

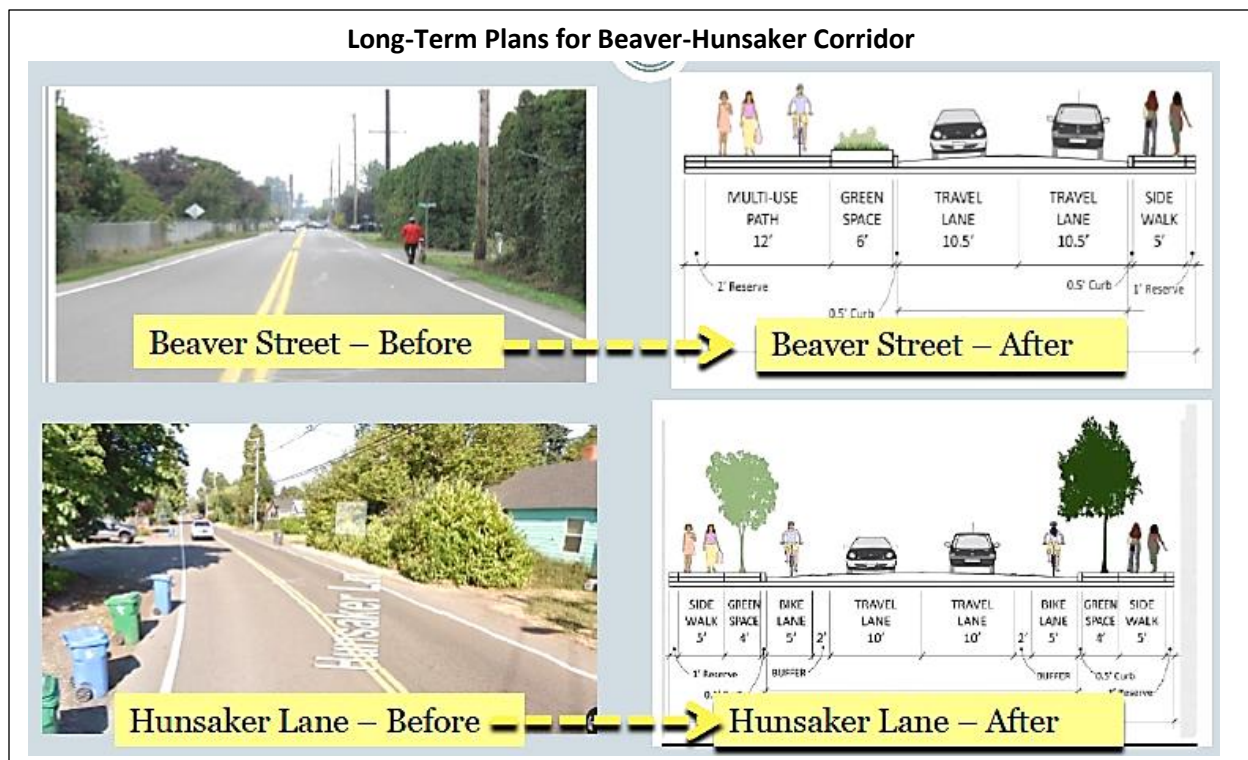
## Beaver-Hunsaker Corridor – Pedestrian Safety Action Plan

In response to the tragic fatality of Irene Ferguson on January 17, who was hit by a car while walking on Hunsaker Lane, Lane County and regional partners have developed a series of actions to help prevent future fatalities. The Lane County Board of Commissioners made a commitment in 2017 to work Toward Zero Deaths by becoming a member of the National Strategy on Highway Safety. This strategy leverages the 3E's approach to integrate Engineering, Enforcement, and Education into one framework to maximize resources and results. Lane County has a Fatal Crash Investigation Team with representatives from each of these disciplines, including the Sheriff's Office, Public Works and Public Health, to evaluate every fatality on a Lane County road and identify engineering, enforcement, and education actions that could help prevent future fatalities.



Irene Ferguson

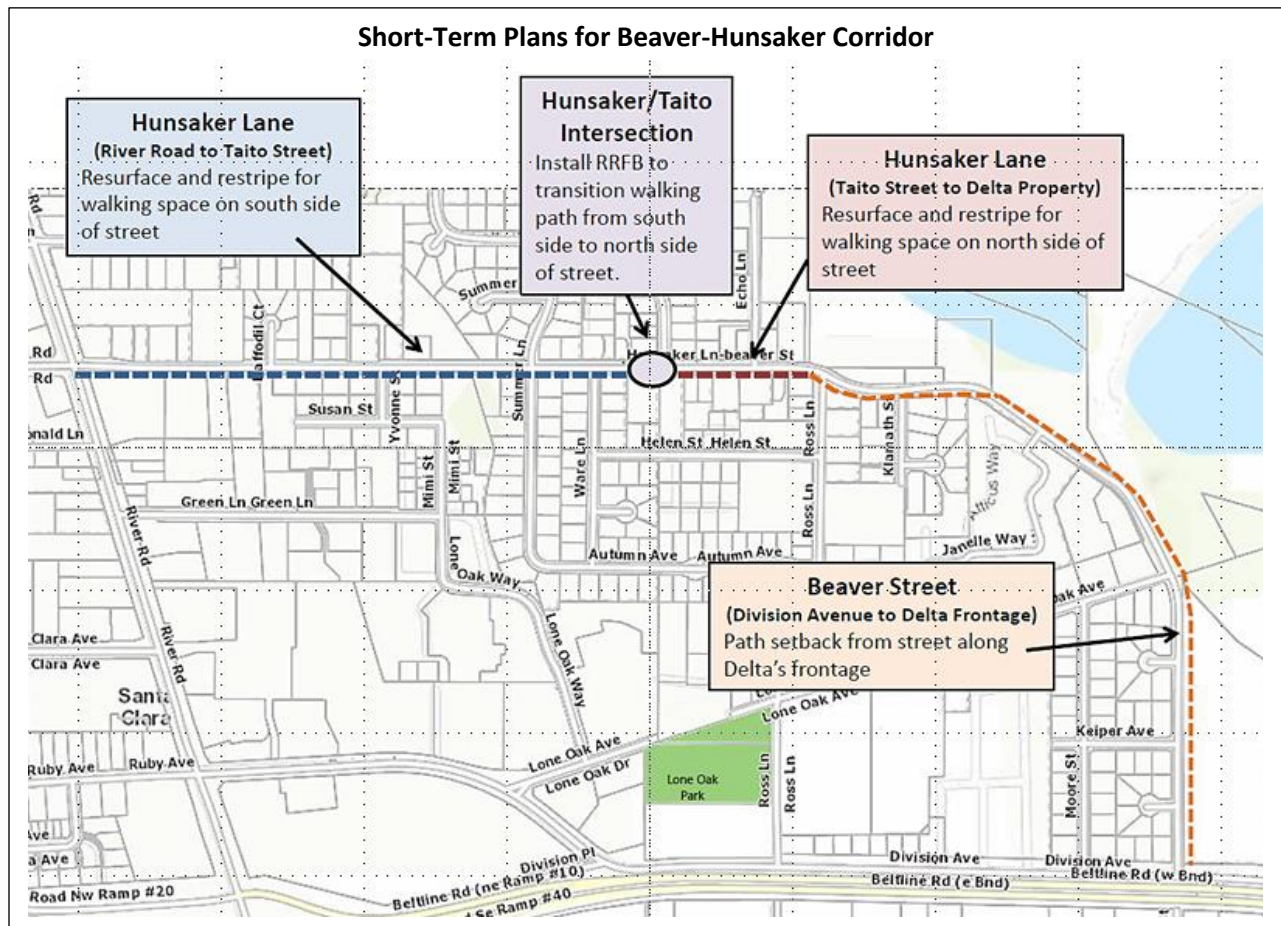
Hunsaker Lane is a Lane County road in the River Road – Santa Clara neighborhood of Eugene. The road is within Eugene's urban growth boundary, but is still located outside city limits. The rural roadway has one vehicle travel lane in each direction and narrow shoulders, without bike lanes or sidewalks, surrounded by increasing urban development. In 2016, Lane County engaged stakeholders and conducted technical analysis to develop a community-preferred solution for meeting the transportation needs on the Beaver-Hunsaker Corridor. The outcome of the planning process, which was funded by a federal grant, was design concepts to improve safety by reducing vehicle speeds through design features, such as on-street buffered bike lanes, sidewalks, and pedestrian crossing improvements that would support a lower posted speed of 25 mph instead of the current 35 mph posting.



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In 2018, Lane County secured a second federal grant to translate the planning design concepts into engineering drawings. The additional design funding is programmed for 2021, at which time Lane County will be able to work through design details with the community and affected property owners, such as the location of sidewalks, crossings, driveways, and storm water facilities. The design process will refine the construction costs, which is currently estimated to be in the ballpark of \$9 million. The needed work is extensive, requiring complete reconstruction of the roadway, acquiring additional right-of-way, and replacing the large culvert crossing of the East Santa Clara Waterway. Construction funding has not yet been secured, but Lane County will continue to pursue grant funding.

More immediately, Lane County plans on repurposing the existing roadway to provide a safer place for people to walk. Thanks to regional support by members of the Central Lane Metropolitan Planning Organization, Lane County expects to receive additional federal funding to implement safety improvements in the summer of 2020. The improvements include resurfacing and restriping the roadway to change the travel lanes and provide at least four feet of walking area through the corridor. The plan is to provide a walking lane on the south side of Hunsaker Lane, between River Road and Taito Street, install a pedestrian-activated flashing beacon at the intersection of Hunsaker Lane and Taito Street to enable people to cross the street more safely, and then transition the walking lane to the north side of Hunsaker Lane east of Taito Street in order to connect to a new walking and biking path to be constructed on the east side of Beaver Street. People walking would be buffered from vehicles by vertical delineators on Hunsaker Lane and a planting strip along Beaver Street.





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Lane County is currently in the process of seeking permission from the State to lower the posted speed from 35 mph to 25 mph. Speeding is an issue on the Beaver-Hunsaker Corridor. Due to a shortage of officers, Lane County does not have a traffic patrol team. Lane County has been deploying speed feedback signs on the corridor to alert drivers when they are exceeding the speed limit. In partnership with the Safe Lane Coalition and thanks to a donation from Delta Sand and Gravel, Lane County recently installed yard signs along the corridor, informing drivers to slow down with a graphic showing “neighbors ahead.” The yard signs were well-received by people living on the corridor, many of whom say that people drive through the corridor as if they were still on the freeway, instead of a neighborhood.



Stan Pickett, Delta Sand and Gravel, donated \$200 to produce yard signs (left) which were designed and developed by Drew Pfefferle, Safe Lane Coalition, Lane Council of Governments (right)

Delta Sand and Gravel and Knife River donated reflective vests for Lane County and the Safe Lane Coalition to provide to assisted living residents in the area as part of a pedestrian safety education campaign: **See and Be Seen**. The Safe Lane Coalition, Lane County, and Lane Transit District are providing pedestrian safety education to residential facilities in the area. Residents are encouraged to lower their safety risks while walking by increasing their visibility to drivers and making defensive decisions. Older adults are often dependent upon walking, included assistance devices such as walkers and wheelchairs, to meet everyday transportation needs if they do not drive, and to stay active and healthy. Older adults are

### Pedestrian Safety Tips

**BE SEEN** – wear reflective gear and carry flashlights

**BE CAUTIOUS** – give yourself plenty of time to cross the street and don't rely on traffic stopping for you

**PLAN AHEAD** – select walking routes to avoid hazards by using sidewalks and clearly defined crosswalks

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especially encouraged to give themselves more time to cross the street and to use their whole body, not just their neck, to look both ways for oncoming traffic.



Lone Oak Assisted Living residents displaying safety vests donated by Delta Sand and Gravel and Knife River

Most injuries to people walking when a vehicle hits them because the driver could not see the walker or the walker and driver were not paying close enough attention. Nationwide, pedestrian fatalities are at a 30-year high with 6,227 people killed in traffic collisions while walking in 2018. Drivers and pedestrians distracted by their phones are assumed to be a major contributing factor.

Walking is such a routine part of everyday life that many people do not consider the safety aspects of walking. The key to remember is: see and be seen. It is a good idea when walking, especially at dawn, dusk, and in other lower-light conditions, to wear bright clothing and reflective material. Move as if the driver cannot see you, delaying your actions until you've made eye contact with the driver before stepping off the curb. Don't assume the driver sees you unless they signal for you to cross. Drivers concentrating on making turns and avoiding oncoming traffic may not see you. Make sure to look for vehicles, allow plenty of time to cross the street by waiting for a fresh green light and don't assume the traffic signal or crosswalk will stop traffic.