?

30th Avenue Active Transportation Plan ATP Open House #3 Public Input Summary

June 28, 2022

(Combined comments/questions from 4:00 and 5:00 p.m. sessions)

- Compare the daily numbers of pedestrians, bicycles, and autos on Territorial vs. Row River vs. 30th please.
- [Over] sixteen years, were they at night or daytime? If at night, lighting alone would fix that safety issue.
 - *We have total crash counts from 2003 - 2019 available on our resource page. To review, please visit:*
<https://www.lanecounty.org/cms/One.aspx?portalId=3585881&pageId=17834338>
- Given that a large portion of the currently planned work has to do with adding the peds/bike facility, the supporting documentation of need is not apparent to me. Very few individuals were surveyed who used bicycles to travel to Lane Community College (LCC) in your survey.
- I think it's important to add (in addition to the high level of fatalities on this road), that students that attend LCC and are most likely to use these facilities are also less likely to attend these public meetings, please keep this in mind when reviewing public feedback
 - *The project team has consulted with LCC throughout the project and requested promotion of all public input opportunities. In addition, Lane County staff and LCC have been in discussion for over 10 years about safety improvements for all roadway users.*
- Did someone conduct a survey of potential users asking if they would use the facility if constructed?
 - *The project did not conduct a survey in this phase.*
 - *We will make sure to be more explicit about the statement of need when a recommendation is taken to the Board. The safety statistics presented at the start of the meeting will be a key part of that statement.*

FOREST BLVD.

- Why no dedicated turn/merge lane when turning left toward Eugene out of Forest Blvd.? Seems like taking it down to one lane and not allowing a merge lane will make it very difficult to get out of Forest (Blvd).
 - *The geometry and physical constraints of that intersection approach does not allow dedicated turn lanes unfortunately.*

COST ESTIMATES

- Please share the cost figures for the current plan as presented tonight.
 - *The Project Team is putting together a detailed cost estimate for the changes shared in this Open House. We want to capture final comments before finalizing that, but it will be included in the presentation of the recommended option.*

30th Avenue Active Transportation Plan ATP Open House #3 Public Input Summary

June 28, 2022

(Combined comments/questions from 4:00 and 5:00 p.m. sessions)

ROUNDTABOUTS

- The roundabouts in Springfield with two lanes of traffic have proven not to be as safe as promised. They designed them to encourage acceleration when exiting the roundabouts, and they placed landscaping and objects that obscure drivers' view of pedestrian and bike crossings.
- Please encourage single-lane roundabouts with a clear and unobstructed view and no acceleration exits. By that I mean make curves sharper than flatter when exiting.
- Roundabouts in Springfield are **not** a place that feels safe. So, any roundabout here would need to be quite differently designed.
- To my limited experience, the new roundabouts in Glenwood are designed to allow too much speed, please consider in your detailed design later.
 - *Thanks for that feedback. We will take this comment and other best practice experience into final design of the roundabouts.*
- Have roundabouts been shown to reduce crashes for bikes and pedestrians, as well as reducing the severity of car crashes?
 - *For the proposed design, pedestrians and bicyclists would not be in the circulatory roadway of the roundabout and would use a dedicated multi-use path separate from the roadway and the roundabout. Where the multi-use path crosses a street, e.g., at Eldon Schafer Drive, the pathway would be provided a marked crossing across that leg of the roundabout. These crossings are separated from the circulatory roadway of the roundabout so that drivers exiting the roundabout are slowed by the turning radius of the roundabout and have time to see and react to pedestrians and bicyclists using the crossing. Provided dedicated crossings outside of the roundabout reduces the number of conflict points and consolidates them to just one location that can be designed with enhancements such as high visibility crosswalks and signage to further enhance conspicuity.*

PROCESS

- Who is the target audience for this design?
 - *Regarding this active transportation facility, it may not be a complete all ages and abilities facility given the topography (although new e-bike options open up more opportunities), but the primary audiences include people accessing LCC, people accessing recreational opportunities along or beyond the corridor, as well as recreational walkers, joggers, bicyclists.*
- Any plans to connect to Laurelwood in the future?
 - *Any connectivity to Laurelwood is a consideration for City of Eugene since the area falls under their jurisdiction.*
- Your link to "proposed designs" at the end of the page here seems to be broken.

30th Avenue Active Transportation Plan ATP Open House #3 Public Input Summary

June 28, 2022

(Combined comments/questions from 4:00 and 5:00 p.m. sessions)

- *Please visit:*
<https://www.lanecountyor.gov/cms/One.aspx?portalId=3585881&pageId=17834338>
- Is there any way to detect and warn folks of black ice? That's a major risk for everybody.
 - *There are icy road warning system technologies that use sensors to detect when conditions are favorable for ice to form and communicate messages to drivers either using dynamic message signs or LED-enhanced signs that light up when these conditions are present. The design team will consider the cost-benefit of these systems as compared to static roadway signage to determine if they should be included as part of the final design.*

OTHER COMMENTS

- Thanks! It's a lot to try to get a handle on!
- Thank you, all.
- Appreciate the transparency and thoroughness. Good work.
- Thanks for your efforts!
- Thanks for addressing this important issue. Alas, Much of Eugene is too car oriented.

30th Avenue Active Transportation Plan
Public Comments (Post Public Meeting #3)
6/28/22 - 7/12/22

A resident of South Eugene for over 30 years, it is puzzling how millions of dollars are spent frivolously on massive, expensive, stupid construction projects that harm our environment and accomplish nothing but headaches. Have you been down Willamette street at 5 PM? How idiotic.

30th Avenue "needs" the following;

- Trash pick up on a regular basis. Between me and the Sherrif's work crew, we simply can't keep up.
- Remove all invasive species (organically) along 30th Avenue.
- Thoughtfully plant more trees, flora and fauna. THEY PURIFY THE AIR!
- Mow, trim, limb trees, on a regular basis. IT KEEPS LANDSCAPES HEALTHY!

How much would this list of items cost versus what is in your plan. This is beyond irritating. Heavy equipment blowing massive amounts of crap in the air, traffic backed up for construction...it's so impractical and harms our environment more than any of you care to admit.

Also, Becky, have you ever ridden a bike from Agate to LCC? Please give it a try. Unless the plan is to make that trek downhill both ways the majority of Eugene residents would never be able to ride a bike from Agate to McVay Highway and back.

Do you have common sense or just a pot full of our hard-earned tax dollars that you can't wait to spend.

Sad.

As a mother of young kids who lives off of Spring Blvd I fully support creating a safe bike path and pedestrian walkway on 30th. I honestly shudder at the thought of my kids trying to get down to their school from our house once they are older, and we feel really disconnected from the community with no viable safe way of accessing this area other than to drive (which we really want to avoid). When I do drive down 30th i will see kids trying to cross the street and it's honestly horrifying seeing cars speeding past them. I really hope that the city moves forward

with placing roundabouts and safe pedestrian and bike routes so we can keep our kids safe, promote alternative modes of transportation, and minimize dangerous speeding cars.

I did attend the whole session yesterday and looked at the drawings. We are in your district and live just off Spring Blvd. on Kimberly Circle. And I travel and / or bike on 30th avenue just about every day and in either / both directions.

My basic impression is that very few people walk on 30th Avenue. The only people I see walking are the bums / transients coming in from I-5 / Springfield. / out of town. And they are a pretty scary lot for the most part.

Almost everyone else drives. Even the people who bike are mostly going to LCC. I often bike down to LCC to use the track and can't help but notice the other people on the road.

If you make it too convenient for the transients to come up the 30th hill, they certainly will. And then we will be left with a safety and crime issue up here. I think a bike lane is fine especially for the occasional LLC students who are intrepid.

But I think you should actually work to restrict pedestrians. So you should really encourage them to reconsider some sort of sidewalk, easy access to the neighborhoods. Even an alternate/ additional berm between the path and the houses might be in order. You are simply inviting trouble into our wonderful South Eugene neighborhoods.

Thanks for keeping people updated on the developing plans. I feel like the removal of the roundabouts on Gonyea bridge makes sense and am glad to see the change. Several things about the plans surrounding that interchange concern me, however. Primarily is the plans to create an access point from the north point of the cloverleaf roundabouts to the parks to the North. I strongly feel that the easiest, most straightforward solution to accessing the parks is to create a crosswalk, stoplight, or pedestrian bridge of some sort to allow bicyclists and pedestrians to utilize the Bloomberg road access off of 30th Street. This is more direct and should be considered to be the main access to those parks as the other end of Bloomberg is rural residential and cannot accommodate increased traffic without significant pedestrian risks. Similarly, the bicyclists and pedestrians utilizing the planned paths would be forced to bypass a direct access point via Bloomberg, only to come down the hill significantly to Gonyea Bridge and eventually back up the hill somehow to access the parks from there. The other issue with a Gonyea access point utilizing that center portion of the cloverleaf, is that the land there is private property to the North, and to be exact, it's right on my property line. The only access

would be to utilize easement space on the north side of 30th backtracking back up to Bloomberg anyways which seems redundant and expensive, but would also create some significant trouble for me personally. My land is the portion spanning the two powerline and one gas line easements on the north side of 30th extending to Bloomberg Park. And we already have a significant problem with the end of the road at Bloomberg where there are frequent overnight vehicles with substance use, and excessive littering onto my property. I filled two 50gal trashbags earlier this spring, and it's already being replaced. Items have included beer bottles/cans, clothes, drywall debris, bean bags, used condoms, giant dildos, unprotected needles, human feces with used toilet paper, yard debris, cigarette filters, and general trash. I also have made extensive headway in rehabilitating the land with removal of invasive species and forest debris to decrease fire risk and this is evident if you looked at my property. This includes the easement and the field leading to what would be your access point. That has all been my sweat to improve that area. A trail running along the easement is essentially the south end of my property and would essentially invite in more trespassers (of which we've had several including tents and trash throughout areas of my property) and trash that would now encircle three sides of my property if utilizing bloomberg park to go North after passing my property. This not only is not the easiest nor most direct or inexpensive option, but personally would be very demoralizing for me as I've worked hard to improve that area and an additional trail providing easy access onto my property from almost all sides would increase my difficulties and costs given fencing and signage would be necessary to try and alleviate the problems it would cause. Honestly, just asking to please please please, look at providing access to the parks from Bloomberg road, which would be more direct and cause a lot less problems for me personally.

Thank you for providing access to these drawings. I cannot completely understand them as they are pretty small, but I would provide the following feedback and advice.

I STRONGLY urge you to NOT recommend eliminating any of the travel lanes on 30th street EAST OF UNIVERSITY AVE. There is a genuine need to be able to pass slow moving cars to keep traffic moving at a reasonable, efficient pace. 30th Street is a throughway from University Street east to Interstate 5 and you are obstructing traffic flow if you eliminate a passing lane.

Your department acts on the premise that safety is enhanced by slowing traffic, thus you make lanes narrower, restrict lanes and add other measures that make it harder and more frustrating for people to get to where they want to go. I do not agree that slowing traffic flow is the answer to making driving safer, at least in this situation.

Traffic will flow faster safely if you make it easier to drive, not more difficult. Crazy, impaired, poorly trained and inexperienced drivers are generally those who cause accidents. Making roadways more difficult to negotiate will not reduce their bad behavior, it will add to it. Tailgating, road rage, confusion, risky maneuvers are all behaviors that will be enhanced if drivers cannot pass slow moving cars on a throughway.

You will make things safer by doing some of the other things these plans seem to recommend, like separating bike and pedestrian right of way from the roadway. Also by installing a low concrete barrier between east and westbound traffic. Also by limiting access and egress to and from 30th Street. THERE IS NO NEED OR BENEFIT TO REDUCING TRAVEL LANES BETWEEN UNIVERSITY AND I-5.

Thank you for the opportunity to provide input. As you know, I live on 30th street and know of what I speak. Please take my comments seriously.

Here are my comments regarding the 30th Avenue revised design plans.

From west to east:

- At Marker 1, the width of the path should be at least 12 feet, not 10 feet, to accommodate two-way traffic, bike fiets, and bike trailers. The travel lanes can be narrowed to make this accommodation.

- For the separator between the path and traffic lanes, please consider that drivers always gonna speed, and a mere curb would not be sufficient protection.

- I appreciate the tightening of the vehicle turn radii at Agate Street. This forces drivers to slow down to navigate the constraint.

- Adding space for vehicles to enter and exit 30th at Agate Street with a turn lane and a merge lane is smart. This will allow drivers to focus on a single direction of traffic when crossing, and give them space to travel safely.

- Consider how the bike path will be swept and kept free of garbage, vegetation, and pooling water. Mini street sweepers are available.

- Separate exit and merge lanes at Spring Bd are also a smart use of space. This forces reckless drivers to choose a lane and not swerve to pass other traffic that does not speed enough for them. Removal of lanes of traffic will reduce driving speeds.

- If you install RRFB at the bike crossings, do not just consider, but **require**, them to detect bicycles before they approach the crossing, instead of forcing bicyclists to stop and press a beg button. It takes significant effort to regain momentum on a bike. This is an equity issue as well: if you do passive detection for vehicles at crossings, you should do it for people on foot and bike as well.

- At the Spring Street bike crossings, the turn radii for people on bikes appear constrained. This makes it difficult for people with long bikes and trailers to navigate. Please make them navigable with sufficient clearance for two-way bicycle traffic.
- At Forest Bd, paint and flex posts do not provide sufficient protection of people on foot and bike, but it would be better than existing conditions. Please consider extending the barrier to force a tighter turn radius from eastbound 30th to Forest.
- Consult with LTD and their drivers to determine whether the bus stop at Forest is used sufficiently to merit keeping it, and if so, then to determine a safer place for vehicle drivers to pass or stop behind the bus, allow the bus driver to decelerate from and accelerate into traffic, and allow riders to safely board and leave the bus. Existing conditions are hazardous for everyone.
- The westbound left turn lane from 30th to Forest is a welcome addition.
- Consider how drivers from Forest may safely turn left onto 30th westbound, noting that drivers routinely exceed the posted speed limit along this stretch of 30th. Drivers must cross two lanes of eastbound traffic, while anticipating a merge into westbound traffic. Existing conditions are hazardous.
- Ensure adequate lighting along all paths.
- On Gonyea Road at the 30th Avenue undercrossing, consider a raised pathway or solid barrier to protect people on foot and bike. The 30th Avenue westbound exiting traffic may veer into people on foot and bike.
- The new concrete corners on Gonyea are welcome additions to slow drivers as they turn.
- Along Gonyea, I think that there should be a two-way path for people on foot and bike, instead of the shown option. This would allow people to avoid potential conflicts with vehicles when crossing at the intersection of the ramps just south of 30th Avenue.
- Roundabouts with two lanes of vehicle traffic in Eugene and Springfield are poorly designed. Please do not copy what they did. In fact reconsider whether a two-lane roundabout is necessary, and whether a one-lane roundabout is sufficient. Keep the roundabout center low and clear to retain a clear line of sight between drivers and people on foot and bike. The city roundabouts have vegetation that obscures the line of sight, causing conflicts and injury crashes. Tighten turn radii within the roundabout and while entering or exiting it to force drivers to slow down. The city roundabouts encourage drivers to accelerate as they exit.
- Finally I am glad that you have noted the need for a safe connection for people on foot and bike from Eldon Schafer Rd to McVay Hwy and across Interstate 5 to Franklin Bd. This treacherous stretch of roadway is a barrier to car-free recreation in Mt. Pisgah and Buford Park,

as well as all the farms. I welcome your advocacy with all the involved jurisdictions for an improved and safer transportation network.

Using the draft 11May22 revised interim design option to comment on, my comments are from the standpoint of a bicycle commuter using 30th to commute between Goshen and downtown Eugene, and are as follows:

1. West Bound (WB) transition from the north side west of the I5 bridge to the south side of 30th, is in my opinion not well delineated. Is it after the roundabout? Further wherever it may be, still requires crossing all traffic lanes of 30th to get to the proposed two way (EB and WB) shared use path on the south side of 30th, and how will the Jersey barriers conflict with this movement? See cross section 6 with a 3' WB shoulder. The other WB option is to use the narrowed 3' shoulders to travel west. An option I suspect many bicyclists will utilize rather than cross lanes of traffic and a Jersey barrier. Using the narrowed WB shoulder defeats many of the safety improvements of this project.
2. If the design calls for the shared use path to use Forrest Blvd., the steepness of grade WB to regain 30th from Forrest Blvd. is not conducive to remaining in the saddle of the bike. The north side of 30th at this same point in the alignment has a much more even and consistent grade.
3. Crossing conflict at EB/WB shared use path and Gonyea Rd. Use of a crosswalk is fine for peds, an impediment for bikes, particularly if any speed remains from the downslope from 30th onto Forrest Blvd.
4. This proposed design includes limited or no provisions for extension of shared use path or bicycle lanes further to the east which could include a future link to the County Park Buford.

Summary: Currently the use of 30th as a bicycle commuter route has the advantage of being a consistent grade EB and WB, with limited conflict points; the LCC exits. The existing road configuration keeps bicycles moving with traffic and without stops. This design is too limited to be a practical solution for commuters. Rather in my opinion it focuses on Eugene to LCC traffic only. A recommendation would be to conduct additional traffic studies to the east of LCC and see if they warrant a proper two shared use path design, shared use paths on the north and south side of 30th. I am aware of at least 2 bike commuters coming from the Goshen area back and forth to Eugene.

Here in the interest of time, I offer just initial reactions to the revised design recommendation.

1) **Intended users?** Long ago, I taught math at LCC and later the Oak Hill School. When the weather was bad, I rode the LTD bus. But when the weather was good, I would bicycle "over the hill." Although I would love to see more people bicycling as I did, the hill can be intimidating. In the work so far, has there been thought as to current and potential bicyclists with different levels of confidence?

2) **Coordination with the City of Eugene?** As you know, a few years ago the City of Eugene repaved and restriped its section of East 30th Avenue and installed pedestrian crossing signals at Alder Street (2 blocks from my home!) and University Avenue (3 blocks from my former home!). The revised design recommendation shows a possible roundabout and additional design changes on the City's portion of 30th Avenue. How are Lane County and the City of Eugene coordinating their efforts?

3) **Coordination with LTD?** As you know, the recently approved MovingAhead package opted to postpone any major investments in the 30th Avenue to LCC corridor. In part, opportunities for transit-oriented development along East 30th Avenue do not appear to be great. For now, LTD plans to continue its bus service more or less as is, not anticipating any major changes, say, for at least 10 years. How are Lane County and LTD coordinating their efforts?

4) **Funding?** It is sobering to learn that this stretch of roadway had more fatalities and serious injuries involving people walking and biking than any other road under Lane County's jurisdiction. What are opportunities to fund implementation, in particular, if the City of Eugene and Lane County apply together?

5) **Public hearing on September 28?** Will this be before the TrAC, the Planning Commission, or some other body?

30th Avenue Active Transportation Plan

Response to Post-July 28 Open House #3 Questions

July 2022

INTENDED USERS:

- Has there been thought as to current and potential bicyclists with different levels of confidence?
 - *The planning project aspired to provide an all-ages-and-abilities walking and biking facility on 30th Avenue, but the reality of the steep grades on 30th Avenue may limit some people from walking or biking the hill. Because of the hill, some people have commented that “no one walks or bikes and no one will ever walk or bike 30th Avenue” and have, therefore, questioned why this project is a priority for Lane County and if this is an appropriate use of public funds.*

This project is a Lane County priority because there have been more bicyclist and pedestrian deaths and serious injuries resulting from crashes with vehicles on 30th Avenue than any other road under Lane County’s jurisdiction. The crash data indicates that people are walking and biking 30th Avenue and that it is unsafe to do so. In addition to grades, safety concerns likely deter more people from walking and biking 30th Avenue.

The proposed design would create a wider space along the south side of 30th Avenue designated for people walking and biking that would be physically protected from vehicles with a short concrete wall, known as a jersey barrier. If Lane County is able to implement this, public comments affirm that people will feel safer walking and biking 30th Avenue. The goal of this project is to make 30th Avenue safer for all roadway users.

FUNDING:

- How much would implementing the preferred design cost? What are opportunities to fund implementation if the City of Eugene and Lane County apply together?
 - *The recommended design is just a concept at this stage of the planning process. Additional funding is necessary to refine the project with engineering details and environmental analysis. The cost estimate for advancing the engineering design is about \$1 million. Although this sounds like a lot of money, this is a typical cost estimate for comparable transportation engineering work. Transportation investments are expensive, and the project team has focused the recommendations to address priority safety needs and limit major changes. For the most part, the proposed changes involve reallocating the existing roadway space rather than expanding the roadway footprint. Federal funding for this planning work was awarded by the Central Lane Metropolitan Planning Organization (MPO). Lane County will seek additional funding from the MPO for additional engineering design work. The design refinement process would also result in a cost estimate for construction.*

30th Avenue Active Transportation Plan
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MAINTENANCE:

- How will the path be maintained and enforced?
 - *The future design refinement process would explore engineering treatments to support maintenance and personal safety, such as: the type, location, and spacing of the barrier; equipment needs; and path lighting. Enforcement of the area is subject to the Lane County Sheriff's Office having available officers; although Lane County does not have enough officers to provide proactive enforcement, they do prioritize requests for service along with responding to other emergencies.*

BICYCLE/PEDESTRIAN CROSSINGS:

- Can the proposed bicycle/pedestrian access at Gonyea Road be moved to Bloomberg Road? How will bicycle/pedestrian access be provided across 30th Avenue and to McVay Highway?
 - *The future design refinement process will more precisely engineer connections across 30th Avenue and beyond the proposed path. The path crossing under 30th Avenue at Gonyea Road is highly conceptual at this time. Path connections to bus stops, McVay Highway, 30th/I-5 Bridge, Agate Street, Lane Community College, and adjacent parklands are also conceptual; those details need additional consultation with Oregon Department of Transportation, City of Eugene, Lane Transit District, and Lane Community College and more engineering work. Additional funding is needed to produce those details.*

COORDINATION:

- How are Lane County and the City of Eugene coordinating their efforts? How are Lane County and LTD coordinating their efforts?
 - *Staff from the cities of Eugene and Springfield, the Oregon Department of Transportation, Lane Community College, and Lane Transit District have served on this project's Technical Advisory Committee. They reviewed all the project elements and support the proposed design recommendation. All agencies recognize that more coordination is needed during the project refinement process to detail the engineering solutions.*

SEPTEMBER 28 PUBLIC HEARING:

- Will this be before the Lane County TrAC, the Lane County Planning Commission, or some other body?
 - The Lane County Transportation Advisory Committee (TrAC), a volunteer citizen committee appointed by the Board of County Commissioners, will hold a public hearing on **September 28th at 5:30 p.m.** to hear from the public about the recommended design concept. After the hearing, the TrAC will make a recommendation to the Board of County Commissioners to make the final decision.

People haul ass down that hill, often breaking the speed limit(45?). How do you plan to slow them down to the speed needed to navigate a roundabout (5-10 mph)? Will you be monitoring traffic after it is installed and making changes based on the inevitable crashes?

If the roundabout is indeed built, monitoring the result is critical. So often, bright ideas are implemented without follow-up in the real world. Why the double roundabout on Franklin going into Springfield, for instance?

Careful study of existing roundabout performance in our area and in the professional literature must be done so this proposed roundabout on 30th is considered in light of such real world experience.

Speed kills, a particular problem on 30th Ave: https://www.youtube.com/watch?v=nuhrD-Ic_0

Roundabouts were built to serve the Symantech development in Springfield and, I believe, they have proven to be unnecessary. Even simple yield signs would serve there. This is a case of making permanent road changes that are too expensive to correct when the need changes (Symantic closed).

I question if there is enough traffic from the side street to justify this roundabout. Yes, there may be times of peak traffic counts, but the roundabout will operate 24/7. Please consider altering the traffic signal timing as another (inexpensive) solution to any traffic flow problems. Perhaps a simple synchronization with the signal at McVay Blvd would solve the problem.

Yes, roundabouts work well to reduce wrecks and improve traffic flow in some places, but, given the speed on 30th and lack of traffic from LCC, I don't believe this is the place. Don't let the fad for roundabouts override common sense and professional judgement.

Provision in the final plans must include monitoring with criteria for removal if the roundabout causes too many wrecks or fails to improve traffic flow, or even impedes it, with the budget to fund such removal. I hope I'm wrong, but the possibility of failure and corrective action must be provided for.