

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Action: Oregon Department of Transportation State Transportation Improvement
Program Funding 2015-2018

Meeting Date: November 13, 2012
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 6
Staff Contact: Rob Inerfeld
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ISSUE STATEMENT

The Oregon Department of Transportation (ODOT) allocates both state and federal transportation funding for projects across the state. ODOT targets funds both to its own projects on state facilities as well as to other agencies and local governments. In a significant change from past practices, ODOT is consolidating most of its discretionary funding programs into the process for creating a 2015-2018 State Transportation Improvement Program (STIP). The Metropolitan Policy Committee (MPC) and Lane Area Commission on Transportation (Lane ACT) will prioritize the projects that are applied for within the Eugene-Springfield area (MPC) and all of Lane County (Lane ACT). The City is applying for several projects and there are also other projects within Eugene for which ODOT and Lane Transit District (LTD) will be submitting applications. Staff seeks the council's approval of a recommended priority list for all of the project applications within Eugene.

BACKGROUND

The federal government requires ODOT to develop a new STIP every other year. The STIP incorporates funds programmed by the Metropolitan Planning Organization (MPO) as well as other ODOT funding programs. Traditionally, ODOT has mostly used its STIP public process to program modernization funding. ODOT has had other discretionary grant programs to which the City has successfully applied for funding in the past. These include the Bicycle and Pedestrian grant program, Transportation Enhancements (TE) and Flexible Funding. All of these programs are being consolidated into the development of the 2015-2018 STIP. Transportation funding programs not affected by this process include Connect Oregon, Transportation and Growth Management and Surface Transportation Program - Urban (STP-U).

The new STIP funding program is called *Enhance*. An overview of the program is provided as an attachment (*Introduction to Enhance and Fix-It for the 2015-2018 STIP*). It is expected that out of the approximately \$227 million in funding available for the Enhance program, approximately \$56 million will be programmed within ODOT Region 2 of which Lane County is one of four areas. There is no specific amount set aside for Lane County but it will likely be between \$15 and \$20 million. ODOT will hold back 20 percent of the total *Enhance* funding to be allocated to projects for which applications are submitted but not set as priorities by the Area Commissions on Transportation.

The MPC will hold a public hearing on *Enhance* project prioritization on December 13, 2012, and is scheduled to set its priorities at its meeting on January 10, 2013, and submit them to the Lane ACT. According to coordination protocols agreed to by the Lane ACT and MPC, in setting priorities for the entire county the Lane ACT is required to keep the same order of project prioritization set by the MPC but can insert other projects outside of the MPO area into the list. The Lane ACT is scheduled to hold a public hearing on STIP priorities on Wednesday, January 9, 2013, and to set its priority list at its February 12, 2013, meeting.

The City of Eugene is directly applying for *Enhance* funding for three projects:

- Amazon Active Transportation Corridor
- Jessen Path
- Northeast Eugene Livable Streets

The City is partnering on a joint SmartTrips application with point2point Solutions, a part of LTD. All four of these applications have been approved by the Intergovernmental Relations Committee. ODOT, LTD and point2point are also applying for projects within Eugene for which no local match is required. Point2point is applying for Regional Safe Routes to School (SRTS) funding. ODOT will apply for funds for the NEPA phase of the Beltline: River Road to Coburg Road project and may also apply for funding for Beltline Short Term Improvements. LTD has not finalized its list of applications yet but may apply for funding for development of a new River Road transit center and NEPA funding for the 5th EmX corridor which would go from River Road and/or Highway 99 through downtown Eugene to Lane Community College. Descriptions of all of these projects and more detailed project sheets for the three Eugene-only projects are provided as attachments.

Staff seeks council approval of a priority list that will guide the City's representatives on the MPC and Lane ACT. The Transportation Policy Committee to the MPC will also make a recommendation to the MPC and this will inform staff's involvement on that committee. Here is the recommended priority order with the caveat that LTD has not yet finalized its list and ODOT is not sure whether it will apply for short-term Beltline funds:

1. Beltline: River Road to Coburg Road
2. Amazon Active Transportation Corridor
3. Jessen Path
4. SmartTrips
5. Safe Routes to School
6. Northeast Eugene Livable Streets

These are some of the factors that informed this order:

- Beltline is an important regional priority and this is probably the only source of funding that would move this project to the next phase.
- The new STIP process replaces the ODOT grant programs that previously funded capital active transportation projects, so it is important for the City to prioritize funding for these through the STIP process. However, the City currently has an application in to ODOT's joint bicycle and pedestrian grant program for the Northeast Eugene Livable Streets project and its inclusion as a STIP project is as a back-up (at ODOT's recommendation).

- If unsuccessful at obtaining SRTS and SmartTrips funding through the STIP, point2point could seek these funds through the next round of STP-U funding.

Staff will likely be able to provide more information about LTD and ODOT applications at the work session.

RELATED CITY POLICIES

The proposed project list is consistent with the draft goals of the Eugene TSP, Goals 1 and 4 in particular.

Draft Goal 1, Eugene TSP:

Create an integrated multimodal transportation system that is safe and efficient; supports local land use and economic development plans; reduces reliance on single occupancy automobiles; and enhances community livability.

Draft Goal 4, Eugene TSP:

Distribute the benefits and impacts of transportation decisions fairly and address the transportation needs and safety of all users, including youth, the elderly, people with disabilities, and people of all races, ethnicities and incomes.

COUNCIL OPTIONS

The City Council may:

1. Approve the recommended priority order in the AIS.
2. Approve a revised priority order.
3. Take no action.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends that the City Council approve Option 1.

SUGGESTED MOTION

Move to approve the provided list of 2015-2018 STIP priorities for projects within the City of Eugene. Direct staff and the council's MPC and Lane Act representatives to use this list as a guide when representing the City at TPC, MPC and Lane ACT meetings regarding STIP funding.

ATTACHMENTS

- A. 2015-2018 STIP Enhance Project Funding Applications within the City of Eugene
- B. Introduction to Enhance and Fix-It for the 2015-2018 STIP
- C. Lane ACT Draft 2015-2018 STIP Prioritization Considerations
- D. Amazon Active Transportation Corridor information
- E. Jessen Path information
- F. Northeast Eugene Livable Streets information
- G. Northeast Eugene Livable Streets map

FOR MORE INFORMATION

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ATTACHMENT A

2015-2018 STIP Enhance Project Funding Applications within the City of Eugene

November 5, 2012

Projects submitted by City of Eugene

- Amazon Active Transportation Corridor \$1.5 million
This project will increase access across Amazon Creek for transit users and improve conditions for running, walking, and bicycling in the East and West Amazon Drive area. Components include extending the existing Amazon Path through Tugman Park, reconstructing the Rexius Running Trail, adding two pedestrian crossings over Amazon Creek, and developing a separated two-way bicycle facility along East or West Amazon Drive.
- Jessen Shared Use Path \$1.5 million
This new 5,900 foot long east-west shared use path will run along the north side of the Bethel neighborhood and the south edge of Golden Gardens Park and will connect to the existing north-south Beltline Path. The new path will give Bethel residents much improved connections to the existing shared use path network and will enhance access to Golden Gardens Park, a significant natural area for northwest Eugene.
- Northeast Eugene Livable Streets \$800k
This project will implement a portion of the Eugene Pedestrian and Bicycle Master Plan (PBMP). This grant application would fund development of Livable Streets that are comfortable for all users to walk or bike. The implementation of the project will complete the bicycle and pedestrian network for a large geographic area in northeast Eugene covering 33,000 residents. Projects include development of a bicycle boulevard network comprised of enhanced wayfinding signs and shared lane markings, traffic calming, pedestrian islands, stutter flash pedestrian signals (RRFBs), and widening of sidewalks at critical crossing locations.

Projects Submitted by ODOT

- Beltline River Road to Coburg Road NEPA \$3 - 5 million
This project will conduct required NEPA studies for the Beltline Highway River Road to Coburg Road planning alternatives that have been developed out of the Beltline Facility Plan. The current 2012-2015 STIP allocates \$2.5 million for NEPA on the Beltline, however, it is anticipated that further funding will be required to adequately fund NEPA analysis for the Beltline Highway. These alternatives range from improving the existing alignment to adding a local arterial bridge just north of Beltline Highway. While further work is still required as part of the Beltline Facility Plan, the Plan is expected to be adopted in 2014 in conjunction with the Eugene TSP. This

funding will support the next phase of this high priority project that will address safety, congestion and multimodal connectivity issues in the Beltline corridor.

- Beltline Short Term Improvements \$2 million*

To develop and construct short term improvements along the Beltline Highway (likely at and around the Delta Highway interchange) as noted in the ongoing Beltline Facility Plan. This could include extending the eastbound Beltline off-ramp to southbound Delta Highway or extending the westbound off-ramp to Delta Highway to alleviate some congestion on the Beltline Highway. This would complement other short-term improvements in the Beltline vicinity, such as the addition of ramp meters at the River Road/River Avenue interchange and Coburg Road/Beltline interchange.

* This is a potential request and is still under consideration and needs further development (i.e. refined cost estimates). Based upon need, cost, and readiness, this request may need further refined and suggested for a future STIP cycle.

Projects Submitted by point2point Solutions

- Regional SmartTrips \$450,000

The project funds program implementation for a residential SmartTrips program that targets two neighborhoods in Eugene: (1) Between West 11th and West 18th Avenues and between Bailey Hill Road and Chambers Street, and (2) the west Bethel neighborhood, and one neighborhood in Springfield (the Main/McVay corridor from Glenwood to 28th Street). The program will provide travel tools about available transportation options to increase the number of households that walk, bike, bus, and carpool. There will be special emphasis on providing older adults with access to information on RideSource, LTD's EZ Access and Honored Rider program, and travel training. We will also partner with schools in the target area to promote the beneficial health impacts and cost-savings associated with active transportation. Program goals include achieving a mode shift from Single Occupant Vehicle (SOV) to other modes and helping to reduce barriers to using alternative modes for school and household travel. This project builds on the work of recent Smart Trips programs offered in the region and as outlined in the MPO Regional Smart Trips Strategy.

- Regional Safe Routes to School (SRTS) Project \$263,000

The Lane MPO Regional SRTS Project would enhance the existing SRTS program to provide a more comprehensive regional program that serves three public school districts (Eugene 4J, Bethel, and Springfield) across Eugene-Springfield within the Central Lane MPO area. This two-year project would provide bike and pedestrian safety classes to 40 percent of the elementary and middle schools in the school districts and would conduct encouragement activities throughout these districts. The project was outlined in the recently developed **Lane MPO Regional Safe Routes to Schools Strategic Plan** and would build on recent investments in

bike/ped infrastructure improvements and would utilize maps currently being developed to show recommended walking routes to school. The SRTS bike safety education equipment would be repaired or replaced as needed.

Projects Potentially Submitted by LTD

- High Capacity Transit Corridor #5 (River Rd/Hwy 99-LCC) NEPA \$1 - 2 million

This project provides funding for the NEPA process required to construct high capacity transit along the River Road/Hwy 99 to Lane Community College main campus corridor.

- River Road Station Development \$2-3 million

This project provides funding for construction of a new River Road Station at the proposed Santa Clara Crossing development. At the current station there are issues with safety and security, access/egress on River Avenue, and congestion. To date, LTD has coordinated with the developer of the proposed Santa Clara Crossing project to construct a transit station/park & ride in the southeast corner of the development. The project would relieve congestion in the Beltline-River Road area and provide a terminus point for future high capacity transit service along River Road.

Introduction to *Enhance* and *Fix-It* for the 2015-2018 STIP

September 24, 2012

1.0 Overview

The purpose of this paper is to provide the following information:

- Explain the rationale for the change in process
- Explain what types of projects are in the *Enhance* and *Fix-It* categories
- The framework in which the ACTs and MPOs should select the recommended projects to be funded in the *Enhance* category
- Outline the sequence of steps in the development of the 2015-2018 STIP

The expectation of the Oregon Department of Transportation (ODOT) is to identify and fund the best multimodal transportation project solution to address a problem. As the agency develops the 2015-2018 STIP, we have an opportunity to move toward an improved process that allows maximum flexibility in the use of limited funds. The Oregon Transportation Commission (OTC) needs the ability to apply the available funds in the broadest way possible.

The Oregon Transportation Plan and the supporting modal plan policies identify the need to maintain and preserve the existing transportation assets. With limited funds it is not possible to maintain the existing system, yet some expansion to develop a fully multimodal system is necessary. This process will provide an opportunity for the Oregon Transportation Commission to provide policy direction to balance maintenance and enhancement of the State of Oregon's multimodal transportation system.

The OTC and ODOT are changing how the State Transportation Improvement Program (STIP) is developed. The STIP will no longer be developed as a collection of programs tied to specific pools of funding dedicated to specific transportation modes or specialty programs. Beginning in the summer of 2012, the STIP will be divided into two broad categories: *Fix-It* and *Enhance*.

The primary objective of this change is to enable ODOT to take care of the existing transportation assets while still providing a measure of funding to enhance the state and local transportation system in a truly multimodal way.

There are a number of issues driving the need for this change. Perhaps most important, when revenue for transportation system maintenance and improvement is limited and declining, it is important that transportation investments effectively address a wide range of issues, from safety, mobility, and accessibility to economic development, sustainability, energy, health, and community livability. In short, we need to identify the most effective projects based on community and state values, rather than those that fit best into prescribed programs. The new STIP development process also aligns with

Definitions:

Enhance: Activities that enhance, expand, or improve the transportation system

Fix-It: Activities that fix or preserve the transportation system

ODOT's internal effort to "right-size" the agency and reorganize along functional lines (rather than modal or program lines) to adapt to continuing financial constraints.

At the core of this new approach is a single application process for all projects that will be funded under the **Enhance** side of the STIP. The OTC will select **Enhance** projects based on recommendations developed by local governments, public agencies and citizen representatives through a process conducted by the Metropolitan Planning Organizations (MPOs), where applicable, and the Area Commissions on Transportation (ACT). The **Fix-It** portion of this process will be discussed in Section 1.6 below.

The purpose of this guidance document is to provide some perspective and considerations for reviewers to use when evaluating and prioritizing **Enhance** project applications. Project activities that are eligible for **Enhance** category funds include:

- Bicycle and/or Pedestrian facilities on or off the highway right-of-way
- Development STIP (D-STIP) projects (development work for projects that will not be ready for construction or implementation within the four years of the STIP)
- Modernization (projects that add capacity to the system, in accordance with ORS 366.507)
- Most projects previously eligible for Transportation Enhancement funds
- Projects eligible for Flex Funds (the Flexible Funds program funded Bicycle, Pedestrian, Transit and Transportation Demand Management (TDM) projects, plans, programs, and services)
- Protective Right-of-Way purchases
- Public Transportation¹ (capital projects only, not operations)
- Safe Routes to School (infrastructure projects)
- Scenic Byways (construction projects)
- Transportation Alternatives (new with MAP-21, the federal transportation authorization)
- Transportation Demand Management

Because of the wide diversity of project applications that the department expects to receive, we do not advise a formal scoring process. This STIP development process will ultimately be subjective and largely driven by matching identified problems with cost-effective solutions that reflect local values and concerns. However, there are some practical sideboards that we can establish to help guide the decision-making process. The remainder of this document will provide those policy-based and practical parameters.

We note that these guidelines are not intended to be definitive or inclusive of all possible considerations. Other considerations of local or regional importance may be factored into any selection recommendation process. The only real requirements within the selection recommendation process are that the projects legitimately address at least one of the benefit areas included in the application (to address multiple areas generally

¹ Public transportation capital projects are eligible for Enhance funds. It is important to note, however, that the funds from the Federal Transit Administration (FTA) are not included in the Enhance funds. Those dollars remain separate and are solely for public transportation projects.

makes for a stronger application) and whatever logic and rationale is used to make the decisions is clearly and thoroughly documented.

The OTC has also provided significant guidance over the last year about what will constitute a successful project as funding becomes more limited, and projects become more difficult to implement. As has been the case for many years, the OTC continues to put a strong emphasis on preserving the existing transportation system first. This is evidenced by the funding split between the **Fix-It** portion of the proposed new STIP (76 percent) and the **Enhance** portion (24 percent).

In addition, this process applies primarily to projects that will be ready for construction or implementation in 2016 to 2018, because projects for 2015 are largely already selected. Because the STIP is updated every two years, there will be an opportunity to review the later projects in the STIP and to improve on the STIP selection process for the next STIP update cycle.

Note also that all legal obligations to develop the STIP, including any minimum expenditures, will continue to be honored in this STIP and all later STIPs. This includes any federal requirements that may change with updates to federal law, including the 2012 MAP-21 transportation authorization legislation, and any successor legislation. ODOT will try to mirror changes in law in the STIP process, where appropriate. For example, MAP-21 places Transportation Enhancement, Recreational Trails, and Safe Routes to School, that were formerly separate programs, under one "Transportation Alternatives" (TA) program. Similarly, in Oregon's process, the types of projects allowed under the new TA program are eligible to apply for funding under **Enhance**.

1.1 The Oregon Transportation Plan

The Oregon Transportation Plan (OTP) set the stage for ODOT's transition to a more multimodal agency with multiple goals and policy objectives when it was adopted in 2006. Demonstrating how a project will meet or advance the OTP goals and objectives will be an asset to any **Enhance** application and will ultimately strengthen its chances of implementation.

The OTP Goals

1. Mobility and Accessibility
2. Management of the System
3. Economic Vitality
4. Sustainability
5. Safety and Security
6. Funding the Transportation System
7. Coordination, Communication and Cooperation

Embedded in these policies and actions are a set of priorities to be considered after maintaining and preserving the system. This includes recognizing some key priorities embedded both in the OTP and in OTC discussions: enhancing economic development opportunities; supporting compact mixed use development, integrating multimodal systems; maintaining the safety of the system and making strategic investments that contribute measurable benefits to the efficiency of the system. The direction of the OTC

and the policy framework of the Oregon Transportation Plan are augmented by the governor's direction that provides more specific guidance.

1.2 Governor's Direction

One excellent source of guidance to determine which project applications represent the best high-value, multimodal project opportunities comes from the office of Governor John Kitzhaber. The governor laid out a variety of principles about how to make transportation system investments and how to conduct the investment decision-making process.

On August 24, 2011, the governor met with the OTC and talked about his direction and expectations. The governor laid out six principles he wants brought to the fore in transportation decision making. Those six principles are:

1. Have the right group of people at the table at the beginning of the process to define the problem and solution together
2. Determine who is best positioned to manage/own facilities
3. Create programs that invest in the transportation system AND meet a multitude of community objectives
4. Move us closer to a sustainable, safe, lower carbon, multi-modal system
5. Maximize benefit for the least cost under limited resources
6. Move us closer to a transportation funding mechanism for the future

Additionally, the governor stressed that to support sustainable communities, state agencies shall seek to help enable and encourage local communities to achieve the following objectives:

- Resilient local economies that provide a diversity of economic opportunities for all citizens
- Workers supported by lifelong education to ensure a globally competitive workforce
- An independent and productive citizenry
- Youth supported by strong families and communities
- Downtowns and main street communities that are active and vital
- Development that wisely and efficiently uses infrastructure investments and natural resources
- Affordable housing available for citizens in community centers
- Healthy urban and rural watersheds, including habitats for fish and wildlife
- Clean and sufficient water for all uses
- Efficient use and reuse of resources and minimization of harmful emissions to the environment

Project applications that demonstrate alignment with these various directives and principles will ultimately have an improved chance of being chosen for implementation.

The following bullet points summarize his key themes that provide not only guidance in the selection of projects, but also for other transportation issues that the Commission often addresses.

- Maximize and leverage investments by looking for:
 - projects with the potential to be both effective and efficient
 - projects that involve multiple funding sources
 - projects that are complementary to other projects or community development activities and offer the chance for the whole to be greater than the sum of the parts
- Investments must achieve multiple objectives
- Conduct proactive asset management (strategically take care of what we already have)
- Move toward a more multimodal transportation system by maximizing funding flexibility and consider a wider range of community issues and benefits
- As funding decreases, and projects become increasingly difficult to implement we need to transition and transform the way we work—to look for new ways of doing business
- Use Regional Solution Centers to reduce bureaucratic barriers and help identify opportunities to partner and leverage projects
- Look for projects that result in GHG emissions reductions
- Continue to develop a Rapid Passenger Rail Plan
- Implement least cost planning principles
- Incorporate practical design principles from planning to project development
- Weigh all the values we have – including energy, job creation and health – in final design

1.3 Legislative Direction

This new approach will also be responsive, at appropriate points in the process, to various legislative actions. Examples of prior legislation that apply to the STIP are listed below (from Oregon Revised Statutes).

ORS 184.621. The Oregon Legislature included ten considerations for use in developing STIP criteria in the Jobs and Transportation Act (JTA). The ten considerations directly relate to categories of benefits included in the application. Also, nine of the ten categories listed below have been selected by the STIP Stakeholder Committee for analysis in Oregon’s least cost planning process (Mosaic) and, in turn, relate closely to the goals and policies of the OTP. All these parallels ensure that the STIP **Enhance** process reflects the goals and policies of the OTP, the priorities of the STIP Stakeholder Committee, and the legislature’s STIP considerations. Specific language from the JTA:

“The Oregon Transportation Commission shall work with stakeholders to review and update the criteria used to select projects within the Statewide Transportation Improvement Program. When revising the project selection criteria the commission shall consider whether the project:

(1) Improves the state highway system or major access routes to the state highway system on the local road system to relieve congestion by expanding capacity,

enhancing operations or otherwise improving travel times within high-congestion corridors.

(2) Enhances the safety of the traveling public by decreasing traffic crash rates, promoting the efficient movement of people and goods and preserving the public investment in the transportation system.

(3) Increases the operational effectiveness and reliability of the existing system by using technological innovation, providing linkages to other existing components of the transportation system and relieving congestion.

(4) Is capable of being implemented to reduce the need for additional highway projects.

(5) Improves the condition, connectivity and capacity of freight-reliant infrastructure serving the state.

(6) Supports improvements necessary for this state's economic growth and competitiveness, accessibility to industries and economic development.

(7) Provides the greatest benefit in relation to project costs.

(8) Fosters livable communities by demonstrating that the investment does not undermine sustainable urban development.

(9) Enhances the value of transportation projects through designs and development that reflect environmental stewardship and community sensitivity.

(10) Is consistent with the state's greenhouse gas emissions reduction goals and reduces this state's dependence on foreign oil."

ORS 184.611. This statute addresses prioritization of freight mobility projects and reads "(1) As used in this section, "freight mobility project" means a project that supports the safe, reliable and efficient movement of goods between and among local, national and international markets. (2) The Legislative Assembly finds that investment in freight mobility projects will yield a return on the state's investment in terms of improved economic opportunity and safety. (3) In developing the STIP, the Department of Transportation shall give priority to freight mobility projects that: (a) Are located on identified freight routes of statewide or regional significance; (b) Remove identified barriers to the safe, reliable and efficient movement of goods; and (c) Facilitate public and private investment that creates or sustains jobs."

ORS 366.507. This statute addresses Modernization program funding, conditions and criteria.

ORS 366.514. This statute addresses the use of state highway funds for footpaths and bicycle trails. It includes the requirement that "The amount expended by the department or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund." and related definitions and exemptions.

1.4 OTC Perspective

In the past year the OTC has studied the existing funding and institutional realities facing ODOT and Oregon transportation system development, future challenges, and how other DOTs addressed financial limitations and achieved improved partnerships with transportation stakeholders and jurisdictions. The OTC Workshop in October 2011 highlighted several key points including:

- Funds are not keeping up with expenditures

- All modes are underfunded
- The transportation system will deteriorate from its current condition, both physically and operationally
- New strategies are being implemented to maximize our investments
- The organization is being reduced in size and services to match projected funding levels

The OTC has also reviewed the role of Area Commissions and identified that ACTs are underutilized, given the experience and commitment of the ACT members.

1.5 OTC Priorities

The OTC commissioners identified the following thematic priorities during the October 2011 workshop:

- The need to achieve a truly multimodal system
- Work to integrate health into transportation discussions
- Improve transportation system efficiency by implementing technology solutions
- Look for ways to be innovative in project funding, packaging, and implementation
- Continue developing and seeking approval for sustainable funding mechanisms
- Look for creative ways to resolve intergovernmental transportation system problems cooperatively

In November 2011, the OTC invited the chairs of the Area Commissions on Transportation (ACTs) and other advisory committees to participate in presentations focused on some of the challenges that Oregon faces. A key theme was that now, more than ever, we need to engage transportation stakeholders to identify issues and to develop creative and sustainable multimodal transportation system solutions.

The presentations were followed by a roundtable discussion with the advisory committees on their perspectives on opportunities and challenges. The OTC and ODOT believe that ACTs have been underutilized given the experience and commitment of the ACT members, and many ACT members expressed desire to play a broader role. It was agreed that this would be the first meeting of this type and not just a one-time event.

The 2015-2018 STIP selection process will address these priorities by expanding the “universe” of potential transportation projects that are compared side by side. This will avoid the artificial separation of projects by funding source that existed up to this point. The overarching point of agreement that emerged in the past year was similar to some of the conclusions that emerged from the governor’s direction and the previous OTC work: ODOT no longer has the resources to keep doing what we have been doing and how we have been doing it, and neither do the local jurisdictions. While our collective years of experience still have value, in order to be successful, we will all need to evolve and adapt to the financial and institutional changes that have taken place over the last 20 years. Rather than viewing this as a negative situation, it should really be seen as an opportunity for all of us to improve the way we do things to manage the transportation system in Oregon.

1.6 *Fix-It* Program for STIP

The *Fix-It* category includes all the capital funding categories that maintain or fix ODOT's portion of the transportation system. It is important to note that the capital funding categories do not include the noncapital maintenance and operations programs because these are not included in the STIP. Noncapital maintenance/ operations and other agency funding is addressed by the OTC via the state budget decisions.

Project activities eligible for the *Fix-It* category of funds include:

- Bicycle and pedestrian facilities on state routes only
- Bridges (state owned)
- Culverts
- High Risk Rural Roads
- Illumination, signs and signals
- Landslides and Rockfalls
- Operations (includes ITS)
- Pavement Preservation
- Rail-Highway Crossings
- Safety
- Salmon (Fish Passage)
- Site Mitigation and Repair
- Stormwater Retrofit
- Transportation Demand Management (part of Operations)
- Work zone Safety (Project specific)

The selection of projects for the *Fix-It* category is intended to start with input from ODOT infrastructure management systems and be supported by consultation with ACTs and MPOs. Management systems are repositories of data about the system. They can identify problems and the general idea for a solution. Management system analysis is used, for example, for State Bridge, Pavement Preservation, and Safety projects. The systems provide asset management information and help prioritize needs. Each ODOT transportation region will then share the *Fix-It* project lists with its ACTs and MPOs in order to:

1. Identify opportunities to leverage funds
2. Identify opportunities to maximize projects' support of Oregon objectives, community goals and system asset management
3. Identify opportunities to coordinate project timing and outcomes better
4. Identify opportunities to coordinate safety improvements

At the July 18, 2012, OTC meeting the OTC directed ODOT to begin work on the *Fix-It* category project lists for the 2015-2018 STIP. The Commission requested ODOT prepare an expanded project list that will be available to the ACTs and other STIP contributors as they discuss potential *Enhance* projects, so there is opportunity to look

at linkages, leveraging resources, enhancing project benefits, etc. This will also provide an opportunity for ACTs to direct comments to ODOT program managers regarding proposed **Fix-It** projects in an area.

Below are the principles guiding the **Fix-It** category of STIP funding.

Fix-It Category Funding Allocation and Project Selection Guiding Principles	
Balance	Maintain relative balance between Fix-It programs while allowing route priority within individual programs, taking into account risks (safety), sustainability, and magnitude of investment.
Leverage	Leverage existing funding to attract more revenue opportunities to support a sustainable transportation system.
Maintenance	Focus investments on features that are difficult and expensive to maintain.
Safety	Maintain or improve transportation safety on the system within funding level availability.
Regulatory Compliance	Ensure minimum environmental, federal, state, and local compliance is maintained on the transportation system.
Economy	Maximize economic opportunities and minimize economic hardships as a result of transportation investments.
Cost Effectiveness	Allocate funding in a way that maximizes return on investment to support a sustainable transportation system.
System Continuity	Fund investments that minimize risk of transportation system failure.

When the initial proposed lists of **Fix-It** projects are developed, ODOT staff will report back to the OTC on how the proposed dispersal of funds will affect the overall condition of the system.

2.0 2015-2018 STIP Cycle Enhance Project Selection

Described below are key steps in the 2015-2018 STIP update cycle. See the attached timeline for a list of all due dates and other key dates in this process. There is also an information and instructions document to accompany the **Enhance** application. All these documents are available on [ODOT's website](#).

2.1 OTC approval of 2015-2018 STIP Process

Throughout the spring of 2012, ODOT has had discussions with the OTC about approaches to the 2015-2018 STIP funding and project selection. At the OTC's July 2012 meeting, the Commission decided to go ahead with the **Fix-It** and **Enhance** approach to the STIP. The Commission directed ODOT to begin the **Fix-It** project selection process and wait until September to provide the final decision on the proposed **Enhance** process.

The September approval target provides more opportunity for ODOT to reach out to ACTs, MPOs, and others, in order for stakeholders to better understand the process, and for ODOT and the OTC to hear concerns and make improvements to the **Enhance** process to respond to those concerns. During the summer of 2012, ODOT staff is discussing the new process with each ACT and others.

2.2 Application Available

The **Enhance** projects application will be available in September 2012, shortly after the OTC meeting and provided the decision is to move forward. The application contains basic project information and it includes a section on benefit of the projects. These are organized in categories. First is benefits to the state system, then nine more categories mirror the categories of impacts that the STIP Stakeholder Committee designated as most important for Oregon's least cost planning process to evaluate. Least cost planning, now called Mosaic, is being developed and tested for use in the planning process, not for project-level decisions at this time. However, the nine Mosaic categories are basic categories of impacts of the transportation system and investments in that system and this application provides a qualitative way to respond to those same categories for project decisions.

The benefits section is also similar to the project selection criteria many individual STIP funding programs used for recent STIP cycles. The application does not use the term "criteria," because it is intended to be broader than any of the criteria used in the past to include a wide range of modes and possible investments. The benefits information will also be used to prioritize and compare projects.

Not all projects are expected to have impacts on all categories of benefit. Reviewers will need to discuss the different benefits of different projects and use a consensus process to develop their prioritized lists.

Regions, ACTs, and MPOs may not add to or alter the application or the benefit information requested. This is a change from prior STIP procedures. It is important that all **Enhance** projects are evaluated similarly across the state.

ODOT staff can provide assistance in answering questions about the application and about the application review process. Each region has designated a representative to lead this process for the region and they are the ones to whom to direct questions. See below for the list of region representatives. (If you are unsure about which region to direct questions to, see the online [ODOT Region Map](#).)

Region	Representative	Phone	Email
Region 1	Jeff Flowers	503.731.8235	Jeffrey.A.FLOWERS@odot.state.or.us
Region 2	Terry Cole	503.986.2674	Terry.D.COLE@odot.state.or.us
Region 3	Lisa Cortes	541.957.3643	Lisa.CORTES@odot.state.or.us
Region 4	Katie Parlette	541.388.6037	Katie.M.PARLETTE@odot.state.or.us
Region 5	Dawn Hubble	541.963.1325	Dawn.L.HUBBLE@odot.state.or.us

2.3 Application Due

Applications must be **received** by the appropriate ODOT region mailbox before **12:00 PM, noon, on November 27**. The region emails are listed below. See the application instructions for further details about how to use email to submit applications. Other key dates in this process are listed in the attached draft Timeline.

Region 1	STIPEnhanceAppsRegion1@odot.state.or.us
Region 2	STIPEnhanceAppsRegion2@odot.state.or.us
Region 3	STIPEnhanceAppsRegion3@odot.state.or.us
Region 4	STIPEnhanceAppsRegion4@odot.state.or.us
Region 5	STIPEnhanceAppsRegion5@odot.state.or.us

2.4 Region Staff Review of Applications

Applications received by the due date will be reviewed by ODOT region staff for general eligibility and completeness. Applications will be checked to verify that:

1. The sponsor is a public agency
2. The proposed project is of the type covered by **Enhance** funds
3. The application is complete. Information that must be included:
 - Item 1: Project sponsor
 - Item 3: Project name
 - Item 5: Project summary
 - Item 8: Project problem statement
 - Item 9: Project location
 - Item 11: Project description
 - Item 14: Timetable lines 1 and 8
 - Item 27: Estimated project costs
 - Item 28: Project participants and contributions
 - Item 29: Project sponsor signature

Regions will send applications for **Enhance** projects that include at least this information to ACTs and MPOs for review and prioritization in early December 2012.

2.5 ACT and MPO Application Reviews

Regions will send eligible, complete applications to the applicable ACT and MPO for review. The current long-standing STIP development processes in which ACTs, MPOs, and region staff work together to prioritize projects, are expected to continue.

Generally, where an MPO is part of an ACT, there are processes in place to discuss MPO priorities within the ACT and agree on area priorities. The Portland area is unique in that there is an MPO, but not an ACT. ODOT Region 1 will work with its stakeholders to better define the coordination process for the region as a whole.

Projects recommended through the STIP Update process and within the boundaries of an MPO need to be included in the Metropolitan Transportation Improvement Program (MTIP). The MPO Policy Board approves the final MTIP and then sends it to the governor for further approval. After these approvals, the MTIP is incorporated into the STIP.

Regions, ACTs, and MPOs will receive a template to report their conversations and process to develop their recommended project lists. This will provide a record of what concerns they discussed, how they selected priorities, and why they selected projects. This record will be important. It should be developed during selection of the 150 percent list. It can later be revised or updated during conversations to reduce the list to the final recommended list. This record will be essential to the OTC, OTC advisory committees, and others in order to understand how the projects were selected.

While this template is still under development, we anticipate the ACTs will provide responses to questions similar to:

- How does this project improve transportation choices for people in your community?
- Why is now the right time for this project?
- How does this project improve the lives of people in your community?

The Oregon Transportation Commission is the state's final decision-making body, responsible for approving the final STIP and sending it to US DOT for final approval. ACTs work with their ODOT region and sometimes other ACTs in the region to put together the region's final recommended STIP project list. This list then goes to the OTC for approval.

Definitions:

150 percent List:

A list of projects generated early during the review of applications that would use roughly 150 percent of the region's available STIP Enhance funds

Recommended List:

A list of projects generated after projects are scoped to identify a final recommendation from ACTS that would use roughly all of the region's available STIP Enhance funds

ODOT has expectations for how the applications will be reviewed and for documenting how the final lists were selected. The following expectations will be included in the direction to ACTs, MPOs, and others to guide their review of applications and their development of prioritized project lists:

- a. The process used to review applications and establish priorities should be as inclusive of participants and as transparent as possible.
- b. No benefit category is to be defined as more important than others, and project applications do not need to show benefit in all categories to be eligible. Reviewers are to discuss the project benefits holistically and strive for consensus. Because different types of projects will have different kinds of benefits, to decide before review that certain benefits are most important will disadvantage some projects that may be important to the area. Likewise, reviewers should not use overall numerical scores to determine outcomes, but use a discussion and consensus process.

Reviewers may use qualitative rankings within the benefit categories. For example, different projects may have high, medium, or low benefits for individual benefit categories such as mobility or livability. Discussion and consensus will then decide how to prioritize projects with very different benefits.

- c. Reviewers can use state and local plans and goals and policies described in plans to help determine priority. Plans may include the Oregon Transportation Plan, the Oregon Highway Plan, other Oregon transportation topic or mode plans, local transportation system plans, local comprehensive plans, etc.
- d. Reviewers are expected to consider the merits of the project regardless of the level of detail in the application. For example, some jurisdictions may have access to considerable data and analyses to support their project. Other jurisdictions with more limited staff resources and experience may have less detail to report, but their applications must be considered equally.
- e. ODOT will require that the decision-making process be documented in a consistent manner throughout the state. The department will provide a template to accomplish this.
- f. Some programs included in **Enhance** have previously developed STIP selection criteria. Reviewers are not required to use these other STIP criteria in establishing priorities. However, reviewers are welcome to consider these other STIP criteria if they are helpful in the prioritization process.
- g. Reviewers must include any required elements of project prioritization in their evaluations. For example, ODOT is required in statute to give priority to freight projects in the STIP. ODOT region staff will explain such requirements to reviewers. The final list and documentation will show how they were considered. Similarly, ODOT will ensure that the final STIP meets all legal requirements, such as minimum amounts for certain types of projects including bicycle and pedestrian projects.

- h. MPOs will need to maintain their appropriate role in the prioritization and selection process. (They are federally-chartered bodies with specified project selection responsibilities.) ODOT expects that the ACTs will coordinate as they do today in similar processes with the MPOs. ODOT region staff is responsible for ensuring this coordination is accomplished.

2.6 ACT Development of 150 Percent List

ACTs and MPOs will receive the applications from ODOT region staff in early December. Reviewers will then prioritize and narrow considered projects to their “150 percent list.” This means that highest-priority projects will be listed to a bit over the expected funding available for the region’s **Enhance** program.

2.7 Scoping of 150 Percent Lists

All projects on the 150 percent list of projects will then be “scoped” in more detail, meaning that their location, components, cost, and details will be examined more closely to verify estimates and establish the final project scope. ODOT region staff will manage the scoping process with assistance from other ODOT staff and/or the local jurisdiction. Region staff will work with applicants to accomplish the detailed scoping. This detailed information will be shared with ACTs and MPOs to help reviewers narrow the list to the final region-wide recommended list.

2.8 Statewide Advisory Committee Review

During scoping of the 150 percent list the following statewide committees, advisory to the OTC, will also review the lists of potential projects:

- the Transportation Enhancement Advisory Committee working jointly with the Oregon Bicycle and Pedestrian Advisory Committee
- the Oregon Freight Advisory Committee

These advisory committees will review the projects in the 150 percent lists and share any feedback on the projects and priorities from their respective areas of expertise with the OTC.

The advisory committees will provide thematic analysis regarding the 150 percent lists in a memo format. This memo may focus comments at statewide, ODOT region-wide and ODOT area-wide geographic scale. They will be asked to provide their comments while scoping of the 150 percent lists is ongoing.

2.9 OTC Review of STIP Development

The OTC will review the overall progress of the STIP development periodically throughout the process. The commission will analyze the 150 percent lists and input from the statewide advisory committees and other stakeholders for overall themes and will provide feedback and additional direction to the ACTs.

2.10 ACT Development of Final Recommendation

Information from scoping and from the statewide advisory committee reviews will be passed back to the ACTs and MPOs, for their next step to reduce the 150 percent list to the recommended list of projects for the STIP. Each region will have a slightly different process to develop the final list, but will be in general alignment with past practices.

2.11 OTC Review and “20 percent” Project Identification

The OTC will review the recommended lists and consider the 20 percent of the **Enhance** budget that was held back for statewide consideration by the OTC. The OTC will consider any apparent gaps in the recommended lists, such as a multimodal focus, and statewide goals, policies, and priorities.

2.12 Draft STIP

Once the recommended STIP is complete, including assigning the OTC’s statewide 20 percent, the Draft STIP will be compiled, presented to the OTC and released for public review and comment.

2.13 Final STIP

After the application review and STIP development steps, there are several more steps that need to occur before the STIP is final. For example, technical steps, such as air quality conformity determinations will be completed where needed. Any further metropolitan area projects from their Transportation Improvement Programs are added in also. Comments received on the Draft STIP are considered before the STIP is finalized. When these steps are complete, a Final STIP is prepared and released for public comment.

2.14 OTC STIP Approval

The OTC has final approval of the STIP for all of ODOT. After the public comment period on the Final STIP and consideration of comments received, the Final STIP goes to the OTC for approval. The OTC has the authority to make changes or add conditions to projects.

2.15 STIP Federal Approval

The final step in the STIP process is federal agencies approval. After OTC approval, the STIP must receive approvals from the Federal Highway and Federal Transit Administrations. The new STIP is active once federal agencies approved.

3.0 The 2017-2020 STIP

The 2015-2018 STIP will set in place projects for implementation in 2016, 2017, and 2018 (projects for 2015 were selected with previous procedures.) The Oregon STIP is updated every two years. This means that in two years, we will have the opportunity to revisit projects slated for 2017 and 2018 and make any necessary improvements to the selection process based on lessons learned from this selection cycle.



Lane Area Commission on Transportation

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Agenda Item 6
STIP Funding Allocation and Project Selection Process



**Lane Area Commission on Transportation (LaneACT)
DRAFT 2015-2018 STIP Prioritization Considerations
Enhance Projects**

Summary

It will be the responsibility of the LaneACT to review submitted Enhance applications and provide a prioritized recommendation to ODOT staff by March 15, 2012. While templates are still under development, previous discussions with the Governor and Oregon Transportation Commission (OTC) have provided a list of themes for consideration when selecting project priorities. It is important to note that other considerations, of local or regional importance, may be factored into any selection recommendation process, this includes any considerations of importance established by the LaneACT in their review. This document summarizes the 'Introduction to Enhance and Fix-it for the 2015-2018 STIP' to assist in this considerations discussion.

Governor's Direction

One excellent source of guidance to determine which project applications represent the best high-value, multimodal project opportunities comes from the office of Governor John Kitzhaber. On August 24, 2011, the governor met with the OTC and talked about his direction and expectations, where he laid out six principles he wants brought to the fore in transportation decision making. Those six principles are:

1. Have the right group of people at the table at the beginning of the process to define the problem and solution together
2. Determine who is best positioned to manage/own facilities
3. Create programs that invest in the transportation system AND meet a multitude of community objectives
4. Move us closer to a sustainable, safe, lower carbon, multi-modal system
5. Maximize benefit for the least cost under limited resources
6. Move us closer to a transportation funding mechanism for the future

Additionally, the governor stressed that to support sustainable communities, state agencies shall seek to help enable and encourage local communities to achieve the following objectives:

- Resilient local economies that provide a diversity of economic opportunities for all citizens
- Workers supported by lifelong education to ensure a globally competitive workforce
- An independent and productive citizenry
- Youth supported by strong families and communities
- Downtowns and main street communities that are active and vital
- Development that wisely and efficiently uses infrastructure investments and natural resources
- Affordable housing available for citizens in community centers
- Healthy urban and rural watersheds, including habitats for fish and wildlife
- Clean and sufficient water for all uses
- Efficient use and reuse of resources and minimization of harmful emissions to the environment

Project applications that demonstrate alignment with these various directives and principles will ultimately have an improved chance of being chosen for implementation. The following bullet points summarize his key themes that provide not only guidance in the selection of projects, but also for other transportation issues that the Commission often addresses.

- Maximize and leverage investments by looking for:
 - projects with the potential to be both effective and efficient
 - projects that involve multiple funding sources
 - projects that are complementary to other projects or community development activities and offer the chance for the whole to be greater than the sum of the parts
- Investments must achieve multiple objectives
- Conduct proactive asset management (strategically take care of what we already have)
- Move toward a more multimodal transportation system by maximizing funding flexibility and consider a wider range of community issues and benefits
- As funding decreases, and projects become increasingly difficult to implement we need to transition and transform the way we work—to look for new ways of doing business
- Use Regional Solution Centers to reduce bureaucratic barriers and help identify opportunities to partner and leverage projects
- Look for projects that result in GHG emissions reductions
- Continue to develop a Rapid Passenger Rail Plan

- Implement least cost planning principles
- Incorporate practical design principles from planning to project development
- Weigh all the values we have – including energy, job creation and health – in final design

Oregon Transportation Commission Priorities

In the past year the OTC has studied the existing funding and institutional realities facing ODOT and Oregon transportation system development, future challenges, and how other DOTs addressed financial limitations and achieved improved partnerships with transportation stakeholders and jurisdictions. The OTC commissioners identified the following thematic priorities during the October 2011 workshop:

- The need to achieve a truly multimodal system
- Work to integrate health into transportation discussions
- Improve transportation system efficiency by implementing technology solutions
- Look for ways to be innovative in project funding, packaging, and implementation
- Continue developing and seeking approval for sustainable funding mechanisms
- Look for creative ways to resolve intergovernmental transportation system problems cooperatively

LaneACT Considerations

While a template is still under development, we anticipate the ACTs will provide responses to questions similar to:

- How does this project improve transportation choices for people in your community?
- Why is now the right time for this project?
- How does this project improve the lives of people in your community?

Other potential LaneACT considerations to discuss:

- Does the project relate to a Fix-It project?
- Is the project cost effective?
- Does the project enhance safety?
- Does the project promote/enhance economic development opportunities?

Attachment D

INTRODUCTION

The Amazon Active Transportation Corridor prioritizes active transportation modes.

The projects identified for this grant would increase mobility for active transportation users in south Eugene. They would also reduce user conflicts by providing separated spaces for different transportation modes and increase access across the Amazon Creek.

Projects include:

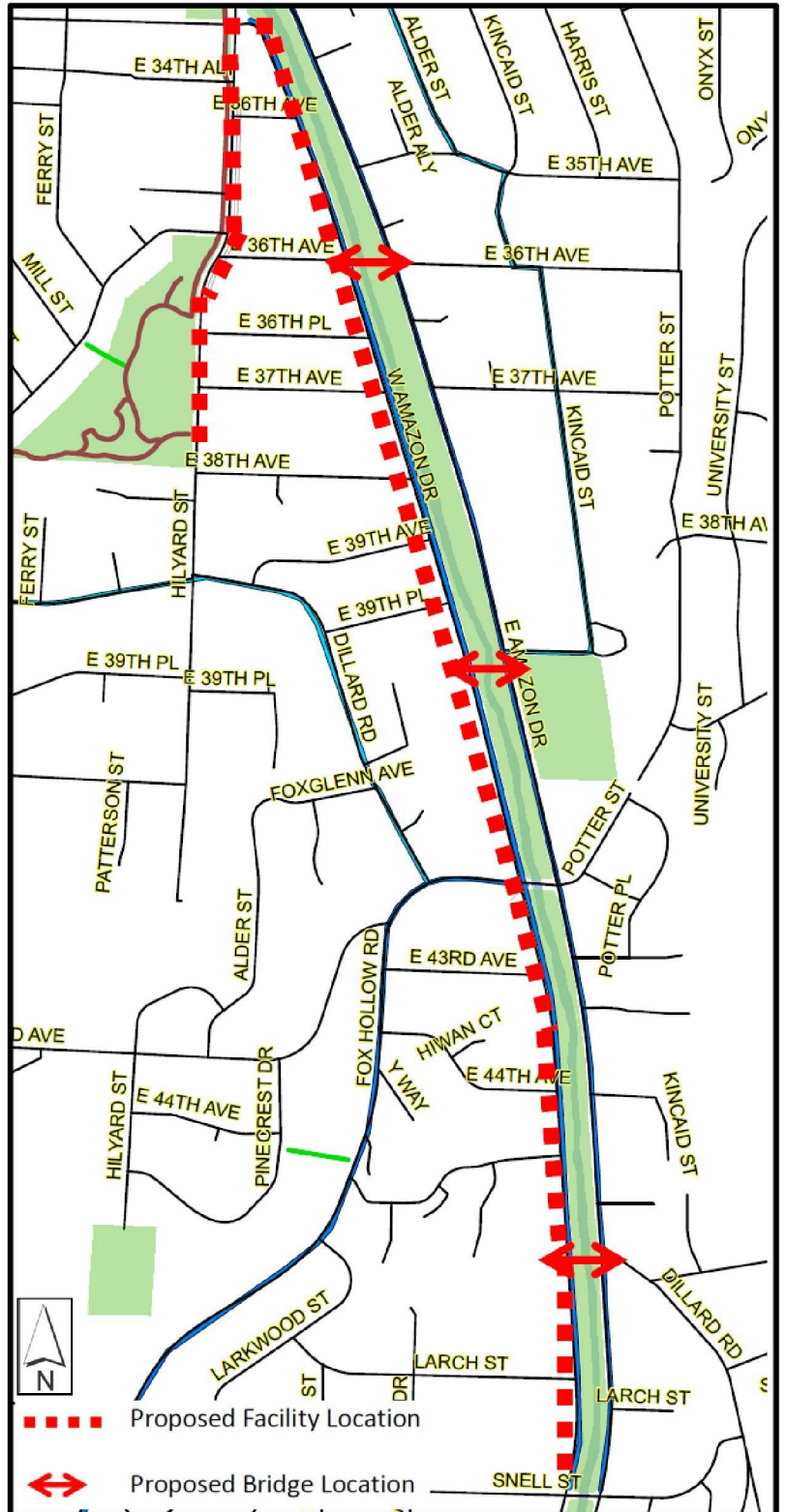
- Extension of the Amazon Path to the south from 34th Avenue to the Tugman Park Path
- A two-way protected cycle track on West Amazon Drive (Hilyard to Snell)
- Replacement of the bridge across Amazon Creek at 39th Avenue and the installation of two new bridges (36th; Dillard Road)
- Reconstruction of the Rexus Running Trail (Hilyard to Martin)
- Pedestrian crossing Improvements at 34th Avenue across Hilyard Street

PURPOSE

The improvement of walking, transit and bicycling in the Amazon Active Transportation Corridor reduces user conflicts, increases safety, promotes environmental stewardship, improves livability, and provides greater mobility options for residents and visitors of south Eugene.

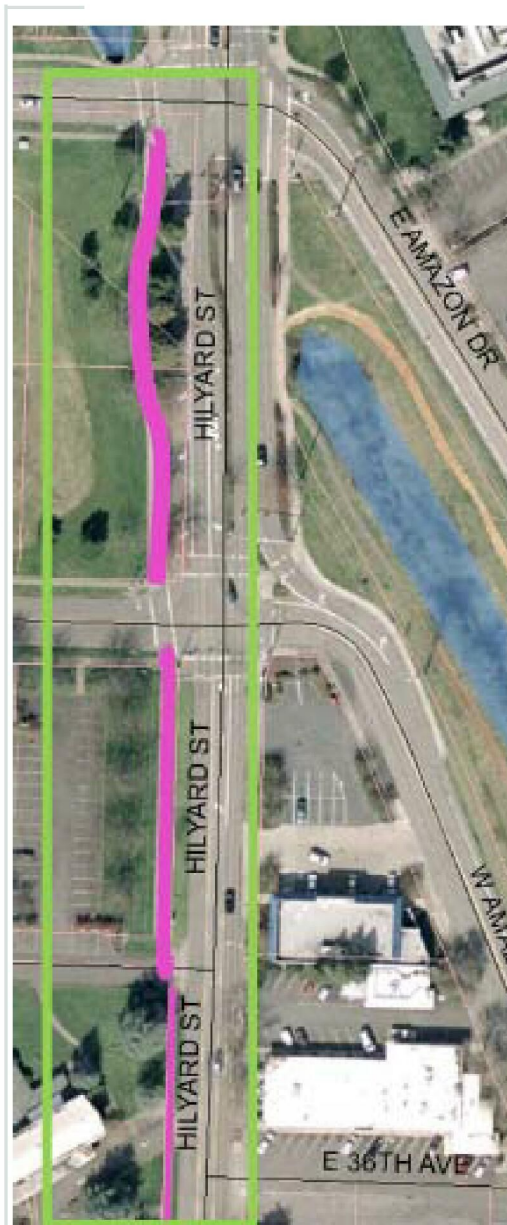


Amazon Active Transportation Corridor



▶ Amazon Active Transportation Corridor

▶ AMAZON PATH EXTENSION

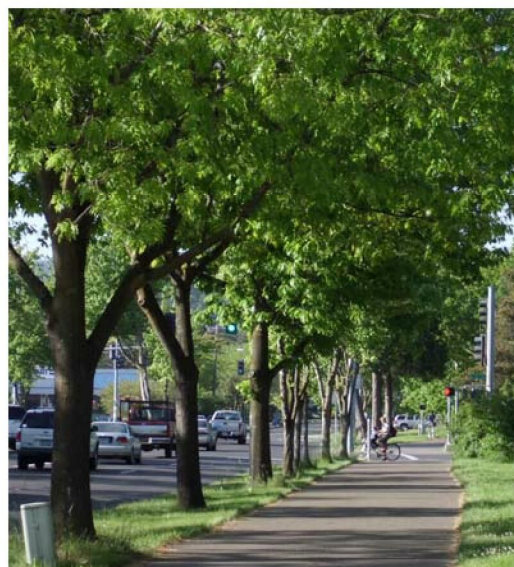


The Amazon Path decreases in width from 12' near 33rd Avenue to 8' south of 34th Avenue then narrows to 5' to Tugman Park (Pink). **The sidewalk would be widened to a 12' path standard.**

Amazon Path Extension

The popular Amazon Path which extends from 19th Avenue to 34th Avenue provides comfort and convenience for north/south cyclists and pedestrians. Currently, the wide 12' path ends at 34th Avenue. As a result, many southbound trail users are forced to share a narrow 5' sidewalk located on the west side of Hilyard Street which is uncomfortable for path users who compete for the limited space. This grant would fund the widening of the sidewalk from 34th Avenue to Tugman Park where the widened sidewalk (12' shared use path standard) would connect to the existing Tugman Park path network.

Existing 12' path at north end of project area.



Existing 5' sidewalk at south end of project area would be widened to 12'.



▶ Amazon Active Transportation Corridor

BRIDGES



Amazon Creek Crossings

There is currently one pedestrian bridge across the Amazon Creek between Hilyard Street and Fox Hollow Road, a distance of approximately 3/4 miles. The result is a barrier between East and West Amazon Drive that divides the neighborhood. Some residents choose to leap across the creek and there is evidence of homemade bridges erected from debris in several locations. The grant funding would provide an additional 2 bridges and replacement of the existing bridge on 39th Avenue (Top Image) to provide safe, barrier free access across the Amazon Creek.

Participants at two public workshops selected 36th Avenue and Dillard Road as preferred additional bridge locations. There is also a possibility of an art bridge (by Lee Imonen) that was previous designed for a location north of the project site (Bottom Image). If the bridge could be constructed for a cost that is comparable to prefabricated bridges, the design will be used for one of the three bridge locations.



REXIOUS RUNNING TRAIL

Reconstruct the Rexus Running Trail

Many attendees of the public workshops mentioned the substandard condition of the Rexus Running Trail during the rainy season. This older path was constructed using a standard that is no longer recommended because it can get muddy in wet conditions. The Rexus Trail is susceptible to flooding and many trail users report running in the bike lanes on East and West Amazon Drive to avoid the muddy segments which introduces user conflicts and diminishes the recreational experience of the trail. This grant would fund reconstruction of the Rexus Running Trail using a standard developed for Pre's Trail which has become a showcase soft surface running trail.



PROTECTED BIKEWAY



Two-Way Protected Cycle Track

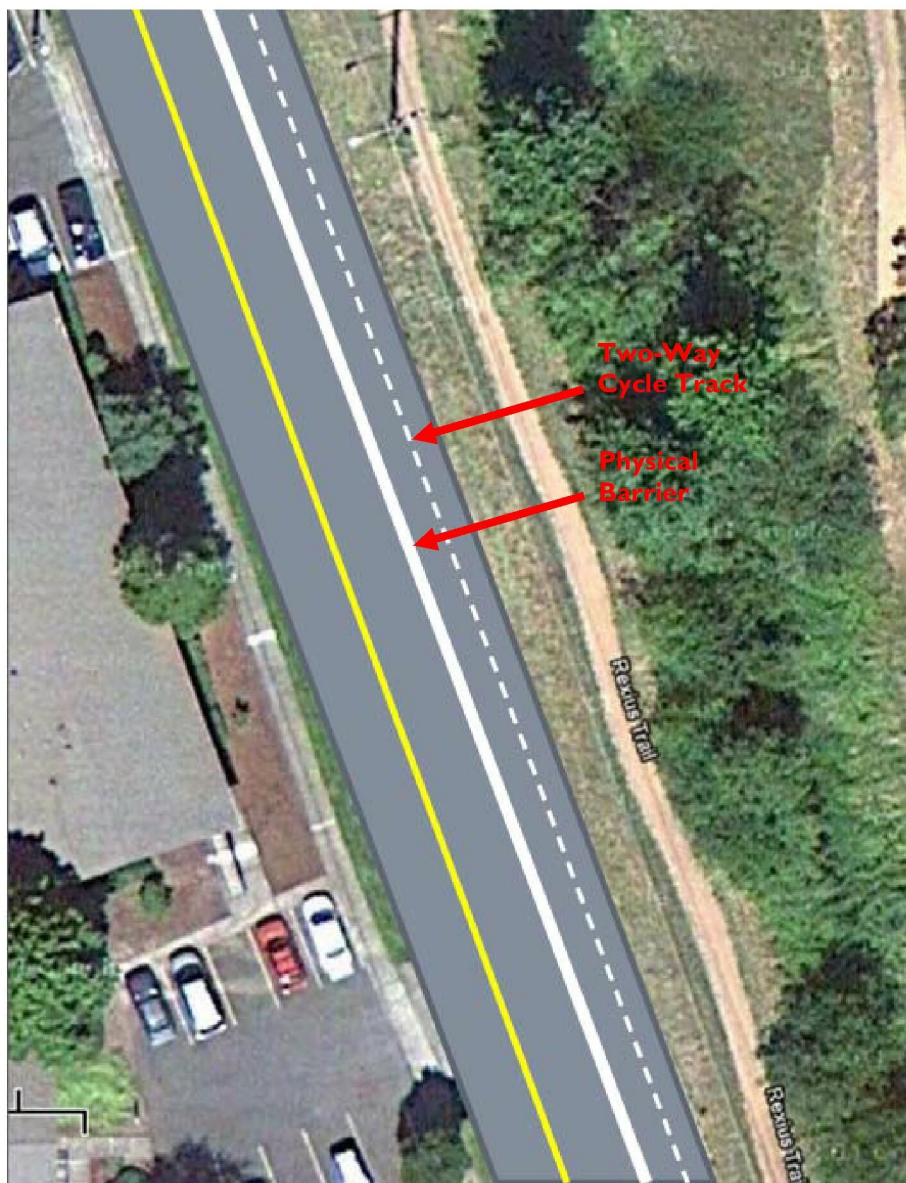
Cyclists travelling south on the Amazon Path will have the option of using a two-way separated cycle track once they reach 34th Avenue. The cycle track would provide a user experience similar to the Amazon Path because it will feature a physical barrier between the bikeway and roadway. This facility type was overwhelmingly supported by participants at two public workshops because it provides the separation of a shared use path with the lower cost of a bike lane. The cycle track would extend from Hilyard Street on the north to Snell Street on the south. It would also feature an enhanced pedestrian crossing of Hilyard Street at 34th Avenue.

This cycle track is envisioned as a critical component of the River-to-Ridges Active Transportation Corridor that will provide a family friendly bikeway between the Ruth Bascom Riverbank Path System on the north and the Ridgeline Trail on the south.

Top: The Two-Way Protected Cycle Track would feature 12' of operating space for cyclists and a concrete barrier separating the bikeway and roadway.

Bottom: Character images of what the cycle track might look like featuring a concrete barrier to separate cyclists and drivers.

▶ Amazon Active Transportation Corridor



Attachment E

INTRODUCTION



The Jessen Path & Lighting Project enhances the recreation value of Golden Gardens Park and increases multimodal access.

A shared use path through Golden Gardens Park is identified in the city's transportation plan (TransPlan) and in the park's master plan. The addition of a shared use path will increase use and appreciation of Golden Gardens Park and provide a safe and comfortable transportation alternative to busy roads like Barger Street for local residents and park visitors.

This proposed linear path facility would serve the 222-acre natural area located along Jessen Drive north of Barger Street connecting Terry Street on the west to the Beltline Path on the east. The path alignment would feature bucolic viewing opportunities of native trees and grasses, wildflowers, and local wildlife along the Amazon Creek and park pond areas.

PARK AMENITIES



The Jessen Path would feature a 12' shared use path, pedestrian scale lighting, interpretive signs, and park benches.



▶ Jessen Path & Lighting Project



The Amazon Channel provides a ribbon of green through Golden Gardens Park.

Jessen Path & Lighting Project

SHARED USE PATH



Existing “Desire Lines”, or worn dirt paths (Top), would be improved for ADA accessibility and year-round enjoyment by installing a lighted, 12’ concrete path (Below).



Jessen Shared Use Path

A 12’ concrete shared use path would be constructed south of the Amazon Channel, north of Jessen Drive connecting on the west at N Terry Street and on the east at the Randy Pape Beltline Path. Pedestrian scale lighting will provide safety for users of the path and will include shields to minimize skyward illumination and the lighting of sensitive natural areas.

Over the years, visitors and residents alike have requested a shared use path that would accommodate all users including walkers, bicyclists, families with strollers, and people with mobility assistance devices. The proposed path alignment will generally follow existing “Desire Lines” identified by a worn dirt path where some park users have been treading without a formalized path for years. The addition of the path will enable safe year-round access and broaden the park clientele to include users with mobility limitations. The path will be approximately 5000’ in length and will be constructed to City of Eugene’s standards for shared use paths.

USE & APPRECIATION

Increasing the Inventory of Educational and Recreational Resources

Golden Gardens Park is a jewel in this neighborhood. Not only does it provide a natural respite from urban living, but it provides a variety of unique wildlife habitat that can be enjoyed throughout the seasons. Benches, interpretive signs, and bicycle parking will be added along the proposed shared use path. These park amenities will encourage users from outside the area to travel to Golden Gardens Park and make it a true regional destination where visitors can rest and enjoy spending time in this natural environment.



Above: additional interpretive signs will be developed to educate and identify points of interest to park visitors.





Bicycle Boulevard on local street



Bike Lanes on busy road

Most bicyclists are more comfortable operating on local streets (Left) than on busy roadways (Right). City of Eugene's northeast neighborhoods provide an interconnected network of bike lanes on busy roads. This application would help fund a secondary network of local streets.



Wayfinding Sign



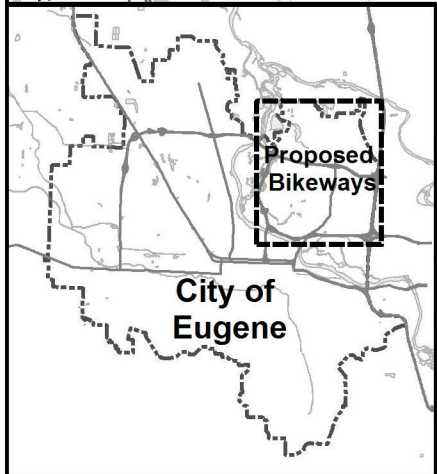
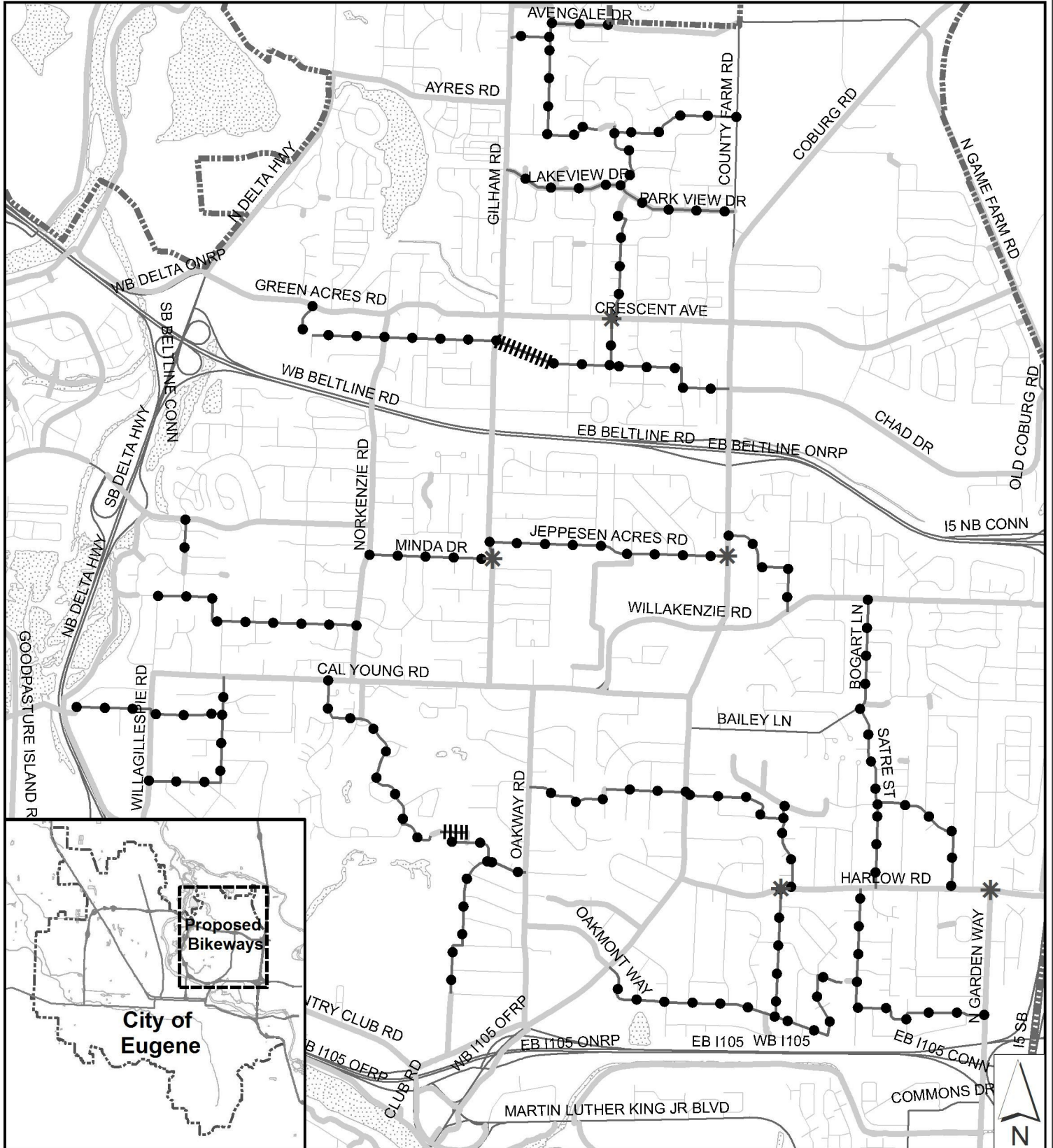
Shared Lane Marking (Sharrow)



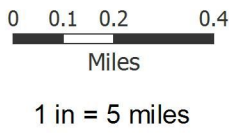
Enhanced Pedestrian Crossing

Components of the NE Eugene Livable Streets Project include destination-based wayfinding signs (Left), shared lane pavement markings (Center), and enhanced pedestrian crossings (Right).

NE EUGENE LIVABLE STREETS PROJECT



Legend	
Proposed	Existing
▤ Accessway	— Bikeway
● Livable Street	— Street
* Enhanced Crossing	▨ Water Body
	▧ Eugene UGB



Caution:
This map is based on imprecise source data, subject to change, and for general reference only.

