



BEAVER-HUNSAKER

CORRIDOR STUDY



NEWSLETTER



COMMUNITY SOLUTIONS

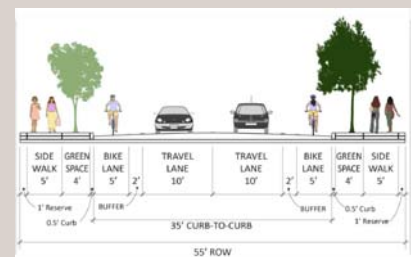
Planning designs to meet current and future needs

June 15, 2016 – More than 50 area residents and business owners gathered together at North Eugene High School to share their ideas, experiences, and feedback on potential changes to Beaver Street and Hunsaker Lane. These changes are aimed at improving the safety, comfort and convenience for pedestrians, cyclists, traffic local to the neighborhood and traffic that is using the corridor to travel between River Road and the Beltline Highway. Although the Beaver-Hunsaker corridor is serving the many roles that both the City and Lane County expect in its “Major Collector” designation, the lack of sidewalks and bike facilities as well as the speed of vehicles contributes to an environment that the County and the neighborhood want to see improved.

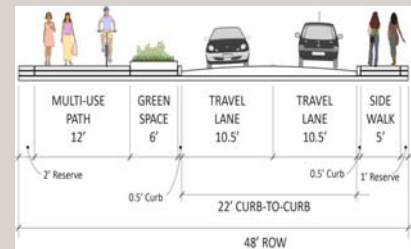
The County presented design solutions at the workshop that were based on both technical analysis as well as feedback gathered by staff and through the Lane County Board of Commissioners through a variety of interactions with the people traveling the street and living next to it over the past 12 months. The County kicked off the project with a series of “stakeholder interviews” with a wide range of community members, including property owners, businesses, and the school district, and then followed up with meetings with neighborhood groups and advisory groups, such as Eugene’s Active Transportation Committee, the Central Lane Metropolitan Policy Committee, and Lane County’s Transportation Advisory Committee.

THE SOLUTIONS

HUNSAKER LANE



BEAVER STREET



BEAVER-WILKES BIKE PATH



For Beaver Street, the design solution links the corridor to the existing pedestrian and bicycle path along Division Avenue by creating a new pathway adjacent to the Delta Sand and Gravel property. Sidewalks are provided only on the south/west side of the street. The design solution also recognizes the potential to add a north-south off-street pathway from the corridor north to Wilkes Drive. For Hunsaker Lane, sidewalks and bike lanes are provided on both sides of the street. Under both designs, a green space is added to provide a separation between people walking or cycling and vehicles and buses as well as to provide for natural plantings to help with street drainage. Both designs also plan for the continued use of the corridor by Lane Transit District buses as well as allowing for safe passage by emergency responders.

At the workshop, 64 percent of people responded positively to reducing the width of the travel lanes from 11 feet to 10 feet to help reduce vehicle speeds in the corridor. Both the Fire Marshal and LTD confirmed that the reduced travel lane width will serve their needs. In addition, most of the people who attended the workshop agreed that adding pedestrian and bicycle facilities is of utmost importance, however, some questioned whether the facilities are needed on both sides of the roadway, due to potential local property impacts. Reducing these impacts will be looked at more detail when the project moves into construction.

The County’s technical work revealed that a new north-south street between Beaver Street and Wilkes Drive would not be supported by state law.

WHAT’S NEXT?

Over the next several months, the County, City, and the State are embarking on a number of plans that will shape the future of transportation along and near the Beaver-Hunsaker corridor. Lane County staff will be summarizing the process, technical analysis, public comments, design concepts, and recommendations to inform future decision-making and ultimate construction in the Beaver-Hunsaker corridor. Refining the designs to include some of the recommendations, like strategically placing pedestrian crossings along the corridor to improve safety and slow vehicle speeds, and transitioning the sidewalk from setback to curbside to protect building setbacks and significant vegetation, will require more information and funding beyond the scope of this corridor study.

The proposed Beltline Bridge will also affect the design of the corridor. The location and design of the proposed intersection of the new street with Beaver Street is pending local adoption of the Beltline Facility Plan and subsequent NEPA review.

In addition, both Lane County and the City of Eugene are currently working toward adoption of 20-year transportation system plans that reflect how the future land use vision can be supported by our multimodal transportation system.

We look forward to seeing you at any or all of the upcoming opportunities for each of these efforts that are critical to our future.

Eugene Transportation System Plan

- October-November 2016 Eugene Planning Commission recommendations to City County
- November – December Joint Public Hearing: Eugene City Council and Lane County Board of Commissioners

Lane County Transportation System Plan

- January 2017 Draft Project List
- March 2017 Draft Transportation System Plan
- July 2017 Planning Commission Public Hearing
- October 2017 Board of County Commissioners Public Hearing

For more information, PLEASE VISIT OUR WEBSITE:

<http://www.lanecounty.org/departments/pw/transplanning/pages/beaver-hunsakercorridorstudy.aspx>

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