

Eugene Transportation System Plan - Project Descriptions

ATTACHMENT A

9/16/2014

PROJECTS WITHIN 20 YEARS

Project No.	Project Description
West Eugene EmX	
1	West Eugene EmX extension along West 6th, 7th, and 11th Avenues (project is currently funded and underway)
River Road	
2	Improve frequent transit service and multimodal travel along River Road
3	Include a new corridor terminus with bus transfers and auto and bike parking in the current location, near the Randy Pape Beltline/River Road interchange, or north of the current location
Coburg Road	
4	Improve frequent transit service and multimodal travel along Coburg Road and transit connections to Springfield
Martin Luther King Jr. Boulevard	
6	Improve or maintain frequent transit service and multimodal travel along Martin Luther King Jr. Boulevard to Centennial Boulevard in Springfield
30th Avenue/Amazon Parkway	
7	Provide continued improvements to transit (frequency, service hours, transfers) to achieve frequent transit service and improved multimodal travel, including enhanced pedestrian crossings and protected bikeways, in this corridor between downtown and Lane Community College, including 30th Avenue
Beltline Expressway Management Plan Recommendations	
8	Construct local arterial bridge and operational improvements to existing Randy Pape Beltline Highway/Delta Highway ramps
Urbanization of Existing Streets	
9	Upgrade Bertelsen Road from 18th Avenue to Bailey Hill Road
10	Upgrade Bethel Drive from Highway 99 to Roosevelt Boulevard
11	Upgrade the north/south section of County Farm Road
12	Upgrade West 11th Avenue from Terry Street to Green Hill Road
13	Upgrade Hunsaker Lane/Beaver Street (County has STIP-U funding for a planning/preliminary design study for this project)
14	Upgrade Jeppesen Acres Road from Gilham Road to Providence Street

9/16/2014

PROJECTS WITHIN 20 YEARS

Project No.	Project Description
Other Projects	
15	Reconstruct Franklin Boulevard as a multi-way boulevard between Walnut and Onyx Streets; make streetscape improvements including new sidewalks on the south side and a shared use path on the north side between Onyx and Alder Streets
16	Add lanes on the Randy Pape Beltline Highway from Roosevelt Boulevard to West 11th Avenue and provide intersection improvements at the Randy Pape Beltline Highway/West 11th Avenue and Randy Pape Beltline Highway/Roosevelt Boulevard intersections
17	Add center turn lane on Martin Luther King Jr. Boulevard between Leo Harris Parkway West and Centennial Loop West
Highway 99	
18	Improve frequent transit service and multimodal travel along Highway 99
I-5/Beltline	
19	Improve I-5/Beltline interchange (project is currently funded and underway)
Passenger Rail Improvements at Eugene Station	
20	Passenger platform and rail spur to enhance passenger rail service and separate passenger rail from freight rail
21	Quiet Zone
Clear Lake Urban Growth Boundary (UGB) Expansion Area	
22	Upgrade Clear Lake Road from Terry Street to Highway 99
23	Extend Terry Street to Clear Lake Road

PROJECTS BEYOND 20 YEARS

Project No.	Project Description
Urbanization of Existing Streets	
30	Upgrade Summit Avenue from Fairmont Boulevard to Floral Hill Drive
31	Upgrade Van Duyn Street from Western Drive to Harlow Road
Intersection Projects	
32	Provide improvements to address safety and congestion at the Highway 99/Roosevelt Boulevard intersection; connect bike lanes through intersection
Beltline Corridor	
33	Improve frequent transit service along the Randy Pape Beltline corridor – with a possible Crescent Avenue route
36	Improve Randy Pape Beltline Highway from River Road to Coburg Road consistent with the Beltline Highway Facility Plan
Northwest Expressway	
34	Provide improvements to facilitate freight movement along the Northwest Expressway corridor
Improve I-5 from I-105 to South Urban Growth Boundary	
35	Improve I-5 to six lanes; improve ramps and upgrade bridges
Clear Lake Urban Growth Boundary (UGB) Expansion Area	
37	Upgrade Airport Road from Highway 99 to existing urban growth boundary (UGB)

9/16/2014

PROJECTS TO COMPLETE UPON DEVELOPMENT

Project No.	Project Description
Local Connectivity	
40	Connect Hyacinth Street between Irvington and Lynnbrook Drives
41	Provide connection between Gilham Road and County Farm Road
42	Extend West 13th Avenue from Bertelsen Road to Dani Street
43	Provide connection between Enid Road and Awbrey Lane
44	Extend Colton Way south past Royal Avenue to connect with the future extension of Legacy Street
45	Extend Legacy Street south past Royal Avenue to connect to Roosevelt Boulevard (Roosevelt extension), providing a connection to the Fern Ridge Path
46	Construct collectors and other facilities within Crow Road area needed to serve future demand/development
63	Construct collector within Crescent Village to serve future development
Urbanization of Existing Streets	
47	Upgrade Arrowhead Street from Irvington Drive to Barstow Avenue
48	Upgrade Awbrey Lane from Prairie Road to Highway 99W
49	Upgrade Bailey Hill Road south from Warren Street to the urban growth boundary (UGB)
50	Upgrade Beacon Drive East from River Road to Scenic Drive
51	Upgrade County Farm Road, west to east section
52	Upgrade Dillard Road from 43rd Avenue to urban growth boundary (UGB)
53	Upgrade Fox Hollow Road south from Donald Street to urban growth boundary (UGB)
54	Upgrade Prairie Road from Maxwell Road to Randy Pape Beltline Highway
55	Upgrade River Loop #1 from River Road to Dalewood Street
56	Upgrade River Loop #2 from River Road to Burlwood Street
57	Upgrade Royal Avenue from Terry Street to Green Hill Road
58	Upgrade Scenic Drive between River Loop #2 to East Beacon Drive
59	Upgrade Spring Creek Drive from River Road to Scenic Drive
60	Upgrade Wilkes Drive from River Road to River Loop #1
61	Upgrade Willow Creek Road south from 18th Avenue to urban growth boundary (UGB)
EWEB Property Improvements	
62	<p>Provide improvements to facilitate the EWEB Riverfront Development, which include:</p> <ul style="list-style-type: none"> - Intersection improvements at 4th Avenue/Coburg Road: Signalize westbound right-turn movements on 4th Avenue and northbound through movements on Coburg Road (southbound movements would remain unsignalized) - Provision of a relocated highway-railroad crossing, in alignment with the existing 8th Avenue improvements including track panels, lights, gates, audible warning devices, and upgraded railroad track detection as required by ODOT Rail and/or Union Pacific Railroad - Relocation of the existing signal closest to the 8th Avenue/Hilyard Street intersection to align with the relocated railroad crossing at the existing 8th Avenue intersection - Provision of a northbound right-turn lane that will offer storage for vehicles queued on Hilyard Street during train passage - Provide a new street connection from the overall site to High Street, about 100 feet north of 5th Avenue
Clear Lake Urban Growth Boundary (UGB) Expansion Area	
64	Extend Terry Street from Clear Lake Road to Airport Road
65	Extend Theona Drive from Highway 99 to Terry Street

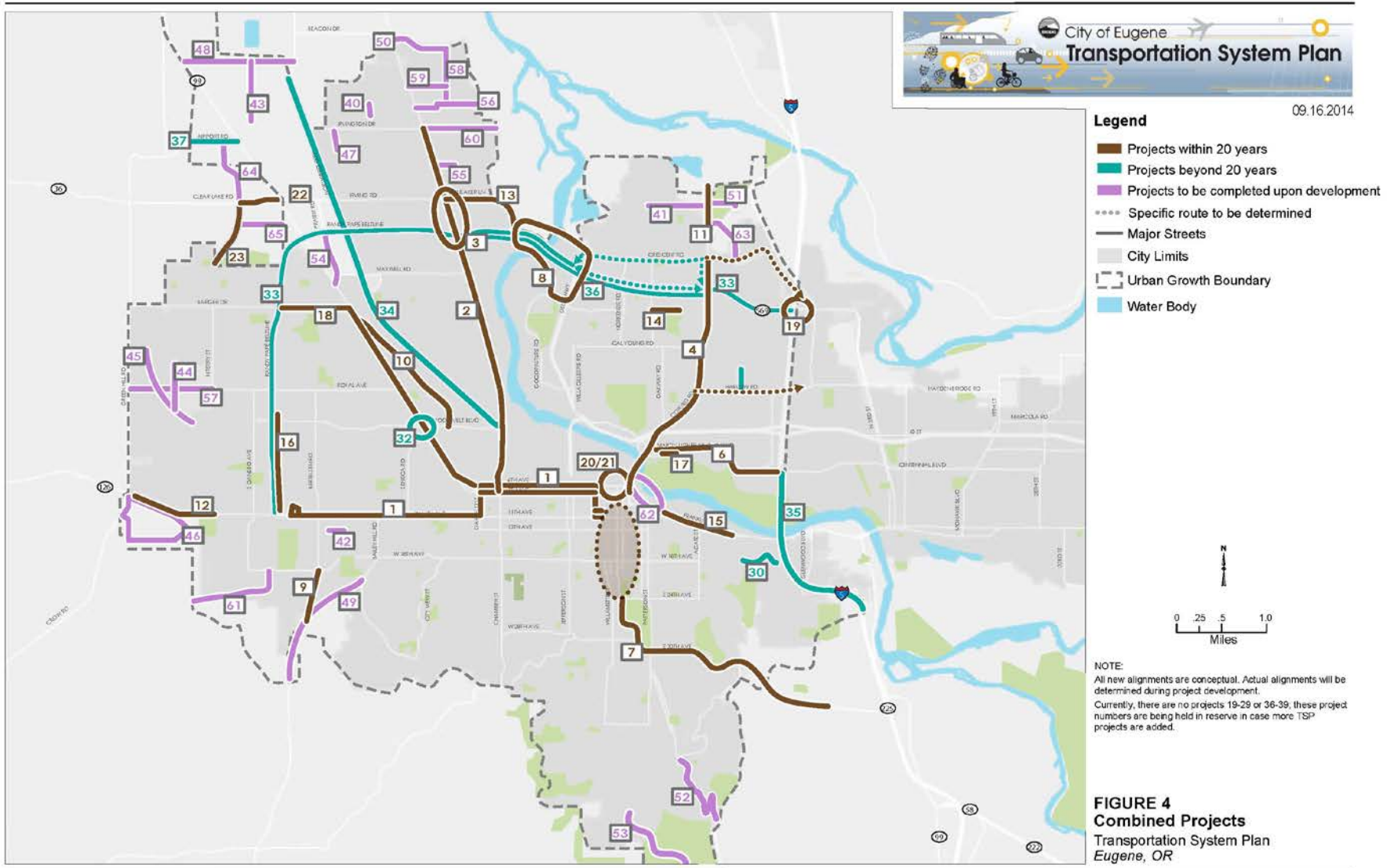
9/16/2014

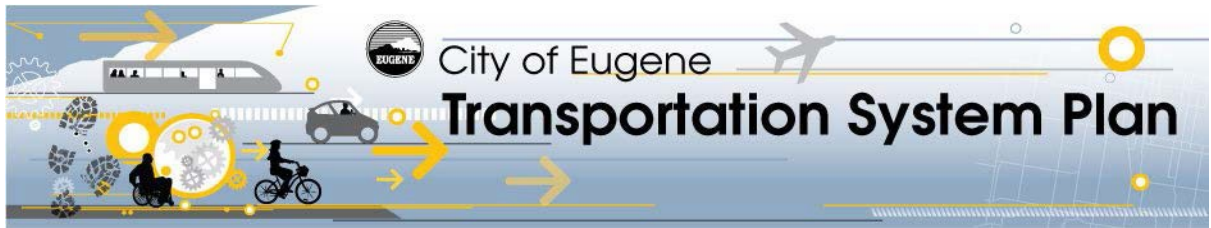
STUDY PROJECTS

Project No.	Project Description
11th and 13th Avenues	
NA	Study the need for enhanced transit service along 11th and 13th Avenues
Local Connectivity	
NA	Extend Beaver Street north to Wilkes Drive (which is outside urban growth boundary [UGB]). Would be joint project with County and would require an exception to Oregon's Statewide Planning Goals if provided as a street serving all modes; a goal exception would not be required if it is only a pedestrian and bicycle facility or located inside the UGB
Improvements to North-South Travel/Circulation south of Downtown	
NA	Evaluate north/south circulation options on the Oak/Pearl Streets and Hilyard/Patterson Streets couplets
River Crossings	
NA	Study ways to increase capacity over the Willamette River to address bridge crossing congestion issues
NA	Address an aging Ferry Street Bridge structure (replace in kind, no expansion)
NA	Investigate transit route options for access into downtown via or around the Ferry Street Bridge in conjunction with either Martin Luther King Jr. Boulevard or Coburg Road transit improvements
University of Oregon	
NA	Explore ways to provide better multimodal connections between the University of Oregon/Franklin Boulevard area and the Autzen Stadium/Duck Village/Chase Gardens area
I-105 Ramps	
NA	Analyze options to address weaving, operational and safety considerations at the I-105 southbound off-ramp onto West 6th Avenue

OPERATIONAL PROJECTS

Project No.	Project Description
NW Expressway	
NA	Provide intersection improvements at the Northwest Expressway and Randy Pape Beltline Highway ramp termini intersections
Arterial Corridor Management	
NA	Upgrade traffic signals along key corridors and at key intersections to implement Transportation System Management and Operations (TSMO) strategies that increase the efficiency of the arterial system
Other Projects	
NA	Convert 8th Avenue to two-way between High and Washington Streets





Draft Policies

TECHNICAL MEMORANDUM

Date: June 27, 2014
 To: Eugene TSP Transportation Community Resource Group
 From: Kurt Yeiter, Sr. Transportation Planner, City of Eugene

Introduction

The City of Eugene is requesting review and feedback on draft goals and policies that are being considered for inclusion in its Transportation System Plan.

The Eugene Transportation System Plan (TSP) will replace *TransPlan* as the City's local transportation policy document. The updated TSP's goals and policies will guide local transportation decisions and funding priorities for the next 20 years. The updated TSP will serve as the transportation element of Envision Eugene, the City's new land use and growth strategy. Both Envision Eugene and the Transportation System Plan are scheduled for adoption around the end of 2014.

Over the last couple years, the Transportation Community Resource Group (TCRG) reviewed Eugene's transportation needs and projections and established goals and objectives for the TSP using as a framework the Sustainable Transportation Analysis and Rating System (STARS) program. This process resulted in four goals and identified eight categories that should be addressed by the new policies to ensure a balanced, sustainable approach to the movement of people and goods. These categories are Safety and Health, Social Equity, Access and Mobility for All Modes, Community Context, Economic Benefit, Cost Effectiveness, Climate and Energy, and Ecological Function.

The policies that follow should be considered a first draft. What we hope to learn from the TCRG's review is:

- Do these policies, as a group, advance our goals as a community?
- Are there any to get rid of?
- Are there missing policies or ideas that should be addressed?

Your assistance in helping the City of Eugene refine its policy set is very much appreciated.

Format Notes

The Eugene TSP will be formatted to be consistent with Envision Eugene. That is, there will be goals and policies (no objectives), explanatory text, a list of sample or expected actions that could result from some of these policies, and some monitoring measures that could be used to quantify progress over time. Monitoring measures are not included in this review. An example of the Goals> Policies> Action Items format may be found in the City of Springfield's recently adopted Transportation System Plan (www.SpringfieldTSP.org).

As drafted, the Eugene TSP policies will direct City of Eugene staff work programs and budgets. The Eugene City Council reviews adopted policies when giving direction to staff. These TSP policies would not be used for decisions affecting specific land use or development applications unless the policies were first incorporated into the City's municipal code.

You may recall that objectives were developed through the STARS sustainable transportation planning process. These objectives were measurable steps that might be taken towards achieving our goals. To better fit the format of Envision Eugene, the objectives were restructured into the policies, action items, and (future) monitoring criteria.

Themes For Introductory and Background Text

Several concepts emerged during the public discussion of our transportation future that do not lend themselves to being contained in the goals and policies. These themes may be fashioned into "pillars" in the style of Envision Eugene. These overarching concepts are captured here in abbreviated form to provide a broader context for the goals and policies that follow.

1. As a functional element of Envision Eugene, the primary purpose of the Eugene TSP is to implement those components of Envision Eugene related to transportation while supporting all of Envision Eugene's pillars, visions, and strategies.
2. Since most of the land within Eugene's Urban Growth Boundary is built and has a robust street network, a top priority at this stage of the City's development is to preserve existing transportation systems and make them more efficient, safe, and balanced.
3. All people in Eugene should have a choice of safe, convenient, and logical methods of traveling to local destinations. Travel by public transit, bicycle, and walking must be attractive alternatives to travel by private automobile. No person should need an automobile to safely and efficiently travel in this city.

Personal automobiles impose a large expense on household budgets. To the extent that our built environment and public transportation systems relieve some of this expense, household income is freed for other, more beneficial uses (e.g., food, shelter, recreation, investments).

4. In the past, as streets evolved to accommodate increasing volumes of traffic they became wider and faster. Some streets divided neighborhoods and became barriers to pedestrian and bicycle travel. In the future, multiple modes of transportation will be considered when street improvements are planned. Widening streets to increase automobile capacity will be done seldom, judiciously, and purposefully, and in support other city goals.

Goals

Definition: *A goal is a broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal is aspirational and may not be fully attained within the 20-year planning horizon of this TSP.*

- Goal 1: Create an integrated multimodal transportation system that is safe and efficient; supports Envision Eugene and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.
- Goal 2: Advance regional sustainability by providing a transportation system that improves economic vitality, environmental health, social equity, and overall well-being.

- Goal 3: Strengthen community resilience to changes in climate, increases in fossil fuel prices, and economic fluctuations by making the transportation networks diverse, adaptable, and not reliant on any single mode.
- Goal 4: Address the transportation needs and safety of all users, including youth, the elderly, people with disabilities, and people of all races, ethnicities and incomes. Distribute the benefits and impacts of transportation decisions fairly.

Policies and Action Items

Definition: A policy is a statement adopted to provide a consistent course of action, moving the community toward attainment of its goals. These policies guide the work of the City Manager and staff in formulating proposed changes to the Eugene Code and to guide other work programs, including preparation of the budget and revisions to the capital improvement program. These policies will not be used in determining whether the City shall approve or deny individual land use applications.

Definition: Action/Implementation items offer direction to the City about steps needed to implement recommended policies. Not all policies include action items. Rather, action items outline specific projects, standards, or courses of action for the City and/or for its partner agencies to take to implement the TSP. These action items will be updated over time and provide guidance for future decision-makers to consider.

Safety and Health Policies

1. Value safety and security, especially for the most vulnerable populations, in all transportation decisions. Strive for zero traffic fatalities by reducing the number and severity of crashes through design, operations, maintenance, education, and enforcement. Design transportation facilities to avoid pedestrian and bicyclist fatalities and injuries.

Sample Actions/Implementation

- a. Increase spending for pedestrian and bike facilities, street crossing enhancements, education and enforcement programs.
 - b. Seek to lower speed limits on local streets.
 - c. Further education and marketing programs (e.g., “Eye to Eye”).
 - d. Work with Safe Routes to School programs to implement the SRTS Action Plans.
2. Maintain a network of Emergency Response Streets that facilitate prompt emergency response.

Sample Actions/Implementation

- a. Sample recommendations for best practices for emergency response standards may be found in the Congress for a New Urbanism (CNU)/Institute of Transportation Engineers (ITE)’s *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*.
 - b. Update city design standards for officially recognized Emergency Response Routes (e.g., fewer raised medians, mid-block no parking zones in commercial corridors)
3. Improve community health by increasing physical activity as part of the transportation system. Design streets, sidewalks, bikeways, and access to transit to provide an inviting environment where all travelers feel safe and secure.

Sample Actions/Implementation

- a. Update city codes and design standards to provide inviting and safe passage for pedestrians and bikes.

- b. Improve safe walking and biking accesses to transit stops and stations.
4. Support projects and regulations that reduce inefficiencies and risk to local populations from the transportation of hazardous materials.

Sample Actions/Implementation

- a. Support projects that reduce the number of times materials are transferred from pipes, trains, or planes and trucks.
 - b. Support legislation that separates people from hazardous transportation activities.
 - c. Work with state and federal regulators to provide safe transport of oil, coal, and natural gas within the city.
5. Coordinate with rail providers to upgrade at-grade rail crossings to improve traffic safety and manage conflict points. Consider grade separated rail crossings when possible for areas with documented crash histories.
6. Support creation of a rail “quiet zone” near Eugene Station.

Sample Actions/Implementation

- a. Install gates and signals at key RR/ street intersections in downtown Eugene.

Social Equity Policies

7. Ensure that transportation facilities are provided for all people of all ages, races, ethnicities, abilities, incomes, and in all neighborhoods.

Sample Actions/Implementation

- a. Update city codes and design standards.
8. Reduce or eliminate disparities between neighborhoods in safety and access to essential destinations by ensuring that the costs and benefits of transportation improvements are equitably shared over time. If equitable solutions are not possible, historically underserved communities should be favored.

Sample Actions/Implementation

- a. Review project impacts against demographic map of transportation disadvantaged populations.
 - b. Increased and targeted public outreach before transportation spending priorities are established.

Access and Mobility for All Modes Policies

9. Foster neighborhoods where 90 percent of Eugene residents can meet most of their basic daily needs without an automobile.
10. Implement the Arterial and Collector Street Plan to address transportation system deficiencies.

Sample Actions/Implementation

- a. Complete the major street network as shown in the Eugene Arterial and Collector Street Plan.
11. Ensure that there are safe, comfortable, and direct sidewalk and bikeway connections between key destinations, transit stops, and residential areas.

Sample Actions/Implementation

- a. Update city codes and design standards to require bikeways and pedestrian connections with new development and redevelopment.
 - b. Create and implement a sidewalk infill strategy that considers new funding sources, credits and loans, and expanded development requirements to complete missing sidewalk segments and to avoid creating gaps in sidewalk networks in new subdivisions.
 - c. Evaluate and adjust traffic control systems to optimize bicycle travel along strategic bicycle routes.
12. Improve travel times and travel time reliability between key origins and destinations for transit, regional freight movement, and other trips where arriving on-time is important.

Sample Actions/Implementation

- a. Implement Intelligent Transportation Systems (ITS) programs and expand methods of getting real-time information to drivers, such as:
 - Create an app to alert of travel time delays
 - Informational reader board signs along freight routes
 - Ensure that EMS routes remain passable by design
 - Upgrade signal coordination and ability to adjust to actual conditions
 - b. Monitor travel time reliability on freight routes and prioritize improvements when delays and reliability are projected to become unacceptable.
 - c. Support Beltline improvements, urban upgrades to West 11th west of Terry
 - d. Review and update procedures for incident/crash detection and clearing the road to reduce traffic delay while maintaining a safe environment for incident responders.
 - e. Consider alternative freight routes during congested times
 - f. Implement the Eugene Master Traffic Communications Plan (2008)
13. Support Envision Eugene by including among short-term project priorities improvements those that promote compatible transportation investments along key transit corridors and in core commercial areas and improvements that are likely to most increase travel by public transit, bicycle, or walking.
14. Consider and balance the impact on traffic with the street experience and safety of all users when making decisions about street and intersection design and operations, such as changes to signal timing, speed limits, and allowable turning movements. Consider roundabouts and traffic circles first wherever new traffic control devices are desired at intersections.

Sample Actions/Implementation

- a. Instill a collaborative project design process
 - b. Periodically review and update as necessary the City's access management and street connectivity regulations to enhance safety and operational efficiency on roadways.
15. Promote the use of public transit and the continued development of an integrated, reliable, regional public transportation system. Provide transit service to areas with sufficient employment, activity, and residential density to support transit service.
16. Help coordinate local planning and private development activities so that transit investments, amenities, and services are economical, mutually beneficial, and contribute to a positive neighborhood character.

17. “Frequent Transit Corridors”. Coordinate with Lane Transit District to provide a network of high capacity, frequent and reliable transit services, such as bus rapid transit (EmX), to existing and proposed higher-density Key Transit Corridors as defined by Envision Eugene.

Sample Actions/Implementation.

The anticipated process for implementing Key Transit Corridors would be:

- a. The City, with Lane Transit District, will analyze collector and arterial streets for their potential to provide frequent transit service.
 - b. Conduct a coordinated land use -transportation study for each confirmed Key Transit Corridor to determine the appropriate balance of multi-modal transportation access, development, right-of-way needs, building setbacks, locations of major transit stations. In each corridor, bus rapid transit (e.g., EmX) is desired and will be considered as an option.
 - c. Review and amend parking standards for each corridor to reflect reduced demand on automobile trips and presence of frequent transit, and to support transit ridership.
 - d. As necessary, create design standards for the pedestrian zone and for properties adjacent to the corridor to encourage pedestrian- and transit-oriented development, provide safe and convenient pedestrian and bicycle access to amenities at transit stops.
 - e. Consider transit-preferential measures at intersections to facilitate bus operations, such as signal priority, queue jump lanes, and curb extensions.
18. Recognize the Regional Transportation Options Plan [Pending] as the guiding policy document for programs that reduce reliance on single-occupancy vehicles and to strategically relieve congestion at critical locations and times of day.
19. Preserve rail corridors, alleys, accessways, and pedestrian and bicycle easements if analysis shows that they have future potential for transportation purposes.
20. Promote connections between modes of transportation, such as between bicycle routes, bus and train stations, and the airport, to make each mode more efficient and to reduce congestion on the roadway system.

Sample Actions/Implementation

- a. Promote truck loading facilities at the train yard and airport.
 - b. Provide good bicycle facilities at bus and train stations.
21. Encourage the use of rail for movement of freight and long distance passenger trips. The City supports the higher speed Oregon Passenger Rail Study and use of the historic Eugene Depot in downtown Eugene as a passenger rail station. Support rail-related infrastructure improvements that help retain and improve passenger and freight rail services in Eugene.

Sample Actions/Implementation

- a. Implementation of the Eugene Depot Master Plan.
 - b. Implementation of Oregon Passenger Rail Study outcomes.
22. Placeholder for Level of Service (LOS) or Alternative Performance Measure Policy, pending results of regional traffic model. Eugene’s goal is to define and adopt performance measures concurrent with the Transportation System Plan that reflect desired performance of our system and that accommodates growth and development pursuant to Envision Eugene.
23. Placeholder for a policy that “recognizes” alternative performance measures to reduce Vehicle Miles Traveled (VMT) *if needed* after the regional travel model determines whether Eugene will meet the state standards for VMT reduction.

24. Recognize the Eugene Airport Master Plan as the guiding policy document for that facility, related properties and development, services, and support infrastructure. Support public investment in the Eugene Airport as a regional facility.

Sample Actions/Implementation

- a. Review and update land use designations and zoning, as needed, to support development recommended by the Airport Master Plan.

Community Context Policies

25. Design streets and sidewalks to be attractive, safe, and useable, with generous landscaping, lighting, and greenery; to be sustainable and healthy components of the City's ecology; retain or improve the character of residential neighborhoods; and provide access to properties, views, light, and air.

Sample Actions/Implementation

- b. Update city codes and design standards
c. Coordination between departments on design and maintenance issues.
d. Explore new funding for maintenance activities.

26. Support transportation strategies that enhance neighborhood livability.

Sample Actions/Implementation

- a. Public outreach to establish neighborhood priorities during corridor planning and development of street designs, traffic calming, and installation of street and sidewalk improvements.
b. Continue or expand the City's traffic calming program.
c. Explore context sensitive street designs.

27. Build and maintain public support for the Transportation System Plan and plan implementation through open information, public participation, regular public discussion of the plan's effects on the community, and periodic reassessment of the plan's goals and policies.

28. Encourage local residents, businesses, City staff, and other stakeholders to collaboratively develop context sensitive projects that foster the community's active use and sense of ownership of public rights-of-way over time.

Sample Actions/Implementation

- a. Create procedures that allow parklets (i.e., commercial uses, greenery, or seating in former parking spaces), bike corrals, intersection repair (i.e., citizen-led conversion of an intersection into a public square), and similar projects that are responsive to the needs of the neighborhood.

29. "Complete Streets Policy." Design, construct, maintain, and operate all streets to provide a comprehensive and integrated transportation network that serves people of all ages and abilities, promotes commerce, and supports Envision Eugene's vision for growth and development in a responsible and efficient manner.

Sample Actions/Implementation.

- a. To accomplish this policy, the following considerations would become an integral part of the planning and programming for public streets and rights-of-way:
- The safety for those traveling in the public right of way, especially the safety of younger and older people and people with disabilities.

- The convenience of all users of the transportation system; be they walking, biking, riding public transit, driving, responding to emergencies, or delivering freight;
 - Adopted plans that state a preference for an individual mode of travel in a specific location, such as transit in Frequent Transit Corridors, emergency services on EMS response routes, trucks on designated freight routes, and bicycles on Bike Boulevards.
- b. “Complete streets” and the resultant integrated multimodal transportation network may be achieved by incorporating many elements into a single construction project or incrementally through a sequential series of smaller improvements or maintenance activities over a longer period of time.
- c. Conditions in a specific project location, such as those listed below, may warrant an exception to this policy. Such a determination may occur when street and development plans and specifications are being prepared for public and private projects, during approval of the budget and capital improvements program, during land use approvals, or in response to adverse maintenance or crash history.

Conditions that may warrant an exception to this policy:

- Non-motorized users are prohibited on the roadway.
 - Significant topographic constraints.
 - Scarcity of population, travel, and attractors, both existing and future, that indicate an absence of need for special accommodations for specific modes of travel.
 - The cost of providing appropriate facilities, including potential right-of-way acquisition, for a particular mode is excessively disproportionate to the need and potential benefit of complete street project.
 - The project involves only ordinary maintenance activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching and surface treatments.
 - Reasonable and equivalent access or service already exists or is planned along a parallel route within the same corridor.
30. Align the City’s parking regulations and development requirements in ways that encourage use of fewer automobiles, more efficient use of land, and lower housing costs.

Sample Actions/Implementation

- a. Review and update of Municipal Code and administrative rule requirements -- especially after completion of a Transit Corridor Study or changes in transit routes -- to fit the new conditions. Examples could include:
- require/allow fewer parking spaces where conditions would allow less driving,
 - disconnect the price of a residential parking space from the unit’s rent
 - align metered parking prices with demand
 - require ongoing Demand Management actions for large attractions and employment centers
- b. Establish Transportation Management Areas to coordinate the needs of multiple businesses or residences in some corridors.

Economic Benefit Policies

31. Support with transportation investments industries and employment sectors specifically targeted for this region by the Regional Prosperity Economic Development Plan.

Sample Actions/Implementation

- a. Consult with industry professionals and Metro Partnership to determine industry and employment transportation needs.
 - b. Periodically review and update as necessary the Regional Prosperity Economic Development Plan.
32. Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including freight access to regional transportation networks, such as highways, rail, and Eugene airport. Increase access to employment centers (including via foot, bike, and transit) while improving the quality of the traveling experience.

Sample Actions/Implementation

- a. Monitor congestion in industrial areas and along designated freight routes.
- b. Prioritize transit services that connect residents to employment centers

Cost Effectiveness Policies

33. Work with Lane Transit District and engage the broader community to determine the appropriate level of transit service for the region; create strategies that fully leverage capital investment to deliver the appropriate level of service; and identify and pursue the most effective, stable, and equitable sources of local funding for transit operations.
34. With ODOT and Lane County, develop criteria that trigger logical phased jurisdictional transfer of roads and highways.
35. Operate and maintain transportation facilities in a manner that reduces the need for more expensive future repair, to the extent practical and affordable. Consider the City's ability to fund both implementation and ongoing maintenance before initiating or requiring new transportation projects.
36. Prioritize improved safety, maintenance of existing streets, and implementation of the Complete Streets policy over widening existing streets.

Sample Actions/Implementation:

- a. See earlier Action items for trip time reliability and complete streets.
37. Require new development to pay for its full impact on the capacity of the transportation system; however, the City may subsidize the costs of providing infrastructure or offer other incentives to support higher-density, in-fill, mixed-use, and redevelopment that are consistent with Envision Eugene.
38. Implement traffic management strategies that give priority to transit and emergency responses, where appropriate and practical.
39. Prioritize street preservation, safety improvements, and completion of multimodal networks for investment of Oregon Department of Transportation (ODOT) and federal revenues programmed in the region's Transportation Improvement Program (TIP).

Climate and Energy Policies

40. Make energy efficient vehicles the first line of action in reducing energy dependence and greenhouse gas emissions in our transportation systems. Support more efficient vehicles and use of electric, natural gas, hydrogen cell, and non-motorized vehicles.

Sample Actions/Implementation

- a. Increase supply of charging stations
 - b. Provide priority parking and pricing for non-gasoline vehicles
41. Expand the Park-and-Ride system within the metropolitan area and nearby communities.

Ecological Function Policies

42. Reduce stormwater pollution and minimize runoff from streets and multi-use paths in a manner prescribed by Eugene's Comprehensive Stormwater Management Plan.

Sample Actions/Implementation

- a. Create a program that encourages properties adjacent to streets and alleys to replace paved areas with usable open space, permeable surfaces, plantings, stormwater retention areas, and other amenities for the public benefit.
 - b. Construct stormwater facilities with street construction using low impact development and green infrastructure approaches.
43. Maintain or enhance the tree canopy along streets.
44. Look for opportunities to repair and enhance habitat in all transportation projects. Care for sensitive or imperiled species and habitat by first minimizing or avoiding negative impacts from transportation projects where possible, and mitigating the impacts where avoidance was not possible.

To Comment:

Comment forms are provided at www.EugeneTSP.org. To submit comments by email or for more information, please contact:

- Mail:
Kurt Yeiter, Senior Transportation Planner
City of Eugene
Public Works- Engineering
99 East Broadway, Suite 400
Eugene, OR 97401
- Email: Kurt.M.Yeiter@ci.eugene.or.us
- Phone: 541-682-8379
- Fax: 541-682-5032



Memorandum

Date: July 29, 2014
To: Eugene Transportation Community Resource Group and Technical Advisory Committee
From: Kurt Yeiter, Senior Transportation Planner
Subject: Comments about Draft Transportation System Plan (TSP) Policies

I want to express my personal gratitude to all the people who sent comments about the draft Transportation System Plan policies, and to the participants of the June 30th Transportation Community Resource Group workshop. While all the comments do not agree, collectively they provide many ideas about how to make the Transportation System Plan more understandable, effective, and appropriate for this diverse community at this juncture.

Notes from the June 30, 2014 meeting are contained in a separate memorandum. This memorandum provides a summary of some comments I received outside the meeting. These and all other comments will be considered when the next iteration of goals and policies are drafted.

General Comments and Format:

- The draft policies were a good start, but they still need work.
- The policies need to be more specific and their outcomes clearer; i.e., “allowing less latitude and discretion” in the interpretation and implementation of policies.
- Think of future readers; do not use terms or reference documents that may become obsolete.
- The Sustainable Transportation Analysis and Rating System (STARS) program provided an adequate framework for considering sustainability principles in the initial policy development. At this stage, however, it is preferable to restructure the policies in a different framework to improve the document’s readability and to make the document simpler. For example, the TSP can drop “ecological function” as a separate category, as the appropriate policies can be bundled under other headings.
- The proposed format of Goals > Policies > Implementation Actions is good.
- The TSP needs a new taxonomical structure. The policies should clearly align with one or more of the goals. Operational policies (“work with LTD”) should be treated differently/separately from those policies that dictate project design.
- The Transportation System Plan’s (TSP’s) ties to Envision Eugene should be clearer.
- The Pedestrian and Bicycle Master Plan (PBMP) policies must be better incorporated into the TSP, or the PBMP should be adopted as a completely separate document to eliminate overlap and redundancies between two policy documents.

- The current language tends to pit cars against other modes of travel. The TSP can promote the expansion of active modes (i.e., walking, biking, and transit) and safety while still recognizing the importance and flexibility provided by automobiles (e.g., for attending across-town business meetings, unexpected and urgent trips to the hospital, cross-town kids' ball games, during down-pours, and nighttime trips to a pharmacy).
- The TSP should not imply that there are more beneficial things than cars to spend household monies on, such as "food, shelter, recreation, investments." Autos provide safe and convenient freedom of mobility – "the cost of which is accepted by many, if not most, households."
- The draft policies emphasize personal travel needs but do not adequately address "commercial travel" (the general delivery of goods and services).
- The overarching themes should more explicitly state that TSP policies do not aim to reduce congestion through roadway expansion but rather through improving multimodal transportation options.
- The plan should address peak oil and the projected decline of the Alaska Pipeline.

Cost Effectiveness:

- This section needs to be expanded. Add requirements for a full-cost analysis that shines light on all costs and benefits, including life-cycle costs.
- A new policy should favor the "Least Cost" or most efficient transportation systems, calculated to include costs to the city as well as its residents.

Health:

- Consider referencing a recent memorandum of understanding between ODOT and Oregon Health Authority to consider each other's' goals and plans as they develop their own. The City can have a similar arrangement with health care providers to have the City think about health in all policy decisions.
- The TSP does not need to address the safety of coal and oil shipments by train in Eugene, because such conveyance is not economically feasible.

Greenhouse Gas Reduction:

- The City Council's greenhouse gas (GHG) reduction goals should be explicitly included as a transportation goal. The TSP must be guided by the need to significantly reduce this source of GHG emissions.
- The entire GHG lifecycle of a transportation project, including embodied GHGs from the materials used in road construction, should be a required focus for project development. Example: large projects, like bus rapid transit expansion, would compare the beneficial impacts of a project contributing to a mode shift away from single occupancy vehicles against the negative impacts of using a lot of GHG-intense materials in construction.
- E-cars should not be "first line" tactic in reducing greenhouse gases. The promotion of active modes (walking, biking, and transit) should be. Other fuel systems (such as hydrogen fuel cells) can be as clean as electric and should be promoted equally, but not natural gas.

Complete Streets Policy:

- Consider adopting the Complete Streets policy by ordinance to make it more effective.

- There needs to be enforcement oversight for this policy that is clearly stated and expected. There should be an ordinance that requires an application form and administrative review process for exclusions to complete streets. It should not be easy to qualify for an exception. The Complete Streets exceptions in the draft policy (e.g., “Scarcity of population, travel, and attractors”) become self-fulfilling and should be dropped.
- One comment: The draft policy does not meet all the components recommended by the Complete Streets Coalition. Another comment: If considered with other policies in the TSP, this policy meets the recommendations of Smart Growth America, *except* that there should be performance standards and a monitoring program (which would also be consistent with the Complete Streets Coalition recommendations).

Quiet Zone:

- Expand to all of downtown, not just the station area.

Recommendations for New Policies:

- Reduce impacts to roadways from heavy vehicles (garbage trucks, freight, buses, etc.) by concentrating heavier vehicles on certain streets and reduce redundancy of services that place a burden on our streets (e.g., garbage trucks).
- The primary purpose of a street shall be to move people and goods. Only if the public right-of-way provides more than enough width to move people and goods can it be used for other purposes, like on-street parking.
- See Livable City in San Francisco for a nice list/hierarchy of goals and travel modes: <https://livablecity.org/missiongoals/>

Projects:

- Add to the list of projects in the TSP those streets listed in the bond measure that are going to be reconstructed and, therefore, would be subject to the complete streets policy. Examples: Willamette St. between 24th and 29th, and East 15th Avenue from Agate St. to its eastern terminus.
- Add Collector and Arterial streets that will be needed to serve the proposed urban growth boundary (UGB) expansion for new employment lands along Clear Lake and Airport Roads.
- Highway capacity improvements, like the Beltline project and I-5 widening, are inconsistent with other goals and policies, such as those aimed at reducing greenhouse gas emissions.

ATTACHMENT D

Summary of Potential Street Classification Changes, August 2014

	Street(s)	Change	Neighborhood
1	1 st Avenue (Seneca Rd to Bertlesen Rd)	Major Collector to Minor Arterial	West Eugene Community Organization
2	Arcadia Drive (King Edwards Ct to Harlow Rd) King Edwards Ct (Arcadia Dr to Kingston Way) Kingston Way (King Edwards Ct to Willakenzie Rd)	Local Street to Neighborhood Collectors	Harlow Neighbors
3	Willakenzie Road (Bogart Lane to Kingston Way)	Local Street to Neighborhood Collector	Harlow Neighbors
4	Spectrum Avenue (Coburg Road to Shadow View) Shadow View Drive (Spectrum Avenue to Chad Drive)	Local Street to Neighborhood Collectors	Northeast Neighbors
5	Kinsrow Avenue (MLK Blvd to Commons Drive) Commons Drive (Kinsrow Avenue to South Garden Way)	Neighborhood Collector to Major Collector	Harlow Neighbors
6	Future Collector "A" Ashbury Drive (Gilham Rd to Walton Lane) Walton Lane (Ashbury to Avengale Drive) Avengale Drive (Walton Lane to County Farm Road)	Classification unchanged, Add Ashbury, Avengale, and Walton and modify "A"	Northeast Neighbors
7	Future Collector "C" – Ed Cone Blvd (W 11 th Avenue to Terry Street)	Classification unchanged, Remove "C"	West Eugene Community Organization
8	Future Collector "D" – Commerce Street (W 11 th Avenue to 13 th Avenue)	Classification unchanged, Remove "D"	West Eugene Community Organization
9	Future Collector "E" – 13 th Avenue (Commerce to Bailey Hill)	Classification unchanged, Add 13 th Avenue and modify "D"	West Eugene Community Organization
10	Future Collector "G" – Avalon Street (Greenhill Road to Terry Street)	Add Avalon as constructed and as classified, remove Firestone collector connection to Greenhill	Active Bethel Citizens
11	Future Collector "H" – Legacy Street (Avalon Street to Royal Avenue)	Classification unchanged, Add Legacy as constructed and maintain "H" to Royal	Active Bethel Citizens
12	Future Collector "I" – Clarey Street (N. Clarey Street to Barger Drive)	Classification unchanged, Remove "I"	Active Bethel Citizens

13	Future Collector "K" – Brackenfern Road (Glenwood Interchange to Snowberry Rd)	Classification unchanged, Remove "K"	Laurel Hill Valley Citizens
14	Future Collector "L" – Brackenfern Road (Snowberry Rd to Moon Mountain Drive)	Classification unchanged, Remove "L"	Laurel Hill Valley Citizens
15	Future Collector "M" – Cubit Street (Noah Street to Barger Drive)	Classification unchanged, Remove "M"	Active Bethel Citizens
16	Future Collector "N" – Legacy Street (Barger Drive to Avalon Street)	Classification unchanged, Remove "N"	Active Bethel Citizens
17	Future Collector "O" – Haviture Way (Barger Drive to Avalon Street)	Classification unchanged, Add Haviture and modify or remove "O"	Active Bethel Citizens
18	Future Collector "P" – Colton Avenue (to dead end)	Classification unchanged, Add Colton and modify or remove "P"	
19	Lakeview Drive (Gilham Road to Park View Drive) Park View Drive (Lakeview Drive to County Farm Road)	Classification unchanged, Remove Lakeview extension	Northeast Neighbors
20	Northwest Expressway (UGB to River Road)	Minor arterial to major arterial	ICCO, River Road and Santa Clara Community Organizations, and Trainsong Neighbors
21	Olive Street (13 th Avenue to 18 th Avenue)	Major collector to neighborhood collector	Jefferson Westside Neighbors
22	Terry Street (Roosevelt to West Eugene Parkway)	Remove	West Eugene Community Organization
23	West Amazon Drive (Hilyard Street to Fox Hollow Road)	Minor arterial to major collector	Southeast Neighbors
24	West Eugene Parkway	Remove Parkway	West Eugene Community Organization

[NOTE: Streets may be added to this list to accommodate proposed Urban Growth Boundary expansions.]

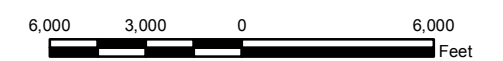
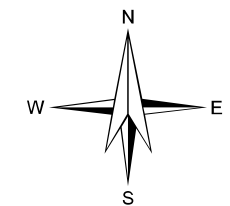
City of Eugene



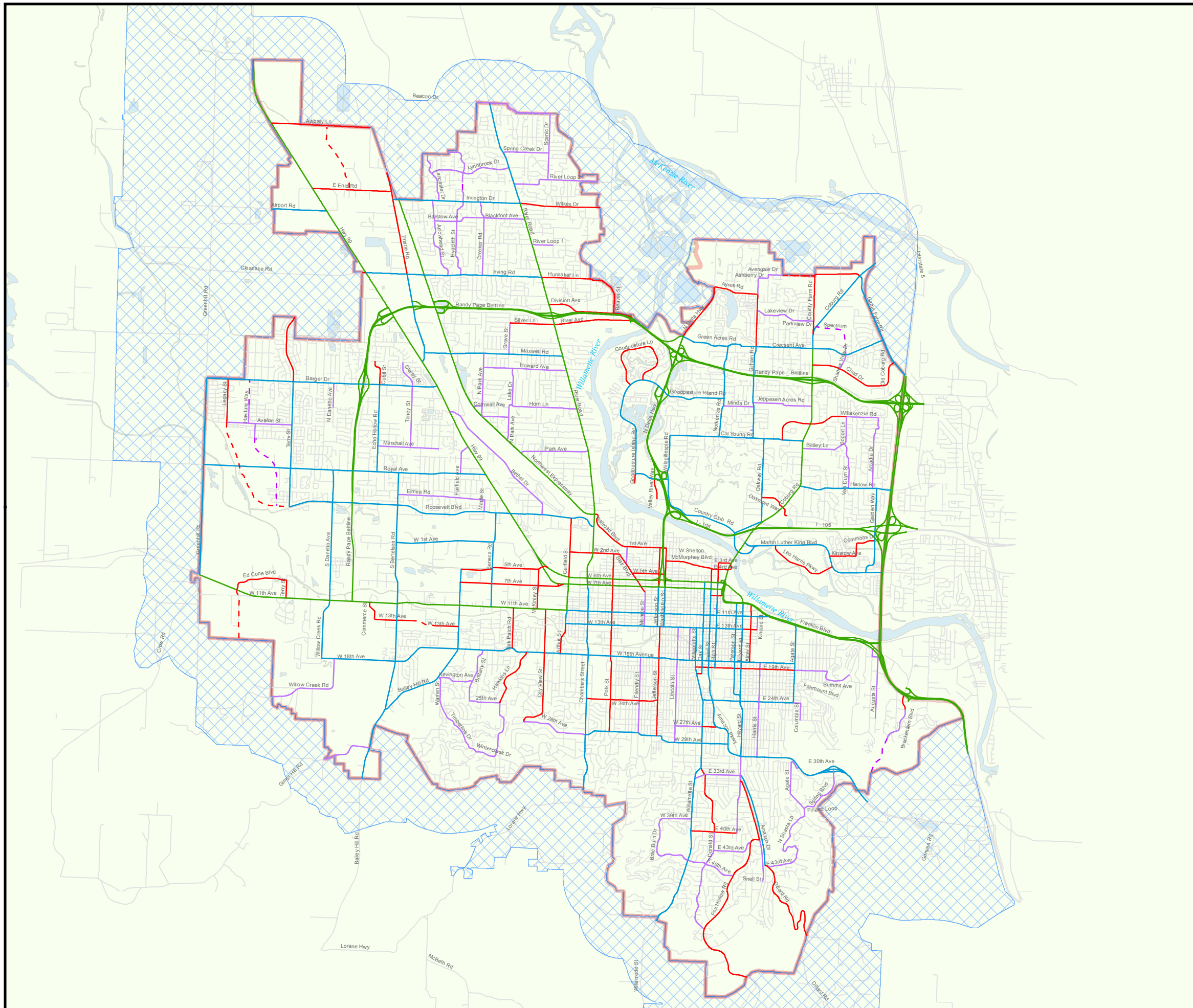
Street Classification

Legend

- Major Arterial
- Minor Arterial
- Major Collector
- Neighbor Collector
- Local
- Eugene UGB
- General UGB Study Area



THIS MAP IS BASED ON IMPRECISE SOURCE DATA WHICH IS SUBJECT TO CHANGE. IT IS FOR GENERAL GRAPHICAL REFERENCE AND IS NOT INTENDED FOR LEGAL, ENGINEERING, OR SURVEYING PURPOSES.



ATTACHMENT E

ONLINE REFERENCES:

1. Existing Conditions Report:
http://www.centallanertsp.org/sites/default/files/EugeneTSP_ExCondReport.pdf
2. Transportation Project list (also Attachment A):
<http://www.centallanertsp.org/sites/default/files/EugeneTSP-ProjectDescriptions-061614.pdf>
3. Map of Proposed Projects (also Attachment A):
http://www.centallanertsp.org/sites/default/files/ETSP2_130_CombinedProjects_13.pdf
4. Draft Goals and Policies (also Attachment B):
<http://www.centallanertsp.org/sites/default/files/TCRG10PoliciesMemo.pdf>
5. Comments on Draft Goals and Policies:
 - a. TCRG meeting summary, June 30, 2014:
http://www.centallanertsp.org/sites/default/files/EugeneTSP_TCRG-Meeting9Summary_0.pdf
 - b. Staff summary memo (also Attachment C):
http://www.centallanertsp.org/sites/default/files/Concise%20TSP%20Policy%20Comments_reduced.pdf
6. Eugene Pedestrian and Bicycle Master Plan: www.eugenepedbikeplan.org
7. Envision Eugene: www.EnvisionEugene.org
8. Springfield TSP: <http://www.centallanertsp.org/SpringfieldTSP/Resources>
9. Lane Transit District's Long Range Transit Plan:
<http://www.ltd.org/search/showresult.html?versionthread=945abdf09a36086444562d14048cd61d>
10. Hazard and Climate Vulnerability Assessment (2014):
www.livabilitylane.org/files/Vulnerability-Assessment.pdf
11. Community Climate and Energy Action Plan 2013 Progress Report: <http://www.eugene-or.gov/Archive.aspx?ADID=2385>