

PUBLIC OUTREACH SUMMARY – JULY 2017

A fundamental outcome of the study was to arrive at a community-preferred solution for meeting the transportation needs in the Beaver Street – Hunsaker Lane corridor. The public was engaged in the process through a variety of media and outreach mechanisms, as detailed below.

Environmental Justice

Potential environmental justice populations include myriad housing types in the area, such as: Lone Oak Assisted Living, Saint Vincent de Paul, Laurel Court Group Care, Oak Leaf, Apple Orchard Affordable Housing, Sierra Oaks Nursing Home, Cornerstone Housing, Green Leaf Village, and mobile home parks (*see Attachment 4-1*). These facilities were included in the outreach described below. A screening of other vulnerable populations in the area was also conducted (*see Attachment 4-2*). The recommended solutions were aimed at improving transportation access and expanding transportation options for environmental justice populations, specifically by adding sidewalks, bike lanes, and multi-use paths through the corridor.

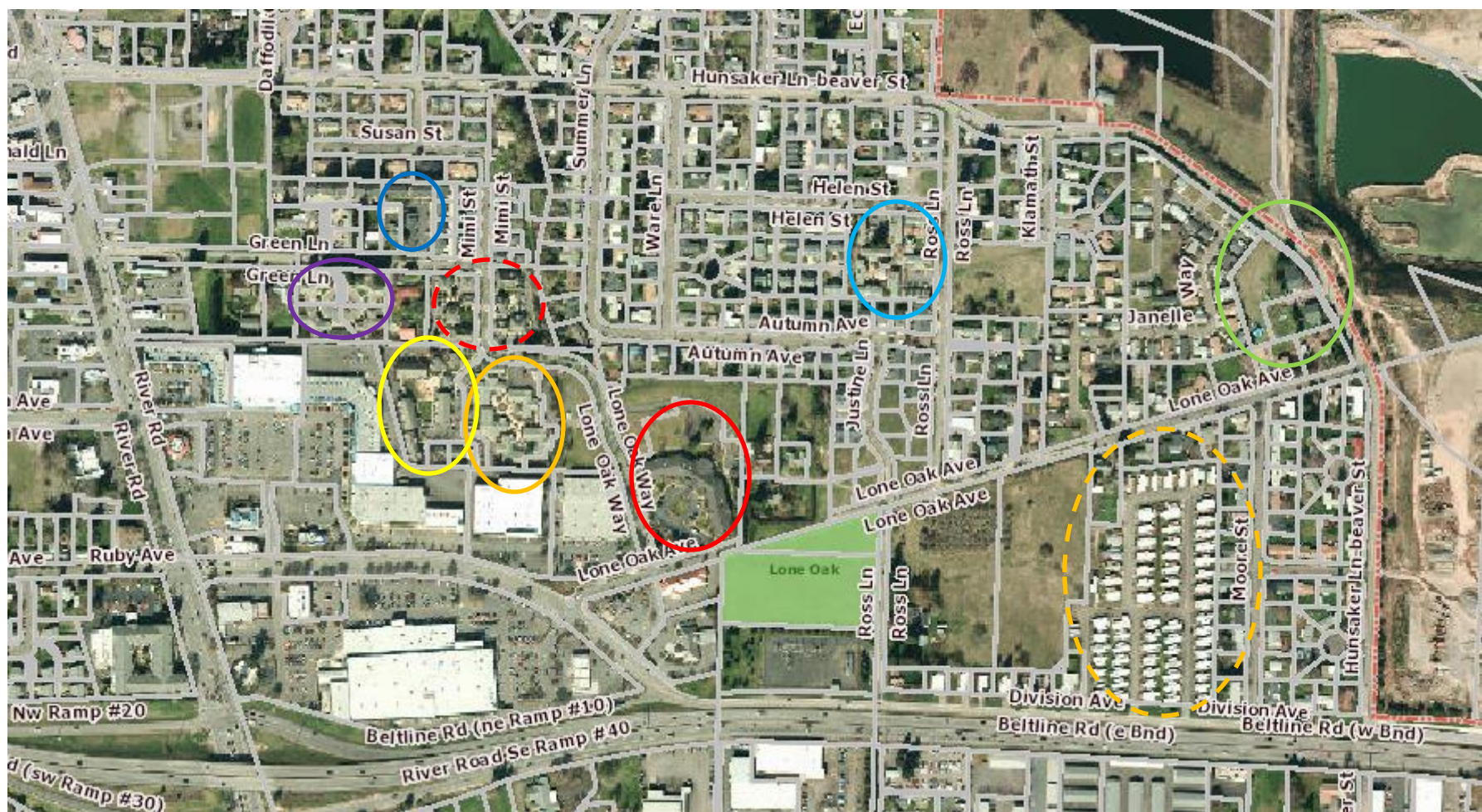
Public Outreach Tools










- Project Webpage -- *See Attachment 4-3*
- Fact Sheet -- *See Attachment 4-4*
- Interested Parties Lists – *See Attachment 4-5*
- Direct Mailings – *See Attachments 4-6, 4-7, 4-8, and 4-9*
- Comment Forms – *See Attachment 4-10*
- Newsletters July 2016 & August 2017 – *See Attachments 4-11 and 4-12*
- Frequently Asked Questions – *See Attachment 4-13*
- Stakeholder Interviews (August 2015) – *See Attachment 4-14*

Meetings

- Santa Clara Community Organization (September 3, 2015)
- Central Lane Metropolitan Planning Organization: Transportation Options Advisory Committee (September 10, 2015)
- Eugene Bicycle & Pedestrian Advisory Committee (September 10, 2015)
- Lane County Transportation Advisory Committee (September 23, 2015, May 25, 2016, and July 26, 2017)
- Central Lane Metropolitan Planning Organization: Metropolitan Policy Committee (June 2016)
- Public Workshop (June 15, 2016) – *See Attachments 4-15 and 4-16*
- Public Hearing – *See Attachments 4-17, 4-18, 4-19*

Title VI Populations

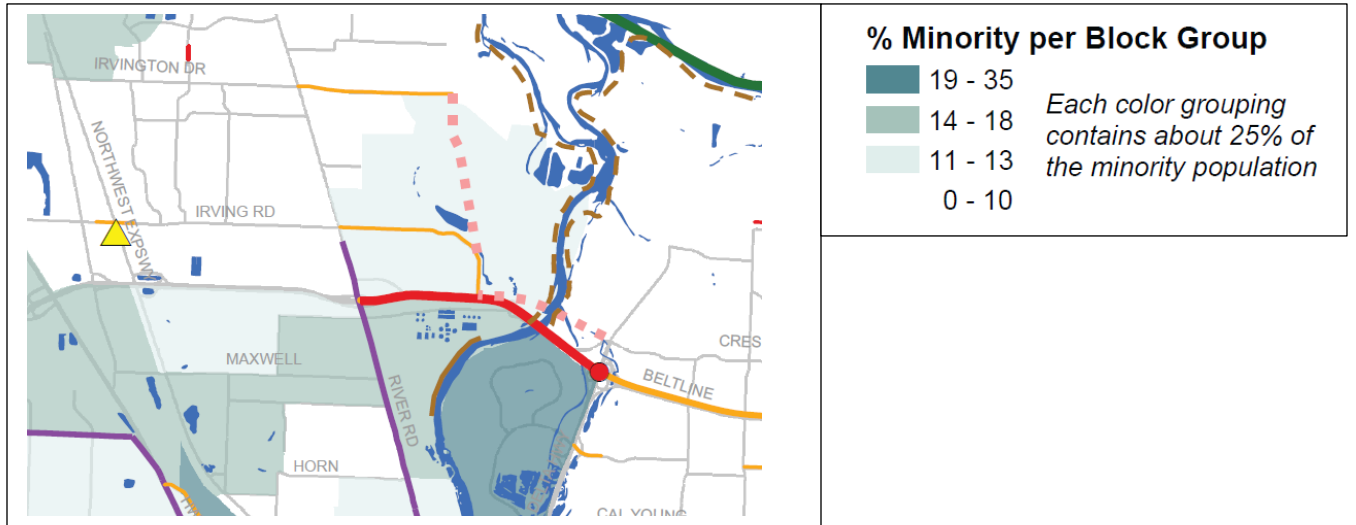


 Lone Oak Assisted Living Nursing care facility / residential care home (313 occupants)	 Laurel Court Group Care Home (424 occupants)	 Apple Orchard Village Metro Affordable Housing (48 apartments)	 Cornerstone Housing Affordable Housing (2 four-plex units) <i>(Future 28 units)</i>	 Mobile Home Park (71 dwellings)
 St Vincent de Paul Apartments (36 units)	 Oak Leaf Village Apartments (14 units)	 Sierra Oaks Senior Living Nursing Home	 Green Leaf Village Apartments (34 units)	

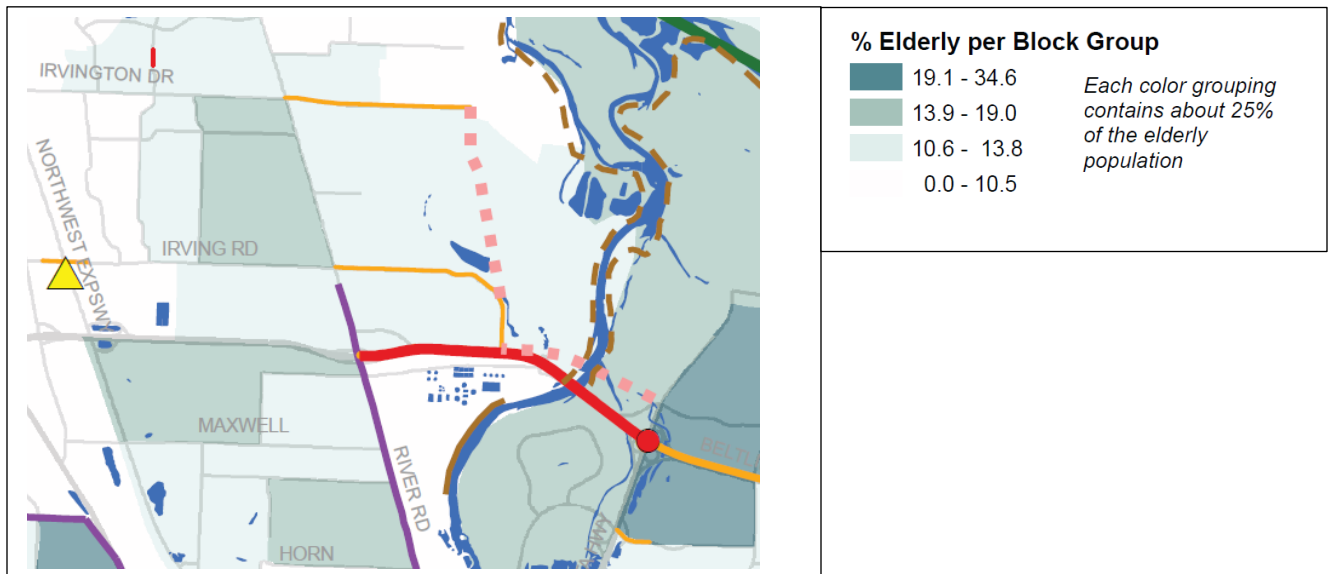
Beaver-Hunsaker Corridor Study

Environmental Justice / Title VI Protected Populations

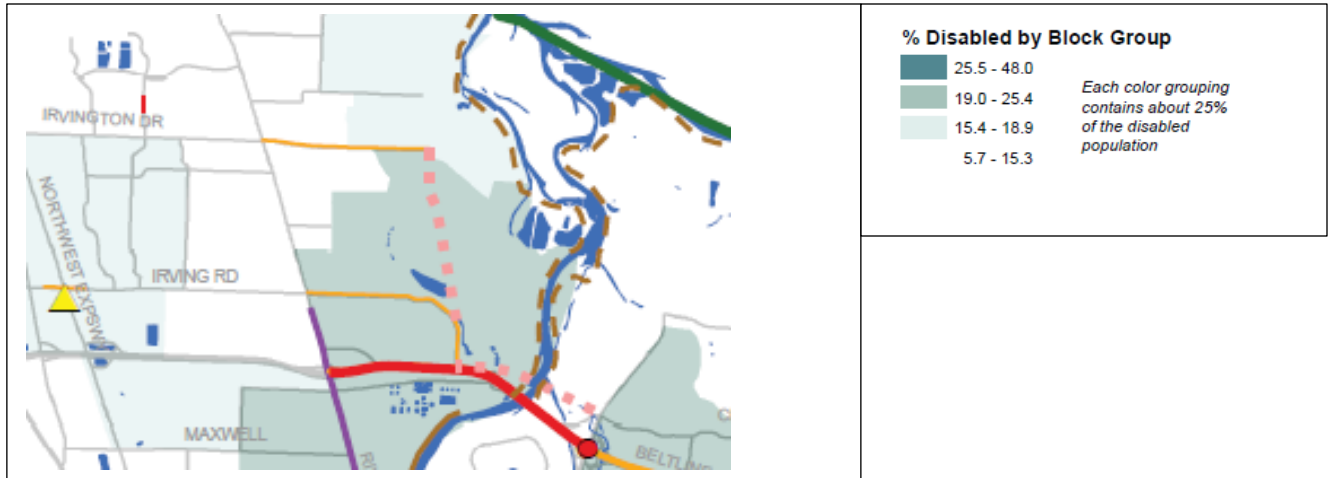
Minority Concentration within the Study Area



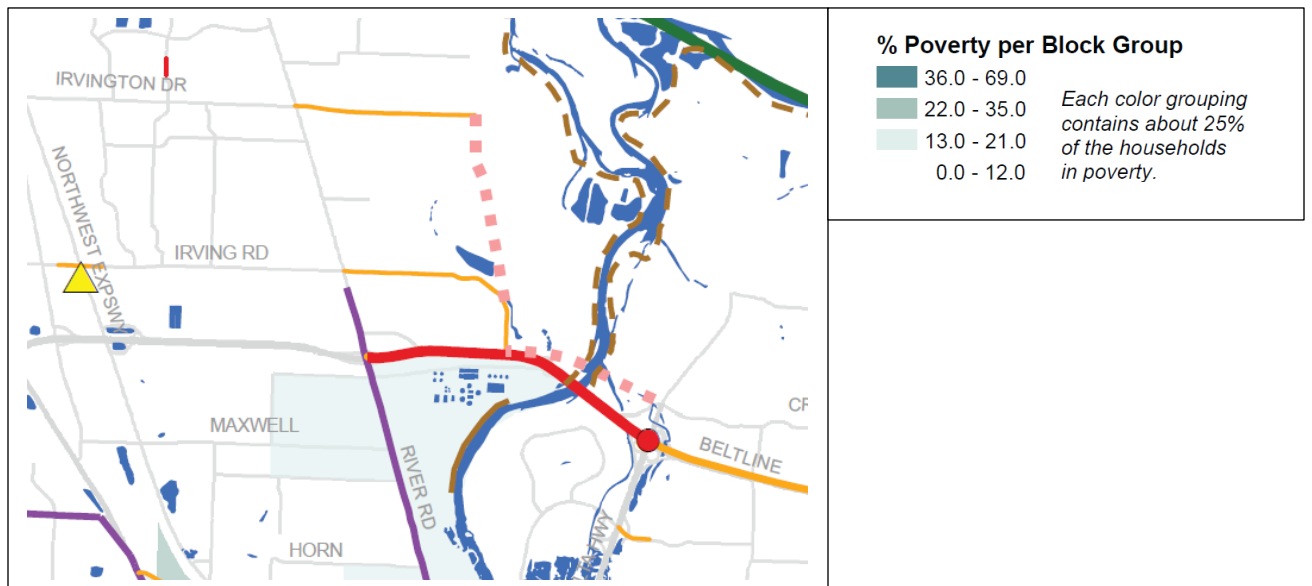
Elderly Concentration within the Study Area



Disabled Concentration within the Study Area

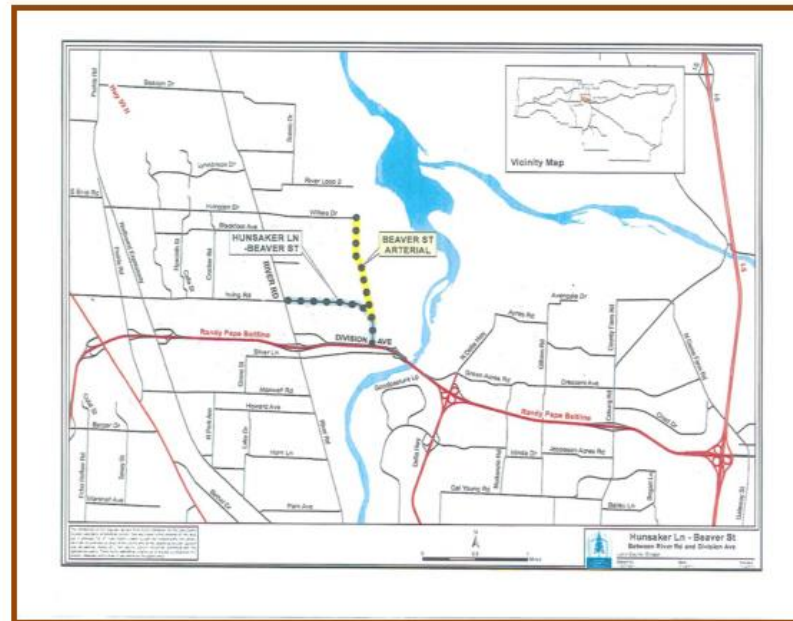


Household Poverty Concentration within the Study Area



**BEAVER-HUNSAKER
CORRIDOR STUDY**[Newsletter \(June 2016\)](#)[Frequently Asked Questions](#)[Hunsaker Lane](#)[Beaver Street](#)[Multi-Use Path](#)[What's Next?](#)[Draft Plan - Design Concepts](#)**BEAVER-HUNSAKER
CORRIDOR STUDY**[🔄](#) [🖨️](#) **A- A+**

In partnership with the Oregon Department of Transportation (ODOT), Lane Transit District (LTD), and the City of Eugene, Lane County developed a corridor plan to address the transportation needs for people driving, walking, biking, and riding the bus. The study area includes for the two corridors shown in the map below: 1) "Beaver-Hunsaker" which is the existing looped street that connects Division Avenue with River Road; and 2) "Beaver-Wilkes" which does not currently exist, but has been contemplated in prior transportation plans.



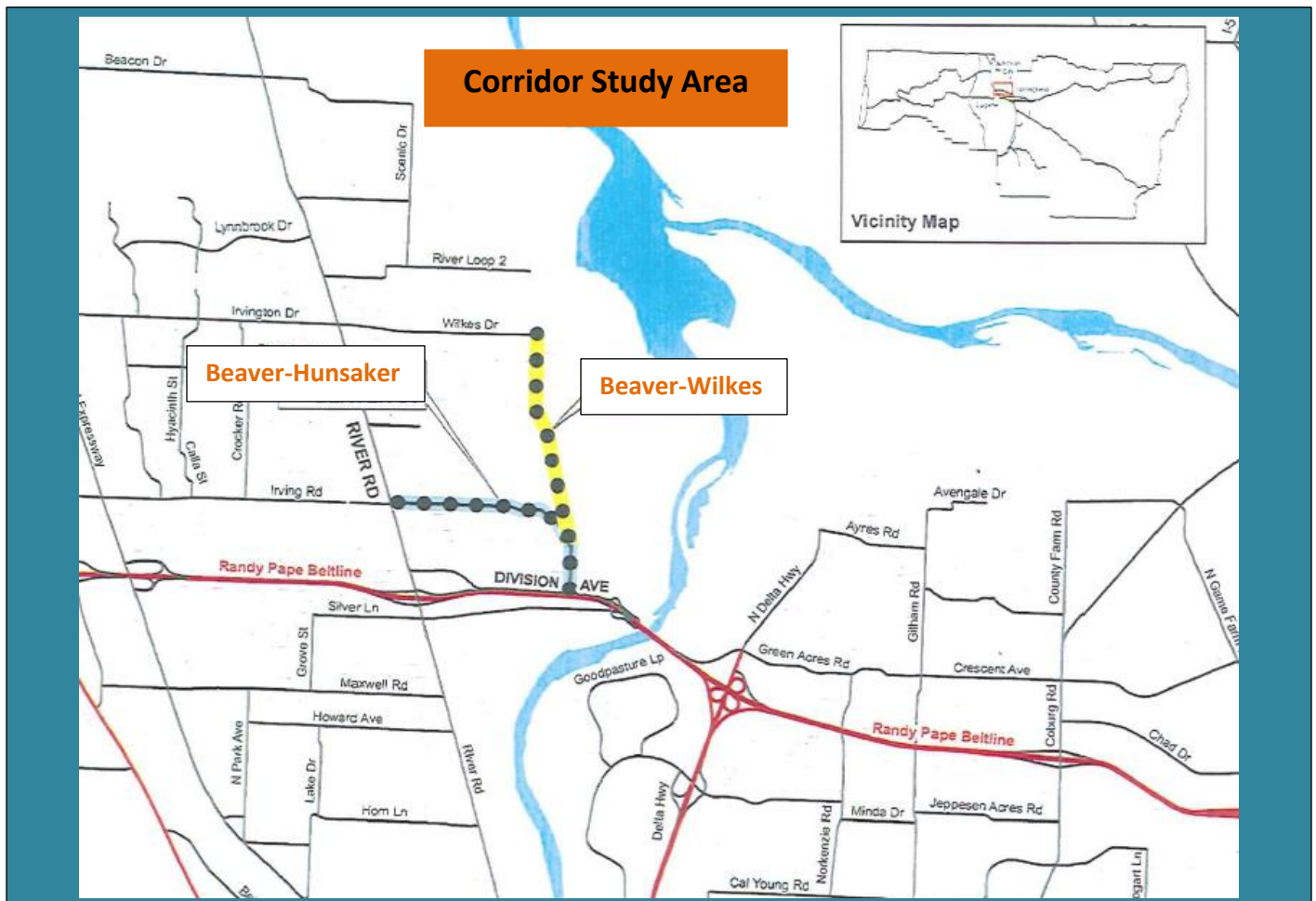


Future Travel on Beaver Street

Safe Accessible Convenient Access

Project Purpose:

This is a transportation planning study of two corridors: Beaver-Hunsaker and Beaver-Wilkes. Transportation improvements were identified for these corridors in past transportation system plans: 2001 *TransPlan* and 2004 *Lane County Transportation System Plan*. These metro- and county-wide 20-year system plans did not include a detailed analysis of the transportation needs nor did they consider design alternatives to meet those needs. This study will provide that needed level of detailed analysis.



There are some obvious needs within the study area. Beaver-Hunsaker currently lacks accessible transportation facilities for people walking, using transit, and biking. The financial and physical environments are a catalyst for considering a range of solutions. The transition of this Lane County rural facility to a City of Eugene urban facility will be part of the project considerations. The needs of the Beaver-Wilkes corridor are less obvious and a detailed analysis to determine the actual need has not been done. This study will include traffic modeling to determine connectivity needs for vehicles and/or bicycles/pedestrians. A known challenge to this corridor is its location being outside Eugene's urban growth boundary.

Embarking on this study was made possible through state and federal funding. Lane County is leading the project because it has jurisdiction over most of the study area, but Eugene, ODOT, and LTD are equally influencing the project through active involvement on the project's management team. The timing of this study capitalizes on other planning activities underway in the area, such as ODOT's *Beltline Facility Plan*, LTD's *Moving Ahead*, Eugene's *Transportation System Plan* and *Envision Eugene*, and Lane County's update of its *Transportation System Plan*. This study will align with those efforts for effective and efficient coordination.

Intended Results:

Determine the best way to provide the needed transportation facilities in a safe and accessible manner for all modes of transportation, with minimal impact to properties and the environment. The determination will be the outcome of a process that includes technical analysis (traffic modeling for congestion, safety, connectivity, operations, performance; land use, build and natural environmental considerations, regulatory framework) and community engagement (interviewing stakeholders, meeting with the neighborhood, hosting public events). The project will result in a written report, documenting the process, findings, and recommendations, that will be acknowledged by the Lane County Board of Commissioners. The study will include a conceptual design for the Beaver-Hunsaker corridor and a recommendation for the future of Beaver-Wilkes. The product of the study will facilitate the next steps to realizing physical improvements, such as obtaining environmental permits and construction funds.

For more information, contact:

Becky Taylor, Senior Transportation Planner
Lane County Public Works, 3040 North Delta Highway, Eugene, OR 97401
Phone: 541-682-6932 Email: Becky.Taylor@co.lane.or.us

Visit our web page:

<http://www.lanecounty.org/Departments/PW/TransPlanning>



Beaver-Hunsaker Corridor Study**Interested Parties**

Also see Advisory Contacts (PMT/TAC/Stakeholders)

LAST NAME	FIRST NAME	EMAIL	PHONE	AGENCY/Interest	Address
Allen	Don		541-688-5146		2722 Summer Lane
Ames	Trisha	ames_trisha@yahoo.com	541-285-8706	abutting owner	535 Hunsaker
Brand	Theresa	theresa.brand@ltd.org	541-682-6132	LTD, Point2Point	
Cady	Michelle	mcady@cornerstonecommunityhousing.org	541-683-1751	Cornerstone Community Housing	PO Box 11923, Eugene, OR 97440
Carmichael	Tom	tom.carmichael@gmail.com	541-357-8661	Property owner	500 Hunsaker Lane
Chadbourne	Jill	ichadbourne@cornerstonecommunityhousing.org	541-683-1751	Cornerstone Community Housing	PO Box 11923, Eugene, OR 97440
Cubbage	Amy	acubbage@cornerstonecommunityhousing.org	541-683-1751	Cornerstone Community Housing	PO Box 11923, Eugene, OR 97440
Coykendall	Todd	ttcoykendall@msn.com	541-990-5190	partition 465 Hunsaker	1545 Salmon Run SW, Albany 97321
Coykendall	Ivan	ijrec@q.com	541-990-3282		655 Erin Crest NW, Albany 97321
Crossler	Mark	msj_crossler@hotmail.com	541-607-????	bike paths on Willamette, avoiding River Rd	4453 Calumet Way, Eugene
Downey	Patrick & Molly	pmgdowney@msn.com			1286 Bond Lane
Douglas	Renee	douglasr345@aol.com	541-746-3362	owns abutting property	37066 Couley Road: Springfield, OR 97478
Earl	Melissa	melissaearl@gmail.com	541-221-1581		2677 Ware Lane
Ellsworth	Bruce	bruceellsworth2@gmail.com			
Ellsworth	Nora	tashadog90@gmail.com	458-210-6650		2460 Beaver Street
Finigan	Jerry	jerfinigan@comcast.net	541-688-1406	Santa Clara Neighborhood Association Chair	1250 Irvington Drive
Foelker	Tim	tim@protechworks.com	541-689-8897		4792 Herman Street
Foster	Mark	mark.a.foster@odot.state.or.us	541-757-4179	ODOT Local Agency Liasion	3700 SW Philomath Blvd, Corvallis 97333
Fox	Sam	sam.fox@co.lane.or.us			
Galloway	Zach	zach.a.galloway@ci.eugene.or.us	541-682-5485	City of Eugene Planning	
Gilbert	Damien	damieng@branchengineering	541-746-0637	Branch Engineering	
Gilbert	Patsy		541-689-9628		2722 Daffodil Court
Glessner	Debbie	jazndeb@gmail.com	541-510-2785		2666 Ware Lane
Gustafson	Karen	mkkvgusto@aol.com	541-998-1767	owns abutting property	95429 Territorial Rd, Junction City, OR 97448
Habliston	Polly	polly@uoregon.edu	541-461-0339		1258 Dalton Drive
Hagen	John	donita.john@yahoo.com	541-521-1174	owner of 4 properties abutting Hunsaker	255 Hunsaker Lane
Haigler	Cliff		541-747-5513	owns duplexes on Lone Oak (585 & 595)	89179 Marcola Rd, Springfield
Haliski	Gary	haliskig@hotmail.com	541-337-1331		4564 Altura Street
Hammer	John	john@jphammer.com	541-683-1166	abutting property owner	PO Box 2266, Eugene, OR 97402
Hanson	Daniel	danfromeugene@gmail.com	541-543-1534		2625 Ware Lane
Hardwick	Claudia	claudiahardwick@yahoo.com	541-953-0048	abutting property owner	2552 Edgewater Dr; Eugene, OR 97401
Harris	Cammie	cammie.harris@ltd.org	541-682-6118	LTD Marketing & Communications	
Hays	Gary	westwindfisheries@hotmail.com	541-662-0966	owns property abutting Hunsaker	PO Box 1312; Winchester Bay, OR 97467
Helm	Darla	darlahelm8@gmail.com	541-968-7033		PO Box 41364, 97404
Herman	Richard	rherman@cornerstonecommunityhousing.com			
Hochhalter	Ray	rayh57@outlook.com			2711 Summer Lane
Hopkins	Paul	phhorizon@aol.com	541-912-4250	30-year resident next to Darimart	125 Hunsaker Lane
Hunter	Marilyn	huntermarilyn39@gmail.com	541-688-0860		244 Susan St, Eugene 97404
Inversion	Alfred	leomonkey@comcast.net	541-461-5078	owns abutting property	2386 Beaver Street
Jackson	Amy	amyj@remax.com			
Klope	paul	paul.w.klope@ci.eugene.or.us			
Laird	Matt	teamlaird2010@gmail.com	541-844-6631		2675 Ross Lane
Landgreen	Scott	landepx@rioua.com	541-461-4786		296 Hunsaker Lane
Lautaro Investmen	Beverly		541-686-2393	owns abutting property (506 Hunsaker)	PO Box 5357, Eugene, OR 97405
Lord	Lydia	lydia6@mindspring.com	541-688-3894		334 Lone Oak Avenue
MacRhodes	Shane	macrhodes@4j.lane.edu	541-790-7492; 541-556-3553	4J SRTS	
McCright	Casey	casey.mccright@ml.com	541-342-5650; 541-556-1720	Gobal Wealth Advisor	800 Willamette #650, Eugene

Attachment 4-5

McCright	Brittney	themccrightfamily@gmail.com	541-285-3034		4057 Scottdale Street, Eugene, OR 97404
McMahon	Ed	ed@hbalanecounty.org	541-484-5352	Home Builders Association	
Meyi-Galloway	Ellen	ellen.e.meyi-galloway@ci.eugene.or.us	541-682-5532	City of Eugene Community Development	
Miksis	Mark	mark@dechase.com			
Morin	AJ	morin.ajm@gmail.com			
Myrand	Richard		541-915-9667	owner concerned about traffic speeds	2813 Taito
Narva	Joel	joelnarva@earthlink.net	541-689-5232		2830 Echo Ln
Nelson	Bill & Lori	blanelson@msn.com	541-688-8880		2800 Summer Lane
Neu	Jim	jineusies2@gmail.com	925-446-0234		3070 Webster Street, Eugene
Pickett	Stan	spickett@deltasq.com	541-688-2233	Delta Sand & Gravel, General Manager	
Price	George		541-688-8360		Hyacinth
Reilly	Carleen	carleenr@gmail.com	541-689-8561	River Road Community Organization Chair	395 Marim Lane
Ruud	Muriel	meruud@gmail.com	541-485-1119		2658 Ware Ln
Sampson	Rob	rob@hattv.com			
Santee	Chris	cmsantee@gmail.com		17-year resident	520 Hunsaker Lane
Sebba	Rafael	rafael.sebba@co.lane.or.us			
Shapitka	Joseph		541-688-9469	owns abutting property	424 Terra Linda
Sutton	Ron	ron.w.sutton@gmail.com	541-521-8780		226 Susan Street
Tait	Bruce		541-689-7691	owns abutting property	
Thompson	Devin	thompson.devinlee@gmail.com	541-285-6718		
Thumel	Margaret	margaretthumel@yahoo.com		owns property on Green Lane	
Thurstop		thurstop@gmail.com			
Vaughn	Ann	vaughn_a@comcast.net	541-461-8942		4269 Altura Street
Wagner	Patt	wagnerpatt@yahoo.com	541-688-6899		3063 Webster Street
Walport	Meredith		541-844-1259		565 Hunsaker Lane
Watson	Carlyn	carlynW@whitewaterconst.com			
Whipp	Jessika	jessika.whipp@svdp.us	541-606-9062	SVdP Resident Service Coordinator	
Wildish	Gary	gwildish@chambers-gc.com	541-688-6878		2424 Quince St
Williams	Catherine	gracefullgoddess@yahoo.com	661-287-3520	owns property on Hunsaker	25614 Melvill Ct; Stevenson Rnh, CA 91381



Lane County Public Works Department

Engineering & Construction Services Division

June 30, 2015

Owner/Occupant
Address Abutting Beaver-Hunsaker
Eugene, OR 97404

RE: Beaver-Hunsaker Corridor Study

As an owner and/or occupant of property abutting Beaver Street and/or Hunsaker Lane, I am writing to inform you of a transportation study being conducted by Lane County for this corridor. Lane County received federal funding to study this corridor to determine the transportation needs for all modes and prepare some alternatives to address those needs.

Within the next several months, Lane County's survey crew will be working in your area, collecting information, to facilitate this study. The survey work will include: performing a topographic survey of the road; and locating private and government survey markers in the area to help determine the existing right of way of the County Road. Though it may be necessary for crews to enter your property, in order to properly perform the survey, they will not damage trees, shrubs, or buildings while gathering the survey information. The survey crew will attempt to notify you in person, prior to entering your property in accordance with Oregon Revised Statutes (ORS) 209.015. Any questions related to the survey work should be directed to Jay Blomme', Interim Lane County Surveyor, at 541-682-6997.

The process will include additional public outreach and community workshops. The project does not involve construction of improvements. We do not have funding at this time to implement any of the improvements that may be recommended by our study. If you would like to continue to receive notice about this project and upcoming events, please provide your name, mailing address, and other contact information such as email and telephone. Please contact Becky Taylor, Transportation Planner, at 541-682-6932 or at becky.taylor@co.lane.or.us.

Additional information is available on our webpage at
<http://www.lanecounty.org/Departments/PW/TransPlanning>

Sincerely,

Becky Taylor
Transportation Planner

Jay Blomme'
Interim Lane County Surveyor



Lane County Public Works Department

Engineering & Construction Services Division

July 7, 2016

Billy Don & Gloria James
339 Hunsaker Lane
Eugene, OR 97404

Dear Mr. & Mrs. James:

I am writing to property owners abutting Beaver Street and Hunsaker Lane. I am in the process of developing designs for those streets to address safety concerns. Currently, there is no safe place for people to walk or bike.

Neighbors have also expressed concerns about vehicle volumes and speeds. Knowing that traffic is expected to increase over time, I'm looking at designs that would help slow vehicle speeds, such as narrower travel lanes and raised crossings for pedestrians. Bike lanes, sidewalks, and street trees have also been proven to slow vehicle speeds. There is an interest in changing the posted speed from 35 mph to 25 mph.

This map shows your property at 339 Hunsaker Lane. The light blue line shows the existing right-of-way (where your property ends and the public street begins). The white shading shows where we might install sidewalks on Hunsaker Lane. This concept shows that the sidewalk could be built within the existing right-of-way, but that it may affect some landscaping and parking areas.



Enclosed is a comment form with more information about the designs and the kind of information we are seeking from the community. It would be great if you would be able to complete this form and return it to me. You may also email me for an electronic version.

There is currently no funding or schedule for construction. This is the first step in the process of realizing improvements – by figuring out what needs to be built and whether there is community support. My goal is to arrive at a community-preferred design that will inform future construction decisions.

Please let me know if you have any questions. I would love to hear from you!

Sincerely,

Becky Taylor
Senior Transportation Planner



Becky Taylor | Senior Transportation Planner

Lane County Public Works | Engineering and Construction Services

3040 N. Delta Hwy | Eugene, OR 97408

541-682-6932 | becky.taylor@co.lane.or.us

Personal Motto: The greatest satisfaction in life is working hard at work worth doing.





Lane County Public Works Department

Engineering & Construction Services Division

July 7, 2016

Lone Oak Assisted Living
2615 Lone Oak Way
Eugene, OR 97404

Hello!

I would like to learn more about the transportation needs of your residents and employees. I'm currently working with the local community on some design solutions to improving the safety of Beaver Street and Hunsaker Lane. Enclosed is a comment form with more information about the designs and the kind of information we are seeking from the community. It would be great if you would be able to complete this form and return it to me. You may also email me for an electronic version.

There is currently no funding or schedule for construction. This is the first step in the process of realizing improvements – by figuring out what needs to be built and whether there is community support. My goal is to arrive at a community-preferred design that will inform future construction decisions.

Please let me know if you have any questions. I would love to hear from you!

Sincerely,

Becky Taylor
Senior Transportation Planner



Becky Taylor | Senior Transportation Planner

Lane County Public Works | Engineering and Construction Services

3040 N. Delta Hwy | Eugene, OR 97408

541-682-6932 | becky.taylor@co.lane.or.us

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Lane County Public Works Department

Engineering & Construction Services Division

August 7, 2015

Cliff Haigler
595 Lone Oak
Eugene, OR 97404

RE: Beaver-Hunsaker Corridor Study

Thank you for responding to my June 30th letter, expressing your interest in this project. If you are willing to share your perspective, I would like to hear more from you. Enclosed is more information about the project and a comment form. If you prefer to share your comments by phone or email, please submit those to me at 541-682-6932 or at becky.taylor@co.lane.or.us.

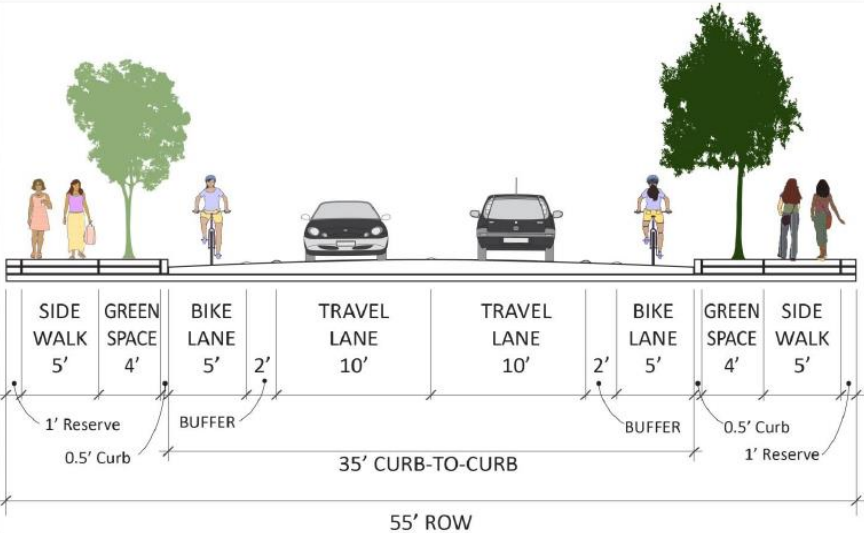
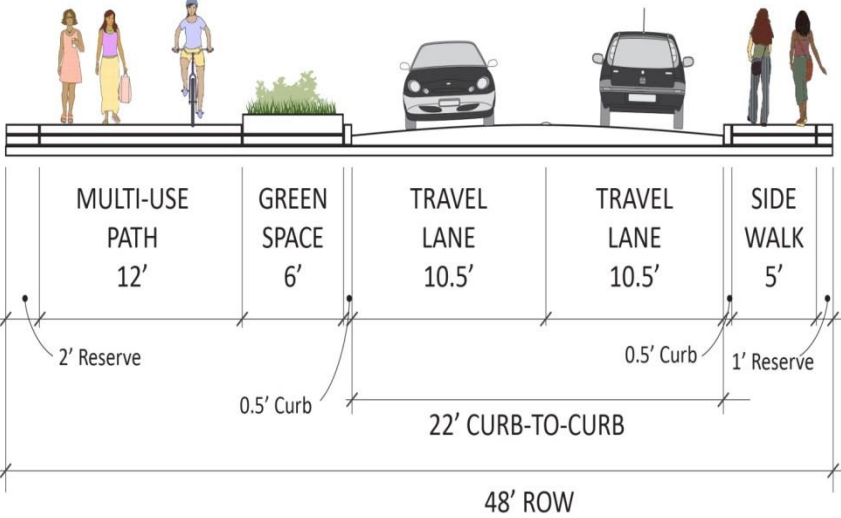
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Becky Taylor
Senior Transportation Planner

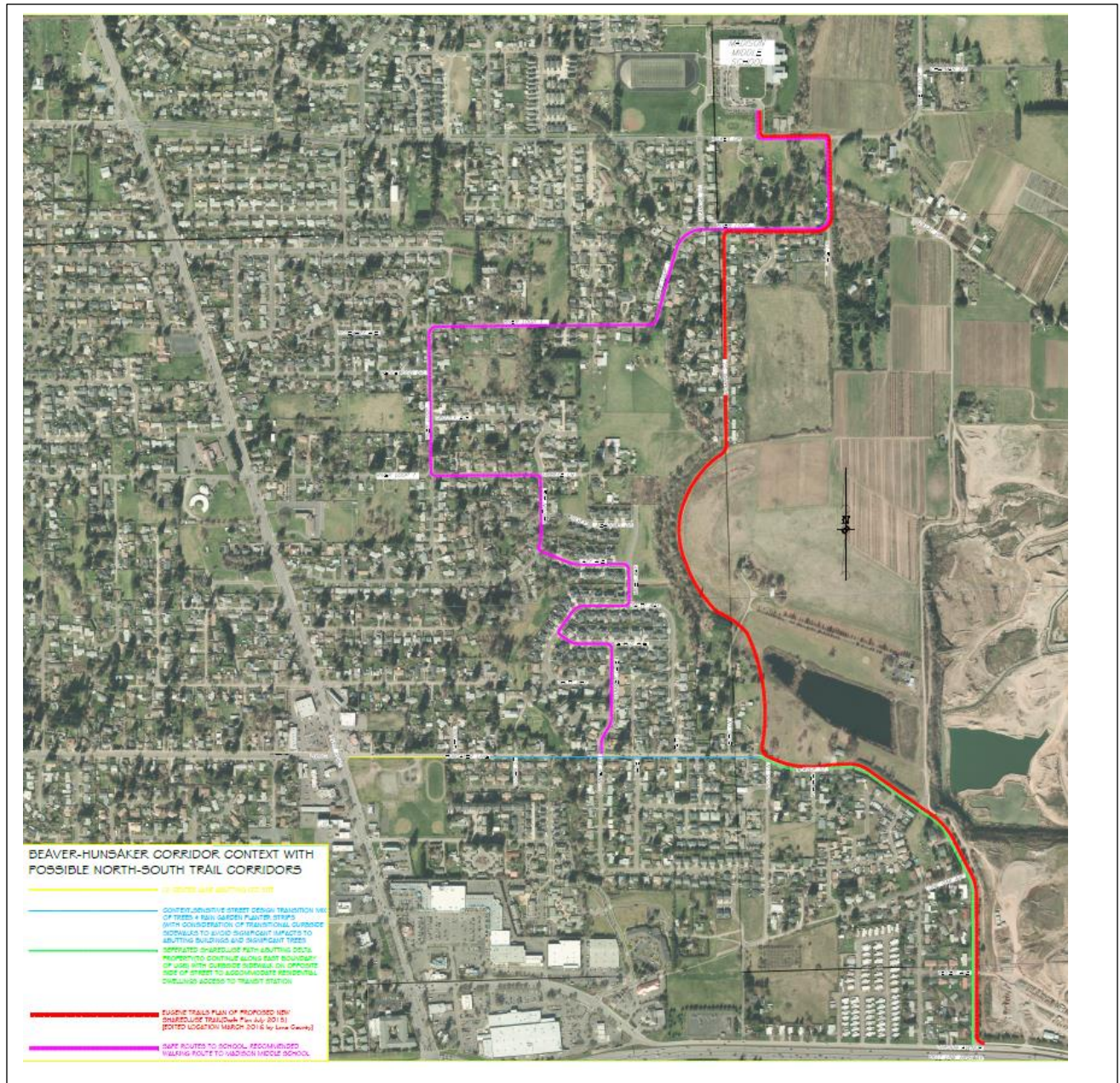
Survey Results Summary

37 respondents

What do you think about the draft design concepts?

Hunsaker Lane	Comments
 <p>Rank your response to this design: Majority voted "Support"</p> <p>1 = strongly against (4 votes), 2 = against (3 votes), 3 = neutral (3 votes), 4 = support (11 votes), 5 = strongly support (11 votes)</p>	<p>What's different about this design and why:</p> <p>Travel lanes have been reduced from 11 feet to 10 feet to slow vehicle speeds, with the goal being a posted speed of 25 mph instead of the current 35 mph</p> <p>Do you support this change? Yes 25 votes No 10 votes</p> <p>The green space is 2 feet narrower to reduce the overall street width and minimize impacts to abutting properties.</p> <p>Do you support this change? Yes 29 votes No 6 votes</p>
Beaver Street	Comments
<div style="display: flex; justify-content: space-between;"> East Side of Street West Side </div>  <p>Rank your response to this design: Majority voted "Strongly Support"</p> <p>1 = strongly against (0 votes), 2 = against (0 votes), 3 = neutral (1 vote), 4 = support (15 votes), 5 = strongly support (12 votes)</p>	<p>What's different about this design and why:</p> <p>Extending the bike path from Division Avenue, along the east side of Beaver Street, for an eventual bike path connection to Wilkes Drive</p> <p>Do you support this change? Yes 29 votes No 1 vote</p> <p>Providing a curbside sidewalk to enable walking on the west side of the street and an extra ½ foot of travel lane width in case bikes want to share the road</p> <p>Do you support this change? Yes 29 votes No 2 votes</p>

Walking and Biking Corridors



Do you have any feedback on the recommended safe route to school shown in pink?

- **This is the same route my son took to ride his bike to school. Will bike improvements be made to River Loop #1?**
- **Why? It's not the most direct route – which is the one the kids will take. Much too windy and dangerous for walkers/bikers along River Lp #1, anyway. Also, these are teenagers; they're not going to take the "safe" route to middle school.**
- **I like this idea for children's' safety.**
- **Great idea for residents from Hunsaker to Wilkes. Lighting may have to be incorporated into design.**
- **Good idea – keep kids off River Road as much as possible.**

Survey Results Summary

37 respondents

- Good route. It needs to be signed for bikes and peds to navigate it easily.
- Could the proposed bike path also be a pedestrian path, it seems safer & shorter
- I am in favor of this safe route to school
- This is hard to determine the path that has been proposed
- I'd have to analyze the route in more depth. Is the idea that it would be a bike boulevard? What level? What improvements? It's a bit windy.
- Looks good – my husband rides his trike on those streets now
- Good!
- Needs lots of signage
- Safe route for children is good!
- Using Taito would be more direct
- Signage for students is very important, to encourage bike transportation and ensure student safety.
- The red line path is better and more direct
- It's complicated. Based on what I know about kids, they look for the shortest distance between two points, even when it means trespassing on private property. This looks like an invitation to cut across.
- We do need safer walking paths. I do not agree with adding trees that cost to maintain.

Do you have any feedback on the proposed bike path location shown in red?

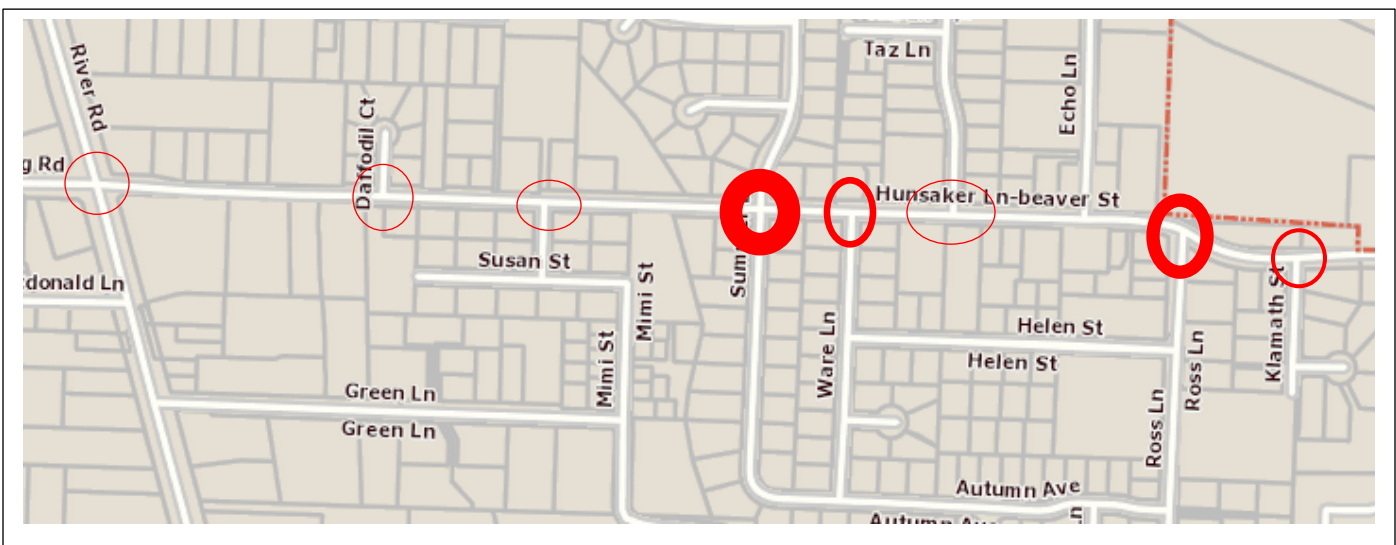
- Would be nice
- We like that the proposed path connects to Madison Middle School and improves safety along Beaver-Hunsaker
- Too bad it's not for cars!!!
- Why not connect Hunsaker directly to Zane Lane/River Loop #1? Or if this version, why not Admiral Street to Alameda Street? Students & bikers currently use the driveway past the school's football field – only cars use the driveway into the school's parking lot. Also, the driveway past the football field is the direct route to the proposed Madison community park.
- I do like this idea for all bike riders.
- Great idea for biking and extension of west bank bike path. Keeps cyclists/peds off River Road connector.
- Looks great, but straighter is better. Why no use Alameda?
- Good
- I am in favor of this proposed bike path
- Looks good. See about bending it around the back of the 4J property to allow a straight line up Zane or make it go up Alameda & improve that crossing.

- I'll look forward to exploring it, if I'm not too old by then
- Will you put a fence between the path and adjoining private property?
- I support it but improving the roadway is my 1st priority
- Looks Good!
- Multi-use path ok. Needs to be dedicated bike/ped use.
- I love it. The neighbors at the southern tip of Admiral Street are concerned about kids on bikes at the intersection of Admiral and River Loop 1.
- No, only concern is the amount of use it will get from the present neighborhood
- The proposed bike path would make it the best logical solution to the excessive traffic on Hunsaker.
- My husband and I are in full support of the bike path project. We are active individuals that would utilize that space weekly. We also hope that the City of Eugene will prioritize a River Road project such as this. It's the equitable choice.
- I support but take another look at extending Beaver north to connect to River Loop 1 to reduce traffic on Hunsaker
- I like it. Path or bike lane needs to extend down Hunsaker to River Road.
- Looks good
- It depends on what the cost would be.

What intersections/locations along Beaver-Hunsaker do you think would benefit from pedestrian or bicycle crossing treatments? (Please circle the locations on the maps provided below.)

Hunsaker Lane Crossing Needs for People Walking and Biking

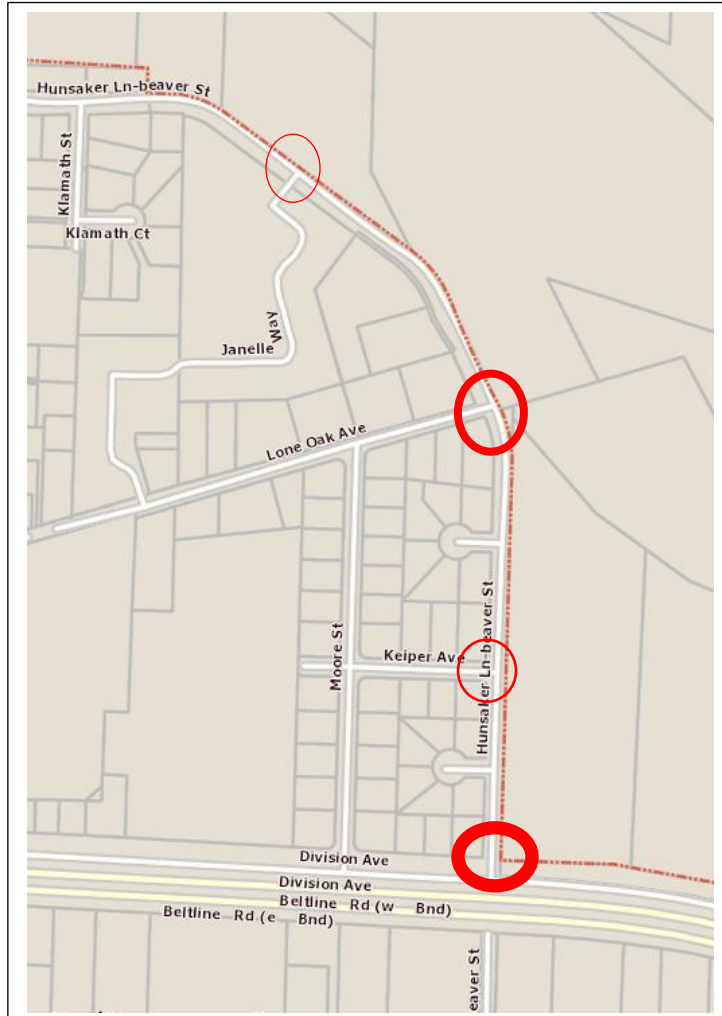
(Line weight of circle increases by 0.5pt per response)



Survey Results Summary

37 respondents

Beaver Street Crossing Needs for People Walking and Biking



Tell Us More About Yourself...

Do you live or own property on Beaver Street or Hunsaker Lane? Yes 13 No 23

Do you live in the area (if not on these streets)? Yes 12 No 7

Do you work in the area? Yes 11 No 23

How often do you travel on Beaver Street-Hunsaker Lane?

- **By bike:**
 - 5 people daily
 - 7 people weekly
 - 3 people monthly
 - 6 people a few times a year
 - 10 people never
- **By foot:**
 - 4 people daily
 - 10 people weekly
 - 3 people a few times a year
 - 13 people never
- **By car:**
 - 22 people daily
 - 9 people weekly
 - 4 people monthly
 - 3 people a few times a year
 - 1 person never

What improvements could the County consider to improve your experience while traveling on Beaver-Hunsaker:

Sidewalks	Yes <u>30 votes</u>	No <u>2 vote</u>
Bike lanes	Yes <u>28 votes</u>	No <u>2 vote</u>
Street Trees	Yes <u>12 votes</u>	No <u>10 votes</u>
Street Lights	Yes <u>21 votes</u>	No <u>3 vote</u>

What else?

- We need a turn arrow to turn from Hunsaker onto River Road and from Irving across River Road to Hunsaker to turn from Irving left onto River Road.
- I would walk if there were sidewalks
- Some sort of speed controls
- No green space!
- We work with Cornerstone Community Housing and are considering the interests/needs of 36 low-income households (future residents) who will live on Hunsaker, near Lone Oak. Safety is a major concern.
- Turn arrow at light on River Road from Irving and Hunsaker

Survey Results Summary

37 respondents

- No sure about taking so much property from homes to build everything
- Slow down the speed limit
- The street is too windy on Beaver and the street proceeds to a long straight at Hunsaker, allowing speeds to be in excess of the posted speed. Wish the annex of houses on Taito and others located on city property too many cars are traveling on Hunsaker. One way out, the current street appears to be too narrow to expand without leaving property owners without any frontage.
- Is there really enough property to add sidewalks?
- It's currently not safe to walk or bike on Hunsaker
- Need protected turn lanes at River Road
- Speed bumps to be installed to slow down traffic on northbound traffic on Summer that is flowing into new subdivision
- Left hand turn off Hunsaker to River Road
- Would a shared bike/ped path use less horizontal space then separate bike/sidewalks? If so, I would prefer that!
- Intersection of River Road and Hunsaker need improved. Hard to get out of Dari Mart.
- Crosswalks intersection River Road & Hunsaker. Bottle neck while trying to turn onto River Road.
- Sidewalks on south side of Hunsaker only would be plenty sufficient. Traffic westward is probably 10 times the eastward traffic. Only the south side of Hunsaker needs sidewalk/bike lane. North side is unnecessary waste.
- Completely unnecessary to have a curbside sidewalk with a bike path across the street.
- Too dangerous to walk or bike on Hunsaker.
- The Beaver Street design concept should be continued through Hunsaker.
- Nothing being done to keep cars at 35 mph now. NO police presence.
- What about a road instead of a bike path between Beaver and Wilkes?
- Sidewalks are a good addition along Hunsaker
- Divert traffic away from Hunsaker
- Crossing signal for bikes to cross at Beaver/Division intersection would help divert cars onto Division as it is intended
- Put speed bumps to slow traffic 25 mph is a good idea
- There is not enough foot traffic to warrant both a multi-use path AND a sidewalk.
- The narrower travel lanes are acceptable ONLY if speeds are 25 mph or less.
- The problem is the excess traffic, which could be diverted to both Division and north to River Loop 1.
- No need for bike lanes and sidewalks on both sides of Hunsaker

- Beaver/Hunsaker needs more traffic enforcement. Drivers consistently exceed speed limit. If speed is lowered to 25 mph it needs to be enforced.
- Would bike and foot drastically more if I felt safe
- Prioritizing the connection of the bike path. It's time River Road gets access to trail. Our community needs it and it expanding greatly in the near future with all the development.
- Support the narrower green space as long as we keep greenery
- Expand Hunsaker to 65' ROW with center turn lane, bike lane, sidewalks, and green strips
- Expand Beaver Street to 60' ROW
- 25 mph? Really?
- Minimize green space
- It's important to make the route safe for bikes
- I walk my dogs along Beaver/Hunsaker 3-4 times a week. It would be great to feel safer when I do that.
- Better signage; traffic slowing features
- Prefer biasing 55 wide street to south side of ROW west of Taito Street
- Pie in the sky proposals: Longer on/off ramps off Beltline; bypass from North Delta Hwy to north River Road for future development to eliminate traffic at Beltline/River Road corridor; realign Delta Hwy/Beltline intersection; add east/west bridges over river; proposed Beaver Street arterial; west bank path be continued north on east side of Knife River property to connect with Beaver Street arterial bike lane
- Question necessity of green space in regard to existing trees. Widening of Beaver should be from the east side. Bike lane definitely needed. Not sure about sidewalk or greenspace. May not be enough room regarding private property easements. Are greenspaces necessary?
- Built it so a 10-year-old can use it on their own
- Reduce traffic congestion at River Road.
- Bike lanes OK if enough room to be safe
- No taking of property
- No assessment to property owners
- Trees on walk lane is slippery in winter
- Almost no one walks on west side now as it is too dangerous (narrow). Better to extend bike and foot travel on east side by Delta Sand and Gravel. There are no storm drains also.
- Depends on how much it would impact our property tax and how much land would be lost to these improvements.
- Thank you for sending this out and giving property owners a say.



BEAVER-HUNSAKER CORRIDOR STUDY NEWSLETTER



COMMUNITY SOLUTIONS

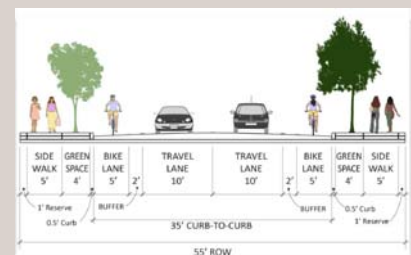
Planning designs to meet current and future needs

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.

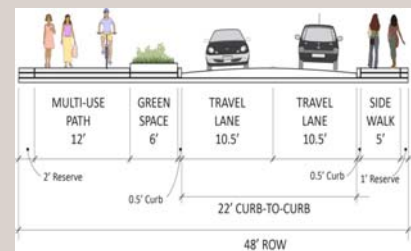
The County presented design solutions at the workshop that were based on both technical analysis as well as feedback gathered by staff and through the Lane County Board of Commissioners through a variety of interactions with the people traveling the street and living next to it over the past 12 months. 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>

or contact:

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Senior Transportation Planner

Lane County Public Works
3040 North Delta Highway
Eugene, OR 97401
541-682-6932
becky.taylor@co.lane.or.us

BEAVER-HUNSAKER CORRIDOR STUDY

NEWSLETTER (AUGUST 2017)



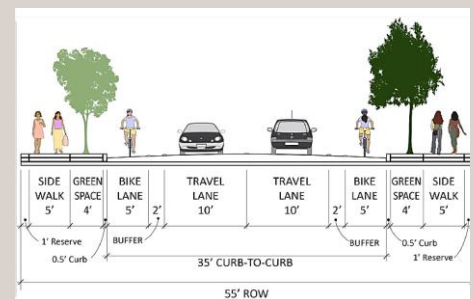
TRANSPORTATION ADVISORY COMMITTEE RECOMMENDS PLAN APPROVAL

July 26, 2017 – More than 15 area residents and business owners attended the Lane County Transportation Advisory Committee (TrAC) public hearing to share their ideas, experiences, and feedback on the future changes to Beaver Street and Hunsaker Lane, as recommended in the Beaver-Hunsaker Corridor Plan. Many of the area residents were excited about the recommendations to improve safety for pedestrians, cyclists, and local traffic. Residents and County staff are also excited about the future use of raised pedestrian crossings and pedestrian-activated flashing beacons, which are part of the Plan recommendations for the Beaver-Hunsaker corridors. The need for traffic calming was an emphasis in the approval recommendation by the Transportation Advisory Committee.

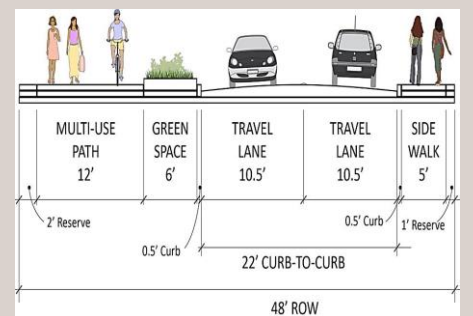
On August 22, 2017, the Lane County Board of Commissioners will consider final adoption of the Beaver-Hunsaker Corridor Plan. Following adoption of the Plan, a detailed design process is necessary, which would involve affect property owners, to determine the alignment of several design elements, such as sidewalks, planter strips, and parking bays. (More information is provided on page 5.)

RECOMMENDED DESIGN CONCEPTS

HUNSAKER LANE



BEAVER STREET

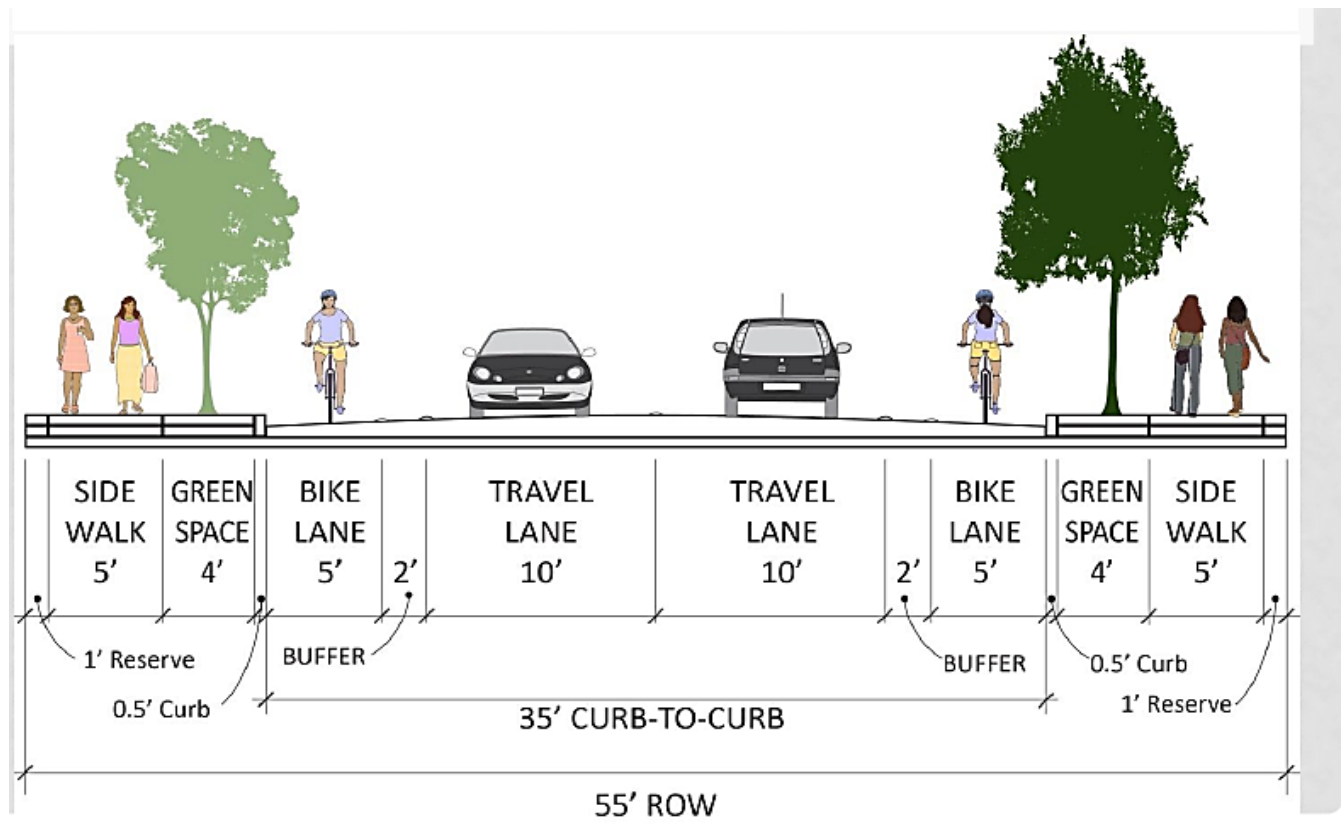


BEAVER-WILKES BIKE PATH

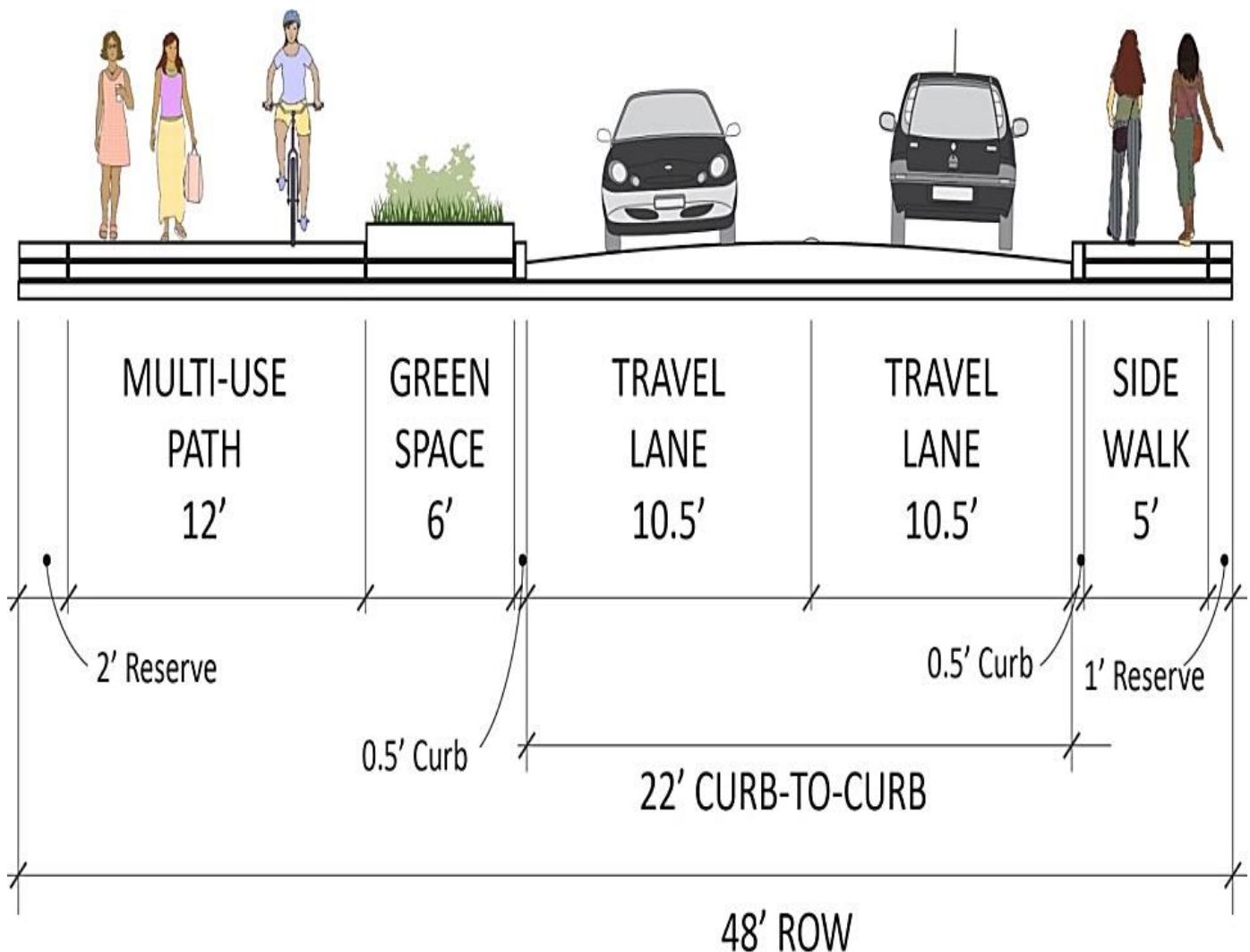


Design Recommendations

For Hunsaker Lane, sidewalks and bike lanes are recommended on both sides of the street. These facilities would connect the residences that line both sides of the street to the proposed transit station and the existing neighborhood commercial uses on each side of the street at the intersection with River Road. The design recommendation calls for a green space to provide a buffer for pedestrians, which could be used for tree plantings and/or stormwater infiltration. The green space may be substituted with parking bays or omitted – depending on a subsequent design process which will refine these details with property owners, based on reasonable criteria for minimizing property impacts. For the most part, the recommended design would fit within the existing right-of-way width; under current conditions, there are several private property encroachments within the existing right-of-way. Right-of-way needs may vary depending on the future design refinement process.

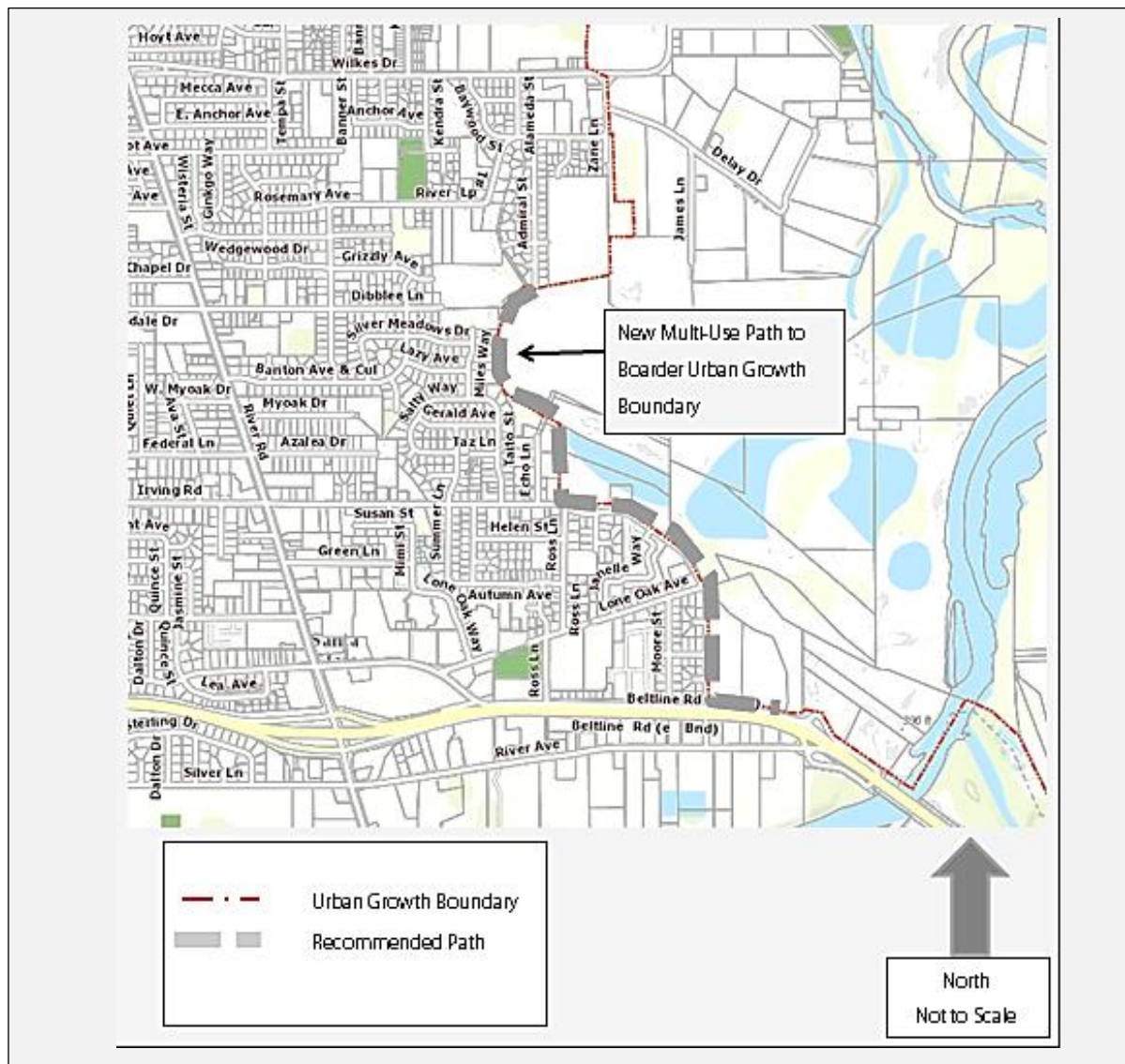


For Beaver Street, the design recommendation links the corridor to the existing pedestrian and bicycle path along Division Avenue by creating a new pathway adjacent to the Delta Sand and Gravel property. Sidewalks are provided only on the south/west side of the street for the following reasons: to emphasize use of the multi-use path on the north/east side of the street; in recognition that an unbalanced right-of-way need on the north/east side would come from Delta Sand and Gravel, which has indicated support for the path; in acknowledgement that southbound traffic volumes are significantly lower, in which case a buffered bike lane and setback sidewalk would not be as essential to ensure bicycle and pedestrian safety; and to minimize land impacts, particularly an open drainage ditch and transmission lines. The design solution also recognizes the potential to add a north-south off-street pathway from the corridor north to Wilkes Drive. In particular, the design recommends narrowing the existing travel lanes and keeping the roadway to one travel lane in each direction. This is especially important to the neighborhood with regard to ODOT's proposed improvements to Beltline, which could include a new street connecting to Beaver Street. Additional design work is needed to determine the location and type of connection (e.g. a roundabout may be possible) and the transition to this recommended design. In particular, Beaver Street is not envisioned to be widened to accommodate additional travel lanes.



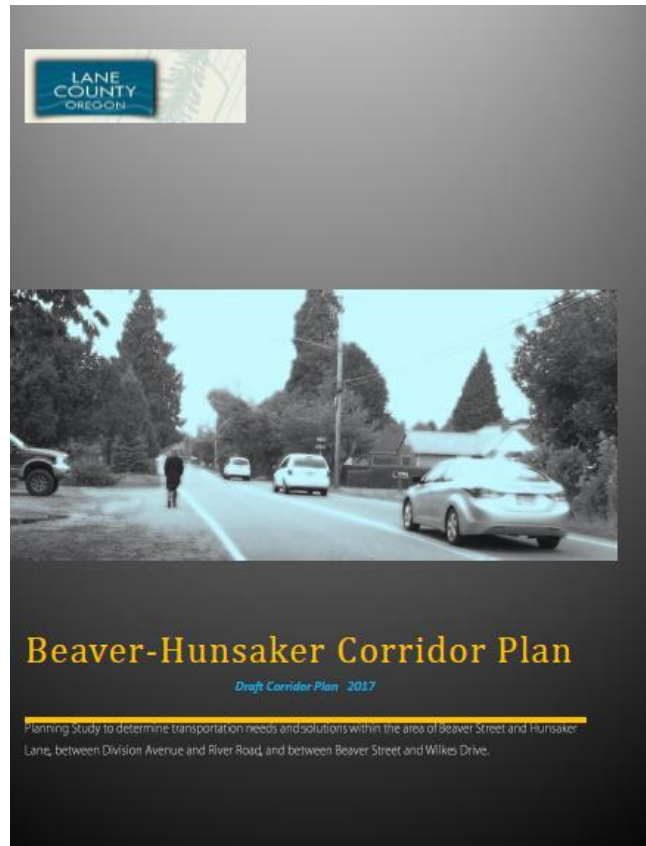
Multi-Use Path

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 concerning transportation facilities outside urban growth boundaries (see details below). Instead, a new multi-use path is recommended, which is allowed by state law. The path would extend the existing path on Division Avenue to the north, along the north/east side of Beaver Street and the west side of Delta Sand and Gravel, generally east of the urban growth boundary, to Admiral Street, for an eventual connection to Wilkes Drive. North of Wilkes Drive is Madison Middle School and City parkland, both of which have a high demand for walking and bicycling trips. The Santa Clara Neighborhood Organization has been working with Delta Sand and Gravel to clear the area for the future path. Throughout the planning process, Delta has indicated support for the path and a willingness to provide the additional land needed for constructing the path. Details of the path design and alignment require additional work with Delta Sand and Gravel.



WHAT'S NEXT?

The Lane County Board of Commissioners (BCC) is scheduled to take action on the Beaver-Hunsaker Corridor Plan on August 22, 2017. A public comment period is included in this meeting. Adoption of this Plan by the BCC will provide direction to staff to continue to pursue implementation of the designs recommended in the Plan. This pursuit most immediately involves the need to secure additional funding to complete the design and construct the improvements. The funding has not yet been determined, but Lane County will pursue state, federal, and regional funding sources. This Plan is also intended to provide some certainty to area residents and affected property owners about the future of the corridors, particularly given the number of concurrent planning efforts underway in the area by the City of Eugene, Oregon Department of Transportation, and Lane Transit District.



Public Comment Opportunity

- When:** August 22, 2017 at 9:00 a.m.
- Where:** Harris Hall
Lane County Public Service Building
125 E. 8th Avenue
Eugene, OR 97401
- What:** Let the Lane County Board of Commissioners (BCC) know what you think about the draft Beaver-Hunsaker Corridor Plan
- Why:** The BCC will make a final decision on the adoption of the Plan
- How:** Show up and speak (see when/where above)

For more information:

Contact: Becky Taylor, Senior Transportation Planner

Phone: 541-682-6932 Email: Becky.Taylor@co.lane.or.us

Visit the project webpage at: <http://lanecounty.org/cms/One.aspx?portalId=3585881&pageId=4213762>



BEAVER-HUNSAKER

CORRIDOR STUDY



FREQUENTLY ASKED QUESTIONS



Funding

Q How will roadway improvements be funded?

A Final design and construction funding have not yet been identified for this project. Lane County continues to seek federal and state funding, with the potential to leverage some funding resources from future improvements to the Beltline Highway and an adjacent new Local Arterial Bridge as identified in Eugene's 2035 Transportation System Plan (TSP).

Q Will local project owners be assessed for any of the construction costs?

A Any future assessments of local property owners would need to be reviewed within the context of both city and county policy and practice (including an evaluation of equity). Even if initiated by the City, the Board of County Commissioners would need to authorize assessing properties that have not been annexed into the city (several along corridor). Any additional right-of-way needed for the project would involve compensation to the affected property owner consistent with state and federal laws.



Property Impacts

Q How will construction of this project potentially affect my parking, landscaping, fencing and building setbacks?

A Off-street parking: Future design efforts will evaluate ways to reduce the impacts to homes that currently rely on driveway parking within the right-of-way. When possible, the final project design team will look at ways to lessen impacts where possible. For example, transitioning sidewalks with landscape strips to curbside sidewalks may be possible in some areas.

A On-street parking: There is currently no defined on-street parking. Area residents do sporadically use the existing right-of-way along the street for parking near homes. Current design concepts for corridor improvements do not include future on-street parking due to the significant property impacts it would have to current residents.

A Landscaping: Recent public outreach has shown overall support for the conceptual landscape strip between the road and future sidewalk. Prior to making landscaping decisions, the project design team will

need to develop a drainage plan that could affect where a landscape strip is located as well as its needed size. Future public input will be included as part of the final design solution.

- A Setbacks:** During design phase of project, County will evaluate each property relative to the setback requirements and identify potential modifications to design (e.g., narrowing of landscape strip) for individual parcels. For those parcels where setback requirements cannot be met with the new design, the right-of-way acquisition process is required to compensate the affected property owner consistent with state and federal laws.



Vehicle Volumes and Speeds

- Q Will construction of this project help reduce the number of cars and trucks on the road?**

- A** Traffic volumes for the corridor are consistent with the current street classification. However, one of the primary purposes of this project is to improve the street design, including adding sidewalks and vegetative buffers, to improve the livability of residents along the corridor.

- Q Will construction of this project help reduce the speed cars and trucks?**

- A** Concerns about the speed of cars and trucks on the road have been a consistent message heard during public outreach. The design of a road has a significant effect on how fast cars and trucks drive. The final design of the corridor will include design elements to slow the overall speeds through this neighborhood and make biking and walking feel more comfortable.

- Q Is a new road connection between Beaver and Wilkes possible, and if so, would it help reduce crowded traffic conditions?**

- A** County staff analysis of a connection between Beaver and Wilkes showed that a new roadway outside the urban growth boundary (UGB) would most likely not be allowed with existing state land use laws. Further, traffic modeling showed that this new connection would have very little impact on the traffic volumes on River Road or on Beaver-Hunsaker. However, area residents have expressed support of a pedestrian-bicycle pathway between Beaver and Wilkes. A pathway is consistent with both state land use laws and city and county policies.



Roadway Design

- Q Why does the conceptual design show narrower travel lanes, sidewalks on both sides, bike lanes, and a landscaping strip?**

A Since Hunsaker Lane passes through an existing neighborhood, any design changes need to be sensitive to the impacts of adjacent residents. The Corridor Study evaluated existing county and city road standards and looked for design flexibility when possible to reduce any impacts on neighboring properties. Sidewalks and bike lanes are needed on both sides of the street to allow people who walk and bike to safely access destinations on both sides. Installing a landscape strip between the sidewalk and travel lanes helps provide a buffer while also helping slow cars down. Narrower lanes will also help slow cars down but be wide enough for buses and emergency vehicles to safely pass.

Q Why does the conceptual design only include a multi-use path on a portion of the corridor?

A The multi-use path on Beaver Street is intended to connect the existing bike path on Division Avenue and to a future bike path extension to the north. Further, the multiuse path on the east/north side of Beaver Street limits the impact on adjacent properties. Including a multi-use path on other portions of the corridor would have significant effects on adjacent properties. Sidewalks on these other portions provide a balance of creating a safer walking environment while also limiting property impacts.



Intersection Design

Q How will the intersection of River Road and Hunsaker Lane be affected?

A The final design of this intersection will be determined as part of LTD's future transit station in the southeast quadrant of the intersection as well as future phases of the Beltline project. The final report for the Beaver-Hunsaker plan will recommend that both future projects consider pedestrian improvements and left-turn improvements as well as local access impact at this intersection.

Q How will the intersection of Division Avenue and Beaver Street be affected?

A The final design of this intersection will be determined as part of future phases of the Beltline project. The concepts considered to-date as part of the Beltline Facility Plan include a complete reconfiguration of the intersection (including the potential for a roundabout). The final report for the Beaver-Hunsaker plan will highlight resident concerns with the existing configuration for consideration as part of later design efforts for the Beltline.



Corridor Crossings

Q Will there be pedestrian crossing improvements made along Beaver Street and Hunsaker Lane?

A Yes, there will be several pedestrian crossing improvements made as part of the project. Public input and technical research shows that the top three desired locations are Summer Lane, Ross Lane (to connect with a potential new north-south path), and Division Avenue. The County's future design will evaluate the specific locations of the crossings relative to storm-drainage, utilities and property impacts.



Truck Traffic

Q Can trucks be prohibited from Hunsaker Lane?

A Trucks account for approximately 6% of the vehicle traffic; this translates to about 200 trucks a day. There are limited instances in which the County restricts truck access, usually related to weight restrictions of bridges. While some trucks currently use Hunsaker Lane, the new corridor design will help encourage truck drivers to use alternative routes.



DATE: September 4, 2015

TO: Project Management Team: Chris Henry, City of Eugene Transportation Planning Engineer; Lydia McKinney, Lane County Transportation Planning Manager; David Reesor, Oregon Department of Transportation (ODOT); and Tom Schwetz, Lane Transit District (LTD)

CC: Project Consultant: Julia Kuhn, Kittleson & Associates

FROM: Becky Taylor, Project Manager

SUBJECT: STAKEHOLDER INTERVIEWS SUMMARY

During the month of August, I interviewed 12 of 17 stakeholders. It was an exceptional opportunity to gather candid perspectives and build momentum in support of the project. Despite a select few stating attachment to a particular outcome, there was an overall admiration of the effort to understand the needs before jumping to a solution. In fact, most were reassured that we were being open-minded about future exploration of alternatives. All appreciated solicitation of their opinion.

A summary of the comments is provided below, broken into the following categories: Beltline (and Beyond); Beaver-Hunsaker; and Beaver-Wilkes. I have reviewed the data-related comments with Julia to ensure that we're on the right track with our existing-conditions analysis, which is under production; we expect having that information available for your review later this fall, which we will share with you via email. In the meantime, please review the following comments. These comments, along with our upcoming existing-conditions analysis, will inform our next step, which will be a meeting with our Technical Advisory Committee (which includes you) to brainstorm some alternatives to share at our first public open house (to be scheduled early winter).

As a spinoff from the stakeholder interviews, I met with the Santa Clara Neighborhood Association last night; and later this month, I'll be discussing the project with Eugene's Bicycle and Pedestrian Advisory Committee and the regional Transportation Options Advisory Committee. I will share the results of those discussions with you immediately, via email.

Stakeholder Interviews – Summary Comments

Beltline (and Beyond)

- There are bigger transportation needs we should be paying attention to and investing in. The real issue is that we need another bridge crossing. The study area is not inclusive of the regional demand; Beaver-Hunsaker is a short-cut that serves a larger area. Refer to the 2007 study for the hospital as baseline data; compare the predictions of that report with current findings.
- Delta concerned about impacts to their property and future access.
- If LTD uses Beltline, would they use Beaver-Hunsaker?
- Compare traffic counts of Beltline Plan for Beaver/Division intersection.
- The Lane County park / boat landing at the end of Chapman Drive is a designation for bikes and peds.
- Consider a bike path along the river
- Consider street connection between N. Delta Hwy and Chapman with another river crossing.
- River Loop 1 needs shoulders
- The intersection of Green Lane / River Road is difficult; needs to be right-in / right-out
- River Road / Santa Clara area planning by Eugene commencing this fall; neighborhood conversations thus far have emphasized the need for improved river access.

Beaver-Wilkes

- Like the idea of a new street connection – the convenience of getting off Delta and traveling straight to Wilkes, avoiding River Road. Would take a lot of pressure off River Road and Division Avenue. Would be great if the new street had a green design with a center planter for stormwater. Would be disappointed if Beaver-Wilkes isn't a road connection; don't need a just-bike connection – that should happen along the river.
- Not sure if we could justify a new road or even just a new bike path. The existing neighborhood connectivity is circuitous, but feasible with improved way-finding. Bikers and walkers expect to take more time to travel; it's the comfort level that directs their route. He went on a bike tour in the neighborhood and it was challenging. He rides on River Road.
- Delta willing to discuss a bike/ped connection along the west edge of their property, from Echo to Admiral.
- Need to get bikes/peds off River Road. More people are using the NW Expressway – needs better bike/ped amenities (speeds are high, need greater separation). Think about recreational vs. commuter cyclists in area.

- Instead of building new bike/ped, use existing neighborhood streets (Bike Blvd) with better way-finding signage. It's possible to travel from Hunsaker to Wilkes via Taiso, Miles, Silver Meadows, Grizzly, River Loop 1.
- A street through the school property would compromise its development, but open to streets along its edges (road frontage better than backyards for security and maintenance). Open to bike/ped connections. Most kids are being driven to the existing school, Madison Middle; if we do connect, may need crossing improvements for Wilkes.
- There is a perceived demand for a bike/ped connection between Beaver and Wilkes.
- Access to the northerly school sites is needed for school children.

Beaver-Hunsaker

- Excited about LTD station; this and other development in the area necessitates improving the roadway.
- Needs bike/ped facilities, but understands right-of-way constraints. There could be future needs associated with the new Beltline off-ramp into Beaver and the LTD station on Hunsaker. To address the immediate needs and not wait for the perfect solution 10+ years from now, adding a paved shoulder to each side may be sufficient – just four feet should do it without any special markings or stenciling. Consider narrowing the striping for the vehicle travel lanes for now. Eugene did something similar with a pavement preservation project on Division Avenue: pushed surface pavement out just a bit and restriped with narrower travel lanes and a shared bike/ped lane on one side; it's somewhat of an experiment, but it's already appearing to get more use. Safety could be affected by lighting and the flanks beyond the pavement. The intersection of Beaver and Division should be evaluated; consider changing the curb radius to slow vehicles and shorten crossing distance for bikes/peds.
- Recognize need for access to Delta and conflict points with bikes/peds.
- Not as much traffic headed east; westbound volumes and speeds are higher, coming directly off Beltline.
- Immediate priority is sidewalks; in considering alternative solutions, the priority should be providing sidewalks on the south side where the most residents live.
- LTD used to provide service; there are existing stops along the roadway. Would like to see transit service come back to serve residents.
- There are school children and school bus routes and stops along the roadway.
- There are several residents in the area that would benefit from alternative modes of transportation, such as assisted living centers (Lone Oak and Quail Run) and other lower-income housing developments.

YOU ARE INVITED!

Please join staff from Lane County, Lane Transit District, City of Eugene, and Oregon Department of Transportation to learn more about transportation planning efforts in vicinity of Hunsaker Lane – Beaver Street.

WHEN: JUNE 15, 2016

**DROP BY ANYTIME BETWEEN
4:00 PM AND 6:00 PM**

**WHERE: NORTH EUGENE HIGH SCHOOL
200 SILVER LANE**

The community is invited to provide input on three design alternatives for improving Hunsaker Lane – Beaver Street for the safety of people walking, biking, riding, and driving. The goal of the meeting is to arrive at a community-preferred design for future street improvements.

FOR MORE INFORMATION: VISIT [HTTP://WWW.LANECOUNTY.ORG/DEPARTMENTS/PW/TRANSPLANNING](http://www.lanecounty.org/departments/pw/transplanning)

STAFF CONTACT: BECKY TAYLOR, LANE COUNTY SENIOR TRANSPORTATION PLANNER

PHONE: 541-682-6932

EMAIL: BECKY.TAYLOR@CO.LANE.OR.US



Beaver-Hunsaker Corridor Plan Public Workshop #1 Comments

- Access to property (at northeast corner of Hunsaker & Echo Lane) difficult with high traffic volumes.
- People run red lights at Hunsaker/River Road – big problem – six cars go through
- Rain gardens are maintenance issue – look ugly quickly and people use pesticides, which defeats their purpose
- Why would we remove existing trees to plant street trees?
- Don't extend Suzan Street through the LTD site.
- Traffic volumes are high because people are using the road as a shortcut to avoid the Division Avenue/River Road intersection or the Beltline/River Road exit. (There's an impression that these other intersection/exit should be used instead and that it's inappropriate for freeway traffic to travel Beaver-Hunsaker.)
- There is some unofficial on-street parking (private improvements in the public right-of-way) which will be removed as part of the street improvements. The proposed street improvements do not include on-street parking and will reducing the available space for on-site parking (reduce setbacks from buildings and garages). (Follow-up: check actual impacts of these parenthetical comments.)
- With a new north-south path, peds/cyclists can use Ross Lane to access commercial near Fred Meyer; look at crossing treatments at Ross/Beaver.
- Poor visibility at Ross Lane and Beaver Street due to curves and fences; many accidents
- Need to smooth the road and eliminate vertical curves.
- Add bike lanes, sidewalks, center turn lane (should be three lanes wide like it is across River Road) , green strip (green spaces)
- Modify River Road intersection to include dedicated lanes for left and right turns and forward movements.
- Beaver Connector for cars to the north needed to cut down traffic
- Add multiple speed bumps to slow traffic
- Too much congestion with proposed new Beltline Bridge
- Need to block off the freeway traffic onto Hunsaker
- Need to extend Beaver to Wilkes to take traffic pressure off Hunsaker and River Road
- How can the Beltline bridge be built outside the UGB, but Beaver-Wilkes can't?
- Even if we can't justify Beaver-Wilkes street now, don't wipe it off the books; it's still needed in the future, if not now.
- The Beaver-Wilkes Street just makes sense; the UGB law doesn't make sense – need to find a way around the law.
- The safest answer to traffic on Hunsaker Lane is to divert it elsewhere. Need to be proactive about solving a growing need. The Beaver Street extension has been proposed for years because it's a good idea. Need to figure out how to change the UGB.

- If Delta is willing to consider a path, why not a little more room for a road?
- The majority of traffic on Hunsaker is cut through to homes that are further north on River Road, past Wilkes to Beacon, therefore I would love to see an additional route over the river that would take residents further down River Road.
- At the very least, Hunsaker needs to be safer for pedestrians and bicyclists. People have to drive everywhere and kids have to be bussed to school because it's unsafe to walk or bike anywhere.
- I would like to suggest a designated turn lane and arrow to travel south on River Road from Hunsaker. Traffic gets backed up and can become nearly impossible to get out of our street during rush hour.
- How can the government make the road safer for bikes and peds without destroying the neighborhood? Do we really need bike lanes and sidewalks on both sides of the street? Should only need a shared path on the south side of Hunsaker, where traffic volumes and speeds are lower for eastbound vehicle traffic. Or continue the Beaver Street design through Hunsaker, but shift the improvements so that there's equal property impact – not just to owners on one side of the street. Can you have one two-way bike lanes instead of two one-way bike lanes?
- Posted speed should be reduced from 35 to 25. Need to add lots of speed bumps.
- Yes to the new bus station
- Lip on the existing bike path at Division and Beaver needs to be ground down
- Need a push button for bikes getting across Beaver to continue on Division – very dangerous intersection for bikes
- I wanted to offer my strong support of the proposed improvements. I have lived on the street for 30 years. I have always worried that someone would be hit by a car on our street as there are no curbs, sidewalks or buffer zones to protect pedestrians and bicyclist.
- Congestion at River Road, especially northbound; need more storage in right turn lane; move bike lane out of right turn lane
- Major congestion at River Road intersection at rush hour. With the addition of LTD and bus traffic turning onto Hunsaker, it will get worse.
- No eastbound left turn lane (dedicated with arrow) at Irving and River Road. Irving eastbound north of River Road traffic congestion.
- The existing bike path at Division/Beaver needs to be improved.
- Bike/ped path needed to the north, to connect with Admiral
- The gravel lot near the Willamette River is a conflict point at the path. Some people park on it. This is a very dangerous situation, especially in the summer when many automobiles are driving down to the river. There is no signage for drivers to know that there is even a bicycle path there. (Outside scope of Beaver-Hunsaker Corridor Study – sent comments to Matt Rodrigues & Reed Dunbar for consideration of signage solution.)
- Division Avenue traffic going south doesn't look both ways for people on the northern shoulder.
- Santa Clara Community Organization would like to have one of the roll maps.

Public Comment Opportunity

Attachment 4-17

Draft Beaver-Hunsaker Corridor Plan



Purpose: The Beaver-Hunsaker Corridor Plan provides transportation recommendations for the Beaver Street—Hunsaker Lane and Beaver Street—Wilkes Drive corridors. The objectives of the recommendations are to: provide convenient, comfortable, and safe transportation facilities for people walking, biking, riding, and driving; and minimize impacts to adjacent properties and the environment. The recommendations were shaped by technical analysis, policy considerations, and community input. The plan will enable the County to begin to seek funding sources for the design and construction of the recommended improvements.

Recommendations:

Beaver Street—Hunsaker Lane

- ◆ One vehicle travel lane, ten feet wide, in each direction throughout the corridor
- ◆ Bike lanes painted on both sides of the street for most of the corridor
- ◆ Sidewalks on both sides of the street that vary in width and alignment along the corridor
- ◆ Raised cross-walks throughout the corridor for safety

Beaver Street—Wilkes Drive

- ◆ A new street is **not** recommended based on technical analysis
- ◆ A new pedestrian-bicycle path **is** recommended, along the Eugene Urban Growth Boundary, to connect this corridor with the existing path on Division Avenue

Review the draft Beaver-Hunsaker Corridor Plan on the Lane County public webpage at: <http://lanecounty.org/cms/One.aspx?portalId=3585881&pageId=8599857>

Public Hearing

When: July 26, 2017 at 5:45 p.m.

Where: Lane County Public Works
Customer Service Center
3050 N. Delta Hwy
Eugene, OR 97408

What: Let the Lane County Transportation Advisory Committee (TrAC) know what you think about the draft Beaver-Hunsaker Corridor Plan.

Why: The TrAC will make a recommendation on the draft plan to the Lane County Board of Commissioners.

How: Show up and speak at the hearing (see when/where above). Mail or email comments to Becky Taylor to forward to the TrAC (by July 25).

For questions contact:

Becky Taylor, Senior Transportation Planner

Phone: 541-682-6932 E-mail: Becky.taylor@co.lane.or.us

Public Comment Opportunity

Draft Beaver-Hunsaker Corridor Plan



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Public Comment Log: Beaver-Hunsaker Corridor Plan

Received between 7/14/17 public notice and 7/25/17 – in advance of 7/26/17 Transportation Advisory Committee Public Hearing

Name	Comments	Response
Ray Hochhalter 2711 Summer Lane rayh57@outlook.com	Disagrees with design; doesn't consider traffic to be a problem; opposes reduced speed limit and narrower travel lanes; says there aren't enough bicycles and pedestrians to be concerned; against greenway and related tree maintenance; recommends 11' travel lanes, no greenway, no change in speed limit	This is a unique perspective. Most neighbors have expressed concern with traffic speeds and volumes. The narrower travel lanes and reduced speed of 25 mph are intended to address those concerns and to comply with Eugene's design expectations (i.e. 10' travel lanes, buffered bike lanes, planter strips) to facilitate jurisdictional transfer. Many neighbors said they would walk and bike more if there was a safe place to do so.
Thomas Witt 541-463-7708	Disabled vet. Almost hit a few times when checking mailbox. Wants traffic slowed to 25 mph. Need to have more Sheriff patrols enforcing speed on Hunsaker. Doesn't want the residential road to be a bypass for Beltline.	The design recommendations are intended to mitigate most of these concerns. The design includes buffered bike lanes and setback sidewalks, which will provide greater separation between mailboxes and vehicle travel lanes. The design is for a 25 mph speed. The transition between the future Beltline Bridge and Beaver Street connection needs additional design work. The design recommendation for Beaver Street is one travel lane in each direction with a raised pedestrian crossing at the intersection of Beaver and Division.

Casey McCright	Looks like you and your team have done great work thus far. Looking forward to see the area be improved with safer transport infrastructure.	
Nora Ellsworth Tashadog90@gmail.com	Looks great!	
Tom Carmichael Tom.carmichael@gmail.com	Will Hunsaker be repaved as part of this project?	Yes, this would include repaving (reconstructing) Hunsaker Lane. Again, we don't have funding for construction, but this planning work helps "pave" the way.
Bruce Ellsworth Bruceellsworth2@gmail.com	Sidewalks on both sides of Hunsaker and Beaver. Make deal with Delta to do the work. Lived on Beaver 30 years and ate a lot of dust. New neighborhoods don't like dust.	The design recommendations include sidewalks on both sides of both streets. Delta Sand and Gravel has been an active participant in the planning process and has expressed willingness to provide the multi-use path along their west property boundary.
AJ Morin Morin.ajm@gmail.com	Counted 930 vehicles westbound on Hunsaker between 5-6pm on 7/19/17 and only 54 eastbound; 90% or more of traffic on Hunsaker is from Beltline, speeding at 40-45 mph and paying no attention to pedestrian, pets, bicyclist or children. Would like speeds dropped to 25 mph. Would like raised crosswalks at Hunsaker and Summer intersection where children cross to access school. This is a miserable, noisy, unsafe place to live. Can't ride bike to connect to bike trails. Children can't walk to bus stop. Very supportive of changes and wants to participate to implement.	The design recommendations are intended to address these concerns.

<p>Todd Coykendall ttcoykendall@msn.com 465 Hunsaker</p>	<p>From the design drawings, our property will not lose any square footage. In addition to showing the city that a special setback will not be required to carry out the County's plans, this is also important because we only have about 72 SF to spare.</p>	<p>This Plan is intended to provide greater certainty for the neighborhood and direction to multi-agency staff about expectations.</p>
<p>Shelton 2682 Atticus 541-999-1769</p>	<p>Concerned about property impacts.</p>	<p>The design concept along this property falls well within the existing right-of-way.</p>

From: Ray Hochhalter [mailto:rayh57@outlook.com]
Sent: Sunday, July 23, 2017 8:59 PM
To: TAYLOR Becky
Subject: Hunsaker Lane remodel

In response to the proposed changes to Hunsaker Lane. I must strongly disagree with the proposed design. Of course I am no expert street designer or traffic planner, but I have lived on the corner of Hunsaker Lane and Summer Lane for more than 41 years. Since receiving the notice of design change I have been paying more attention to the traffic. I have never considered traffic to be a problem and in recent weeks have seen nothing to change my mind. There may be an hour or so in the mornings and evenings with people going to and from work that traffic is a little heavier than normal. But it has never been a problem or distraction. I'm sure you have many charts full of facts and figures on street design. But they don't take into consideration human nature. Narrowing the traffic lanes and reducing the speed limit will only make the safe drivers more careful. The drivers who speed and drive recklessly will continue to do so regardless of lane widths or speed limits. No amount of good intentions will change that. As far as pedestrian and bicycle traffic is concerned, I don't believe there is enough to worry about. Of course I have done no studies and have no official documentation to back up my claims. But I would be very surprised if there were more than an average of four to five peds/bikes combined per week. Hardly a number to cause concern. Also *am against the addition of a greenway. Some years ago I had a walnut tree and flowering cherry tree on my property. Almost every year there would be a notice from Lane County Public Works telling me to trim back the trees. If I didn't, the County would and pass the charges on to me. I finally had both trees removed. Now you are wanting to plant more!!!? All that being said I think a remodel is warranted. Standard 11ft traffic lanes with curbs, 5ft sidewalks on both sides, 5ft bike lanes on both sides. No greenway, no buffer zones, no change in speed limit, all with adequate lighting.* Respectfully, Ray E Hochhalter

Sent from Windows Mail
Lane

2711 Summer

email

rayh57@outlook.com

From: McCright, Casey A
Sent: Friday, June 30, 2017 7:54 AM
To: TAYLOR Becky
Subject: RE: Beaver-Hunsaker Corridor Plan: Available for Public Review and Comment

Becky,

Looks like you and your team have done great work thus far, looking forward to see the area be improved, with safer transport infrastructure!

From: TAYLOR Becky [<mailto:Becky.TAYLOR@co.lane.or.us>]
Sent: Thursday, June 29, 2017 3:02 PM
To: TAYLOR Becky <Becky.TAYLOR@co.lane.or.us>
Subject: FW: Beaver-Hunsaker Corridor Plan: Available for Public Review and Comment

Draft Beaver-Hunsaker Corridor Plan

Now available for public review and comment!

Over the past year, Lane County has been working with the City of Eugene, Lane Transit District, and Oregon Department of Transportation to develop transportation recommendations for the Beaver Street – Hunsaker Lane and Beaver Street – Wilkes Drive corridors that: provide convenient, comfortable, and safe transportation facilities for people walking, biking, riding, and driving; and minimize impacts to adjacent properties and the environment. The recommendations were

Public Hearing

When: July 26, 2017 at 5:45 p.m.

Where: Lane County Public Works
Customer Service Center
3050 N. Delta Hwy
Eugene, OR 97408

What: Let the Lane County Transportation Advisory Committee (TrAC) know what you think about the draft Beaver-Hunsaker Corridor Plan.

Why: The TrAC will make a recommendation on the draft plan to the Lane County Board of Commissioners.

How: Show up and speak at the hearing (see when/where above). Mail or email comments to Becky Taylor to forward to the TrAC (by July 25)

shaped by technical analysis, policy considerations, and community input. The

From: Nora Ellsworth [mailto:tashadog90@gmail.com]

Sent: Thursday, June 29, 2017 9:47 PM

To: TAYLOR Becky

Subject: Re: FW: Beaver-Hunsaker Corridor Plan: Available for Public Review and Comment

Looks great!

Public Hearing	
When:	July 26, 2017 at 5:45 p.m.
Where:	Lane County Public Works Customer Service Center 3050 N. Delta Hwy Eugene, OR 97408
What:	Let the Lane County Transportation Advisory Committee (TrAC) know what you think about the draft Beaver-Hunsaker Corridor Plan.
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On Jun 29, 2017 3:02 PM,
"TAYLOR Becky"
<Becky.TAYLOR@co.lane.or.us>
wrote:

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Over the past year, Lane County has been working with the City of Eugene, Lane Transit District, and Oregon Department of Transportation to develop transportation recommendations for the Beaver Street – Hunsaker Lane and Beaver Street – Wilkes Drive corridors that:

provide convenient, comfortable, and safe transportation facilities for people walking, biking, riding, and driving; and minimize impacts to adjacent properties and the environment. The recommendations were shaped by technical analysis, policy considerations, and community input. The plan will enable the County to begin to seek funding sources for the design and construction of the recommended improvements.

View the plan on the Lane County webpage at:

<http://lanecounty.org/cms/One.aspx?portalId=3585881&pageId=8599845>

For more information contact: Becky Taylor, Senior Transportation Planner

From: bruceellsworth2 [mailto:bruceellsworth2@gmail.com]
Sent: Wednesday, July 19, 2017 7:05 PM
To: TAYLOR Becky
Subject: Beaver street sidewalks

Sidewalks on both sides of humsaker and beaver. irving and Irvington have them
Make a deal with Delta to do the work. LIVED on beaver 30 years and ate a lot of dust. Let Delta
expand and free sidewalks. New neighborhoods don't like dust too bad
THANKS

Sent from my Samsung Galaxy smartphone.

From: AJ Morin [mailto:morin.ajm@gmail.com]
Sent: Wednesday, July 19, 2017 6:58 PM
To: TAYLOR Becky
Subject: Re: Hunsaker Lane

I counted 930 vehicles westbound on Hunsaker between 5:00 pm and 6:00 on 7/19/2107 and only 54 east bound. I would say 90% or more of the traffic on Hunsaker are vehicles exiting Diversion off of Beltline and continuing to River or Irvine. They are using Hunsaker as thoroughfare. Zooming through at about 40-45 MPH and only focusing on the road and paying no attention to pedestrians, pets, bicyclist, or children playing.

At peak hours, this equates to 984 vehicles per hour or 23,616 vehicles per day. This is the same usage as a major arterial street. Traffic is continuous till after 11 PM.

It is very miserable, noisy, and unsafe to live on Hunsaker. I have considered selling my home and moving. It is very difficult to sleep and after a year living here I still get rolled over in bed every time a vehicle zooms by.

I can't even ride my bike to connect to bike trails without the treat of riding on Hunsaker. I fear for the safety of children trying to make their way to school bus stop. No sidewalks, bike lanes, or buffer zones. It is extremely dangerous to cut the grass along side Hunsaker or maintain my property.

I am very much supportive of the proposed changes and want to participate in any manner I can to get the changes implemented. I live right on the corner of Hunsaker and Summer.

Hunsaker is not being used as a major collector street as it is classified. It is being being used as a minor to major arterial street at peak hours.

AJ Morin

On Tue, Jul 18, 2017 at 8:02 PM, TAYLOR Becky <Becky.TAYLOR@co.lane.or.us> wrote:
Thank you so much! I'll share your comments with our committee and will keep you posted on the progress. Becky

Sent from my iPhone

> On Jul 18, 2017, at 7:06 PM, AJ Morin <morin.ajm@gmail.com> wrote:

>

> I live on Hunsaker Ln. and Summer Ln. I am very much in favor of the proposed changes. Most of the traffic is people exiting Beltline and taking a "Shortcut" to River. Traffic is constant and speedy. I would enjoy a bike lane and a side walk. I would also like the see the speed limit dropped to 25 MPH. This is a residential neighborhood. There are a lot of children waiting for the school bus on both sides of the corner of Hunsaker and Summer every school day morning. I fear for their safety. I would like to see a raised cross walk at this intersection.

>

From: Todd Coykendall [mailto:TTCOYKENDALL@msn.com]
Sent: Friday, July 14, 2017 2:55 PM
To: TAYLOR Becky
Subject: Verification of proposed ROW width and improvements at 465 Hunsaker Ln.

Hello Becky,

I just left a voice mail to you and thought I would send an e-mail to facilitate your response.

Dad and I are in the process of a second partition of our property at 465 Hunsaker Ln. Both new parcels will front on Hunsaker. I've attached a copy of the current proposed layout.

We want to request to the city of Eugene that it not hold us to the special setback provision of the land use code (9.6750) which would require the addition of half the city's standard ROW width for a major collector to our current 10ft front yard setback requirement. The result would be a 40ft front yard setback on a 87ft deep lot. Our understanding is that the proposed improvements to Hunsaker will relieve us from this special setback requirement because the improvements will provide Hunsaker with "curb, gutter, sidewalk, street lights and street trees".

Also, we understand from an overlay you emailed us last year combined with the Draft Beaver-Hunsaker Corridor Plan email we received from you on 6/29, that our property will not lose any square footage to the ROW. In addition to showing the city that a special setback will not be required to carry out the county's plans, this is also important because we have only have approximately 71sf to spare in meeting the city's minimum area requirements for our proposed lots.

I have requested a meeting with Ed Haney (hopefully next Tuesday) to discuss these things and try to head off any conditional statements in the approval for our partition that would cause problems for our development plans and the creation/marketability of our new lots. In preparation for that meeting, I was hoping you could provide me with a response to my concerns outlined above as well as an up-to-date overhead view of the proposed street plan in our area of Hunsaker Ln.

Sincerely,

Todd Coykendall
541-990-5190

Revised 7/26/17 TrAC PH

Joel C. Narva
2830 Echo Lane
Eugene, OR 97404
joelnarva@earthlink.net

July 26, 2017
Lane County Transportation Advisory

My name is Joel Narva, my wife Terry and I have lived on Echo Lane, about 100 yards from Hunsaker Lane, for more than 29 years. We frequently drive, bicycle, and walk on Hunsaker Lane. In general I am pleased that Lane County plans to improve the condition of Hunsaker Lane.

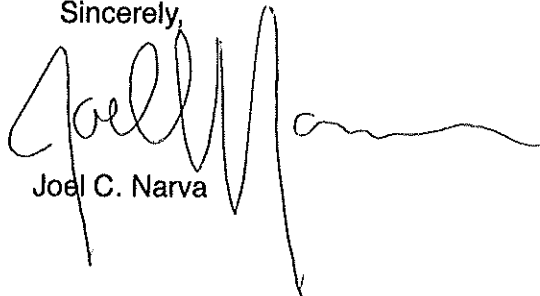
I am not pleased with the details of the plan that the Lane County Transportation Advisory, (TrAC) has proposed for this improvement of this Corridor. Hunsaker Lane has become a busy street in recent years as motorists search for shortcuts from the designed travel routes. **Only because there is an exit at Division Avenue that connects to Beaver-Hunsaker** is there traffic in this area. That is clear to everyone, as nearly all the traffic travels on Beaver/Hunsaker in a westerly direction, from the Beltline Highway towards River Road.

It would be much more cost effective, and more effective for transportation, to fix the cause of the problem: that the Division Avenue exit and Beaver/Hunsaker are used to avoid the better designed River Road exit just a half mile west on Beltline. TrAC, and the Lane County Board of Commissioners could be open minded, and close the Division Avenue exit for a few months and see how traffic flow is improved.

It would not be surprising if this closure also alleviated some of the traffic problems at the nearby Delta Highway/Beltline intersection. Vehicles slowing down for the Division Exit tend to increase the jam of through-traffic on Beltline which is combined with entering traffic from Green Acres Road/Business area just East of the Division Avenue exit.

By decreasing the vehicle traffic on Beaver/Hunsaker, the extent of renovations on this corridor could be narrowed, saving taxpayer money, and increasing the livability of the neighborhood.

Sincerely,



Joel C. Narva

PUBLIC COMMENT SIGN UP SHEET

FOR THE

TRANSPORTATION ADVISORY COMMITTEE (TrAC)

July 26, 2017 - 5:45 p.m.

Department of Public Works
Customer Service Center – Goodpasture Room
3050 N. Delta Highway, Eugene, Oregon 97408

PLEASE PRINT

	<u>NAME</u>	<u>ADDRESS</u>	<u>TOPIC</u>
1.	Joel Narva	2830 Echo Ln	BEAVER/HUNSAKER
2.	Pat Downey	201 Hunsaker	Beaver/Hunsaker
3.	Casey McEright	4057 Scottdale St	Beaver/Hunsaker
4.	John B Hagem	255 Hunsaker Ln	Beaver/hunsaker
5.	Amy Cabbage	850 Hunsaker Ln Not resident, work for owner	Beaver/Hunsaker
6.	ASMOAIN	2704 Summer	Beaver/Hunsaker
7.	Gary Helski		
8.	Scott	4195 Berrywood	
9.	Will Scott	340 Hunsaker Ln	
10.	Joe Klavinger	224 Hunsaker	
11.	Jerry Frayson	Irrigator Dr. Sceno chair	
12.	Thad Ames	535 Hunsaker	
13.	Ann McVain	4642 Summer	

July 26, 2017 Transportation Advisory Committee: Beaver-Hunsaker Corridor Plan – Public Hearing

Summary of Public Testimony

Joel Narva: The bike path under the bridge needs signs to inform cars that bikes are in the bike path; need to delineate bike path better; vehicles driving to and from the boat landing don't look for bikes. Has lived in area over 29 years; pleased with Lane County improving area for non-motorized traffic. Close Division Avenue from Beaver for a few months and see what happens.

Patrick Downey: Thinks Division/Beaver should be closed because it's being used as a short cut to Beltline/RiverRoad. Appreciates goal of safety with sidewalks, but concerned about property impacts.

Casey McCright: Uses as shortcut because River Road intersection is a problem. Has been bumped twice by cars while biking. Doing nothing is not an option.

John Hagen: Owns multiple properties along Hunsaker with 400 feet of combined frontage; property impacts hurt him; renters will have no place to park. Asked County to close of Division in the past but only the left turns were cut off. Against raingardens because of vegetation maintenance and drainage could compromise road.

Amy Cubbage, representing Cornerstone Community Housing: Several residents don't have cars and have young kids that need to walk and bike; excited about improvements

AJ Morin:

Has lived in area for about a year and took traffic counts; alarmed at high volume of cars and speeds; concerned about safety of children especially with the school bus stop – there's no safe place to stand so kids gather in people's yards.

Gary Helsiki: Supports plan; participated in all of the events; majority of concerns have been met; will provide better access to east side of river; currently unable to use Beaver to connect to the Division path under the bridge. Not a solution to make everyone happy; solution for safety.

Will Scott: Lots 2 cats and a dog. Concerned about 100-year cedar tree on his property that would be removed by the raingarden. Most traffic is from Beltline headed north River Road. Addison Creek subdivision to the north has 100 lots with potential for 2 cars each.

Joe Klavinger: Wants safety, but not impacts to property; would be 10 feet closer to house. Concerned about having to pay construction costs and losing parking. Thinks Division should be cut off from accessing Beaver.

Jerry Finigan, Chair Santa Clara Neighborhood Organization: supports plan

Thad Ames: Shut exit to Beltline. Homes are too close to the road. No place to park. Collisions along curves of corridor; people speeding; need to slow traffic. Supports sidewalks to improve neighborhood; walks in evening and doesn't feel safe on bikes.

Eric McVain: Scary to have two teenage daughters walking Hunsaker to Darimart. Consider bike lane and side walk on one side only.