



January 19, 2024

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The Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**Re: Lane County 30<sup>th</sup> Avenue Active Transportation Corridor Plan**

Dear Secretary Mr. Buttigieg and the RAISE Grant Committee Members:

Thank you for your commitment to investing in our nation's infrastructure.

**Better Eugene-Springfield Transportation (BEST) strongly supports and requests your approval of Lane County's RAISE grant application to construct the 30<sup>th</sup> Avenue Active Transportation Corridor Plan. This investment is urgently needed to transform a high-crash arterial into a regional asset that supports the environmental and physical health of the community. This request is consistent with the RAISE mission and objectives by providing safe access to regionally significant destinations, including schools, recreation areas, and places of worship, as detailed in the application.**

BEST is a 501(c)(3) educational nonprofit that is building a successful community by bringing people together to promote transportation options, safe streets, and walkable neighborhoods.

Nine years ago after a motorist hit a family crossing the street, killing three children in instant, we introduced the goal of zero traffic deaths to the Lane County area. Today, we are gratified to see Lane County and other jurisdictions embrace the Safe System Approach that USDOT recommends.

Alas, making our roads safer requires investments.

30<sup>th</sup> Avenue plays a critical role in the region's transportation system, yet in its current configuration, presents significant safety and connectivity challenges. 30<sup>th</sup> Avenue was originally designed to prioritize through-travel and maintenance of speed: it is a key route that connects Eugene and Springfield, as well as south Eugene and Interstate-5. Since its construction however, the land use context has evolved. The corridor now provides access to multiple city and county parks; and is home to Lane Community College's (LCC) main campus, which serves over 30,000 community members each year, many of whom lack access to a motor vehicle. Increasing transportation options along this corridor is paramount to the success of the students attending LCC, as well as their safety. There have

Building a successful community by bringing people together  
to promote transportation options, safe streets, and walkable neighborhoods.

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BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.

been more bicycle and pedestrian crashes resulting in death or serious injury on 30<sup>th</sup> Avenue than any other road under Lane County's jurisdiction, which elevates the importance of implementing this plan.

This Corridor Plan will deploy innovative designs to protect the traveling public, support freight and transit, and enhance quality of life. The creation of a protected walking and biking path, the construction of a roundabout, and installation of turning lanes will transform 30<sup>th</sup> Avenue into a vibrant community resource that supports all modes of travel.

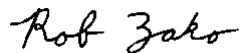
The importance of transforming 30<sup>th</sup> Avenue into a safe and accessible transportation facility is pressing. As our region continues to evolve, there is a growing need for housing, multi-modal transportation options, and protected greenspace. The City of Eugene and Lane County worked closely together to adopt the City's Urban Reserve Plan which includes the 30<sup>th</sup> Avenue basin. Following this development, 30<sup>th</sup> Avenue will become the sole access for increased housing and park space. By implementing this plan, we can proactively ensure that 30<sup>th</sup> Avenue meets the needs of the present and future.

This plan supports regional goals to support safe walking and bicycling. Looking ahead, the City of Eugene's 2035 Transportation System Plan (TSP) recommends constructing a shared use path in the short term along East 30<sup>th</sup> Avenue. These findings are further enforced by Lane County's Transportation System Plan and Bicycle Master Plan.

We thank you for your consideration and strongly urge you to support this vital project.

If you have any questions or concerns, please do not hesitate to contact us.

For BEST,



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