



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

September 30, 2015

12:00 PM CITY COUNCIL WORK SESSION

Harris Hall

125 East 8th Avenue

Eugene, Oregon 97401

Meeting of September 30, 2015;
Her Honor Mayor Kitty Piercy Presiding

Councilors

George Brown, President

Pat Farr, Vice President

Mike Clark

George Poling

Chris Pryor

Claire Syrett

Betty Taylor

Alan Zelenka

CITY COUNCIL WORK SESSION

Harris Hall

12:00 p.m. A. WORK SESSION:

Highway – Oregon Department of Transportation

Beltline

Eugene Transportation System Plan

Facility Plan and

12:45 p.m. B. WORK SESSION:

Transportation Safety - Vision Zero and the Mayors'

Challenge for Safer People, Safer Streets

**time approximate*

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EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Work Session: Beltline Highway – Oregon Department of Transportation Facility Plan and Eugene Transportation System Plan

Meeting Date: September 30, 2015
 Department: Public Works, Engineering
www.eugene-or.gov

Agenda Item Number: A
 Staff Contact: Kurt Yeiter
 Contact Telephone Number: 541-682-8379

ISSUE STATEMENT

On July 9, 2014, the Eugene City Council received a progress update from the Oregon Department of Transportation (ODOT) about the Randy Papé Beltline Highway: Coburg Road to River Road Facility Plan, which was recently completed at that time.

This work session allows the council to revisit the Facility Plan before it is adopted as a component of the Eugene Transportation System Plan. Staff will describe proposed amendments that will allow future Beltline analysis to omit the “Collector –Distributor” option, which would be the most expensive and most difficult option to implement.

BACKGROUND

Randy Papé Beltline Highway Facility Plan. The Randy Papé Beltline Facility Plan developed recommendations for long-range functionality improvements to the Randy Papé Beltline Highway between Coburg Road and River Road. The Facility Plan’s problem statement identifies concerns regarding safety, operation, and capacity of Beltline Highway.

There was substantial public involvement while the Facility Plan was prepared by ODOT between 2008 and 2014. The City Council received the draft plan on July 9, 2014, and discussed the three options for improvement that survived the review and preliminary analysis. A summary of the three options and diagrams are attached.

Additional project information (including the full Facility Plan) is available through the ODOT project website at: www.beltlineplan.com

As discussed in 2014, the council will be asked to adopt the Beltline Facility Plan as part of the Eugene Transportation System Plan (TSP) when the TSP is presented for adoption next year. The Lane County Board of Commissioners will also be asked to adopt the Facility Plan as part of its TSP and the Central Lane Metropolitan Planning Organization (through its Metropolitan Policy Committee) will be asked to endorse the Beltline Facility Plan before it is presented for adoption to the Oregon Transportation Commission. These steps are necessary before future

environmental analysis under the National Environmental Policy Act (NEPA) is conducted. The NEPA analysis will include more detailed and rigorous analysis of project impacts and will result in a recommendation of a preferred project alternative eligible for federal funding. The NEPA analysis is already funded and ODOT has begun the process that will allow the NEPA analysis to proceed as soon as the Eugene TSP is adopted.

Since completion of the draft Beltline Facility Plan in March 2014, ODOT's staff has begun solicitation for NEPA services for the identified corridor and engineering design for initial bridge and ramp improvements at the Delta-Beltline interchange. The goal is to have a consultant team on board as soon as possible so that the environmental analysis (along the entire corridor) and engineering design services needed to support the near-term funded projects at the Delta/Beltline interchange that do not require council action and the longer-term recommendations between the Delta Highway and River Road can proceed in a timely manner. The project description calls for early and close coordination with the public, stakeholders, interested parties, and agencies as well as incremental milestones and checkpoints for verifying close integration and consistency with previous studies and plans.

Eugene's 2035 Transportation System Plan (TSP). The Eugene 2035 TSP is being developed to replace *TransPlan* as Eugene's local comprehensive transportation strategy. As the transportation component of the Envision Eugene Comprehensive Plan, the TSP will provide the goals, policies, projects, and programs needed to implement the Comprehensive Plan's vision for future growth. The TSP is on track to be adopted no later than the Envision Eugene Comprehensive Plan in mid-2016 and possibly sooner. The Randy Papé Beltline Facility Plan must be adopted as a part of the TSP before ODOT can fully commence the NEPA process.

During the TSP's development, improvements to Beltline's safety and function were seen as important components of Eugene's overall transportation system. In addition to being one of the few river crossings for motorized vehicles and a key freight route, opportunities to improve this crossing to better accommodate bicycles, pedestrians, and transit were encouraged. The draft TSP policies support completion of the Beltline NEPA evaluation and incorporation of the preferred alternative to emerge from the NEPA process in the TSP. The draft TSP includes the following placeholder in its list of projects to be funded within the 20-year planning horizon; this description aligns with the Improve Existing and Auxiliary Lane options described below:

Construct local arterial bridge over the Willamette River to the north of the Beltline Highway, connecting Division Avenue to Green Acres Road. Construct operational improvements to existing Randy Papé Beltline Highway/Delta Highway ramps consistent with the Beltline Highway Facility Plan.

Expectations are that the improvements identified in this project description, above (i.e., a local arterial bridge and targeted improvements to the Beltline), can be funded and constructed during the 20-year TSP planning horizon as part of a phased project implementation approach. All of the elements of this recommendation are components of the Improve Existing or Auxiliary Lane options and would ultimately support full implementation of either of these options.

Narrowing Options Prior to TSP Adoption. The Beltline Facility Plan ultimately recommended three options for further study, in addition to a "No Build" alternative (see attachments for fuller

descriptions):

Improve Existing:

- keeps the existing interchange form of River/Division avenues intact while adding an additional lane across the Willamette River (three lanes total in each direction);
- adds ramp improvements;
- improves existing Beltline bridge with auxiliary lanes, and adds auxiliary lanes on Beltline Highway between River Road and Delta Highway;
- adds a bridge with a multi-modal street (“Local Arterial Bridge”) connecting Green Acres Road to Division Avenue/Beaver Street

Auxiliary Lane:

- changes the interchange form of River/Division avenues from the existing underpass to an overpass further west while adding an additional lane across the Willamette River (three lanes total in each direction);

Similar to Improve Existing:

- adds ramp improvements;
- improves existing Beltline bridge with auxiliary lanes, and adds auxiliary lanes on Beltline Highway between River Road and Delta Highway;
- adds a bridge with a multi-modal street (“Local Arterial Bridge”) connecting Green Acres Road to Division Avenue/Beaver Street

Collector-Distributor:

- provides separated roadways in each direction parallel to the Beltline Highway from River Avenue/Division Avenue interchange to east of the Delta Highway;
- is the only concept that does not include the Local Arterial Bridge.

The NEPA evaluation is a meticulous and expensive process that would benefit from any streamlining possible. Before ODOT begins the process, it would be efficient and less expensive to exclude from further study any option(s) that are not likely to enjoy council support in the end. Therefore, the TSP is currently being structured to remove support for the Collector –Distributor alternative. Staff is recommending this approach for a variety of reasons:

- (1) The Collector-Distributor option cannot be phased and would have to be built as a single project. Because of its greater expense (25-30 percent higher) and inability to be phased, it is not considered as reasonably likely to be funded and constructed during the 20-year planning horizon.
- (2) While the Collector-Distributor would provide the best operational performance on the Beltline mainline when fully constructed, compared to the Improve Existing or Auxiliary Lane options, the difference in operational performance is fairly small. If fully implemented, the Auxiliary Lane option would provide about 85-90 percent of the mainline operational performance of the Collector-Distributor option, and at a lower cost.
- (3) In addition to being constructed in phases, with key elements (e.g., the Local Arterial Bridge) likely to be constructed within the 20-year planning horizon, and ultimately capable of achieving very comparable levels of operational performance compared to the Collector-Distributor option, the two options that include the Local Arterial Bridge serve alternative modes of travel much better. With the Collector-Distributor option, transit

vehicles, bicycles, and pedestrians would all have to cross the Willamette River within what is essentially the same right-of-way. While facilities would be provided for bicyclists and pedestrians, these facilities would be right next to the high-speed motorized vehicle travel moving to and from the Beltline mainline.

- (4) The two options that include the Local Arterial Bridge would include facilities for bicyclists and pedestrians, but these facilities would be separated from the Beltline mainline and adjacent to a much lower speed local road, greatly increasing the comfort and attractiveness of walking or biking as travel modes across the river. Like bicycle and pedestrian travel, transit service in this corridor would also be better facilitated by the options that include the Local Arterial Bridge because transit vehicles would not have to get on and off the Beltline and could serve their customers more directly and efficiently.
- (5) The Collector-Distributor option would have the greatest right-of-way cost.
- (6) If the City were to move ahead with the Local Arterial Bridge, it would become redundant if the Collector-Distributor option was pursued and implemented and would likely have to be removed or significantly modified to accommodate the Collector-Distributor construction.
- (7) Finally, the two options that include the Local Arterial Bridge provide for better overall transportation system functionality. As noted above, with the Collector-Distributor option, all trips across the river would happen within a common right-of-way; statewide, regional, and local trips, and all travel modes, would encounter each other as they move to and from the Beltline on the collector-distributor system. The options with the Local Arterial Bridge are more functionally appropriate and, for the most part, would enable local trips and active modes (walking, biking, and transit) to stay on a local facility and remain separated from statewide and regional trips.

Conclusion. As described above and in the attached summaries, the Collector-Distributor alternative is the most expensive, by at least \$45 million (not including right-of-way costs which will also be comparatively higher), cannot be phased, and is the only concept that does not provide a local route for transit, walking, or bicycling. Therefore, the Collector-Distributor option is least consistent with direction the City has heard through the TSP update process.

For these reasons, staff will recommend that the Randy Papé Beltline Facility Plan be adopted into the TSP in a manner that does not support the Collector-Distributor option for further analysis.

RELATED CITY POLICIES

The Eugene City Council engaged in a discussion of Transportation Priorities for North and West Eugene on September 25, 2006. That discussion concluded on October 9, 2006, with council action to set the Beltline Corridor from River Road to Coburg Road as the City's top priority in north and west Eugene for funding in the State Transportation Improvement Program (STIP).

A study of Beltline Highway between Coburg Road and River Road is included in the adopted Regional Transportation Plan (RTP) and Transportation System Plan (TransPlan). This study resulted in the Beltline Facility Plan.

Throughout the preparation of the Draft Eugene TSP, which included a triple-bottom-line analysis, improvements to Beltline remained as a recommended project to improve safety and mobility for

walking, biking, transit, and freight (economic vitality).

COUNCIL OPTIONS

No action is requested at this meeting.

CITY MANAGER'S RECOMMENDATION

None.

SUGGESTED MOTION

None.

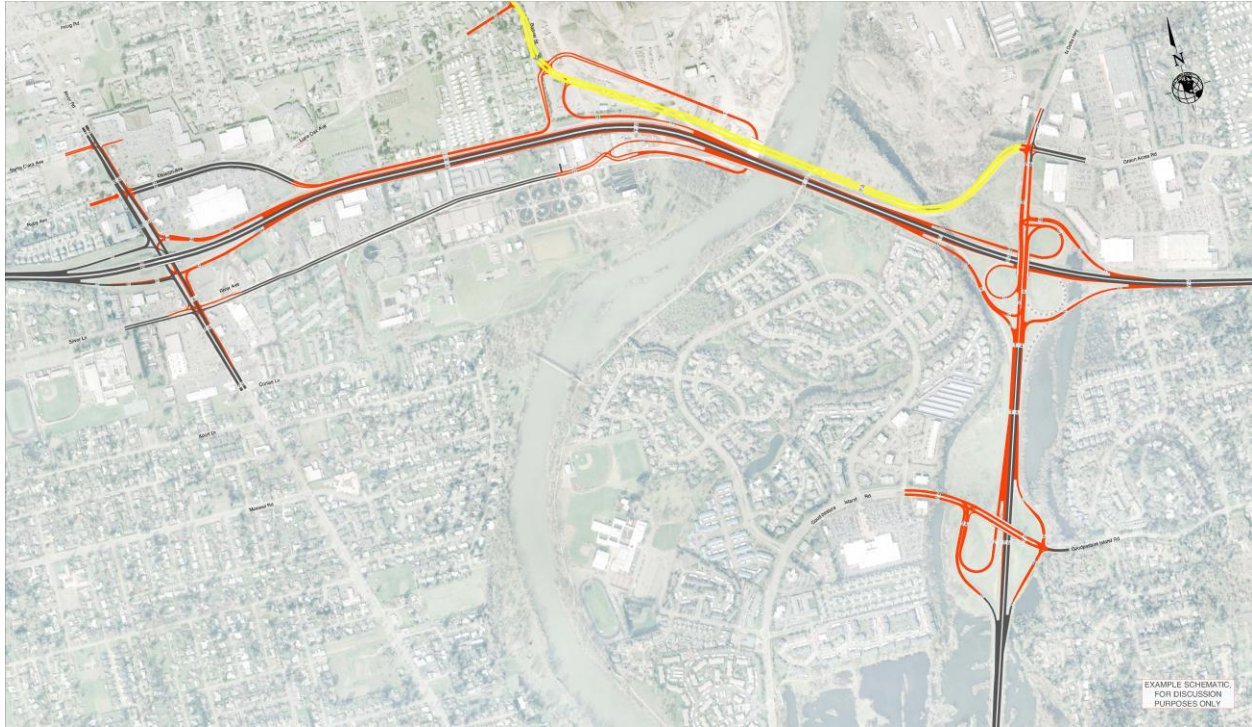
ATTACHMENTS

- A. Beltline Alternatives Summaries
- B. Beltline Alternatives Maps

FOR MORE INFORMATION

Staff Contact: Kurt Yeiter, Senior Transportation Planner
Telephone: (541) 682-8379
Staff E-Mail: kurt.m.yeiter@ci.eugene.or.us

Improve Existing



Description

- Remove the southeast loop ramp at the Delta Highway/Beltline Highway interchange; serve this traffic from the modified eastbound off-ramp to Delta Highway.
- Widen Delta Highway by one auxiliary lane in each direction between Beltline Highway and Goodpasture Island Road. Widen Goodpasture Island Road to two lanes in each direction over Delta Highway, and widen the on- and off-ramps to two lanes.
- Widen the westbound off-ramp to Delta Highway to three lanes.
- Remove the Green Acres Road connection to westbound Beltline Highway and serve this movement via a southbound left turn to the reconstructed loop ramp in the northeast quadrant of the interchange.
- Reconstruct the underpass between Division Avenue and River Avenue on the west side of the Willamette River.
- Construct the local arterial bridge north of the Beltline Highway, connecting Green Acres Road to Beaver Street.
- Create a four-legged intersection at Division Avenue and Beaver Street to facilitate traffic movement, including adding either a signal or stop controls.

- Improve Division Avenue between Beaver Street and Lone Oak Avenue north of the Beltline Highway.
- Widen the intersection with Lone Oak Road and Beaver Road to accommodate four lanes on Beaver Road.
- Lengthen the River Avenue/Division Avenue ramps.
- Lengthen and reconstruct other ramps but keep in current locations and configurations.

Summary of Costs

\$200-210 million*

Benefits and Impacts

The Improve Existing concept keeps much of the highway in the existing configuration, with most changes to the on- and off-ramps, most notably at the River Avenue and Division Avenue interchange. It also adds a local arterial bridge north of the existing crossing, providing a local connection to Beaver Street. This concept is very similar to the Auxiliary Lane concept with the exception of the River Avenue and Division Avenue interchange, which is kept in approximately the same place for the Improve Existing concept, retaining the underpass under Beltline Highway from River Avenue to Division Avenue. Similar to all of the other concepts, the Improve Existing concept removes direct access to Beltline Highway westbound from Division Avenue; to enter the westbound Beltline Highway, vehicles would need to use Division Avenue to the River Road interchange or enter Beltline from the Delta Highway interchange.

This concept maintains most of the existing geometry at the River Avenue and Division Avenue interchange, and does not improve access to businesses near the interchange. This concept does not reduce conflict points between motorists and bicyclists and pedestrians as all of the connections remain the same as the existing configuration. The local arterial bridge provides more multi-modal connections, though bicyclists and pedestrians will still cross traffic at the intersections. Rebuilding the River Avenue and Division Avenue connection underneath the Beltline Highway would also have impacts to the 100 and 500-year floodplains. The Improve Existing concept is the least expensive of the concepts being considered.

Mobility

All alternatives provide sufficient capacity for forecasted traffic volumes in 2035

Travel demand across the river is essentially the same for all scenarios.

Ramp terminal intersections and other nearby intersections operate below or near capacity, but can accommodate forecasted volumes with changes such as signal retiming and adding turn lanes, where needed for all concepts.

The arterial bridge reduces demand on Beltline Highway, and will carry 17,000 vehicles on average per day.

* Cost estimates do not include right-of-way

The Beltline Highway mainline operates at around 70 percent capacity.

Property Impacts

River Road/Beltline Highway Interchange

Property impacts near the River Road/Beltline Highway interchange may include:

- A parking lot on the southeast corner of River Avenue and River Road.

River Avenue and Division Avenue/Beltline Highway Interchange

Property impacts between River Road and Delta Highway, including the River Avenue, Division Avenue/Beltline Highway interchange may include:

- Buildings and property south of the Beltline Highway between River Avenue and Division Avenue.
- Buildings and property north of the Beltline highway from reconstructing Division Avenue as it approaches the Beltline Highway.
- Buildings between Beaver Street and Hunsaker Lane.
- The arterial bridge may have impacts to the Delta Sand and Gravel property.

Delta Highway/Beltline Highway Interchange

- Property impacts east of Delta Highway and north of Beltline Highway.

Auxiliary Lane



Description

The Auxiliary Lane Concept adds auxiliary lanes on Beltline Highway between River Road and Delta Highway to ease the merge/diverge movements.

- Maintain and reconstruct the local connection on Division Avenue between Beaver Street and River Road north of Beltline.
- Construct an overcrossing west of the current River Avenue/Division Avenue interchange on Beltline Highway.
- Create an eastbound on-ramp and a westbound off-ramp to Beltline Highway from the new River Avenue/Division Avenue overcrossing. Widen Goodpasture Island Road to two lanes in each direction over Delta Highway, and widen the on- and off-ramps to two lanes.
- Widen Delta Highway by one auxiliary lane in each direction between Beltline Highway and Goodpasture Island Road.
- Add signals or other traffic control at the eastbound and westbound Beltline off-ramps at Delta Highway.
- Construct the local arterial bridge north of Beltline Highway, connecting Green Acres Road to Beaver Street.

- Add lanes on the River Road on and off-ramps.
- Add turn lanes at the Santa Clara Avenue and River Avenue intersections with River Road; add a northbound auxiliary lane northbound on River Road between Corliss Lane and Santa Clara Avenue.

Summary of Costs

\$215-225 million*

Benefits and Impacts

The Auxiliary Lane Concept makes similar changes to the Improve Existing concept with the exception of the River Avenue/Division Avenue interchange. This concept creates an overpass connecting Beaver Street to River Avenue, accommodating an eastbound Beltline on-ramp, and a westbound Beltline off-ramp while avoiding floodplain impacts. The overpass brings the interchange closer to ODOT's standards than the Improve Existing Concept, reconstructing it as a standard overpass. The local arterial bridge provides a multi-modal connection between Green Acres and Beaver Street (the Santa Clara neighborhood). This concept removes the eastbound exit from Beltline at River Avenue/Division Avenue, and the westbound on-ramp, similar to the other concepts.

Mobility

Mobility results are similar to the Improved Existing Concept. The arterial bridge would carry 16,000 vehicles on average per day, reducing demand for the Beltline Highway mainline.

The Beltline Highway mainline operates at around 70 percent of capacity.

Property Impacts

River Road/Beltline Highway Interchange and Delta Highway/Beltline Highway Interchange

Property impacts at the River Road/Beltline Highway interchange are the same for all concepts. For impacts, see the section under the Improve Existing Concept.

River Avenue and Division Avenue/Beltline Highway Interchange

Property impacts between River Road and Delta Highway, including the River Avenue, Division Avenue/Beltline Highway Interchange may include:

- Buildings and property north of the Beltline Highway from reconstructing Division Avenue as it approaches the Beltline Highway.
- Buildings and property south of the Beltline Highway between River Avenue and Division Avenue
- The arterial bridge and Beltline Highway overcrossing may have impacts to the Delta Sand and Gravel property.

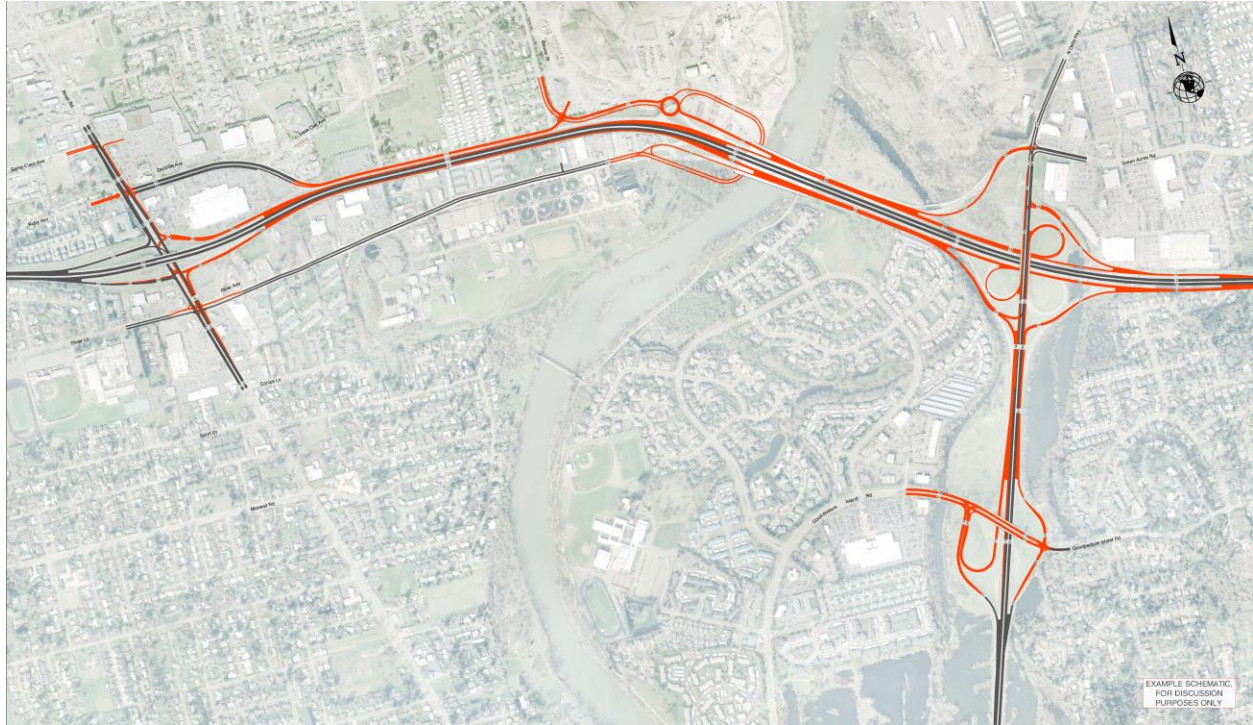
* Cost estimates do not include right-of-way

Delta Highway/Beltline Highway Interchange

Property impacts at the Delta Highway/Beltline Highway interchange are the same as the Improve Existing Concept.

DRAFT

Collector-Distributor



Description

The Collector-Distributor Roadway Concept would provide a separate roadway parallel to the Beltline Highway from River Avenue/Division Avenue to east of the Delta Highway. This is the only concept that does not include the local arterial bridge.

The Collector-Distributor Roadway Concept would:

- Collect all eastbound traffic from River Avenue and Delta Highway to merge with Beltline Highway east of the Delta Highway interchange.
- Collect merging and diverging westbound traffic east of the Delta Highway interchange to merge onto Beltline Highway near the existing River Avenue/Division Avenue interchange east of the Willamette River.
- Widen Delta Highway by one auxiliary lane in each direction between Beltline Highway and Goodpasture Island Road. Widen Goodpasture Island Road to two lanes in each direction over Delta Highway, and widen the on- and off-ramps to two lanes.
- Collect westbound traffic merging onto Beltline Highway from the River Avenue/Division Avenue interchange on Division Avenue to the River Road interchange to enter Beltline Highway west of River Road.

- Maintain and reconstruct the local connection on Division Avenue between Beaver Street and River Road north of Beltline.
- Reconstruct the underpass connecting River Avenue and Division Avenue near the River to provide eastbound Beltline Highway access via intersection control (roundabout or signal) north of the highway. Traffic will access Beltline eastbound or local roads including Beaver Street or Division Avenue via the underpass.
- Make the same changes to the Delta Highway/Beltline Highway and Goodpasture Island Road/Delta Highway interchanges as the previous two concepts.
- Create a connection to the collector distributor road for westbound traffic from the Delta Highway interchange to merge further west onto the Beltline Highway west of the River crossing.
- Widen River Road on- and off-ramps for the Beltline Highway.

Summary of Costs

\$260-270 million*

Benefits and Impact

The Collector-Distributor creates a very wide cross section over the Willamette River, with a potential for five separate bridges; the existing two bridges, and three additional bridges for each of the collector-distributor lanes. While the other concepts add bridges over the Willamette River, this concept results in more bridge structures over the river and the widest facility. This concept rebuilds the underpass near the river, creating floodplain impacts. The collector-distributor road concept improves the capacity on the Beltline Highway mainline, though has limited multimodal connectivity because the concept does not accommodate the local arterial bridge. This is the most expensive concept.

Mobility

This concept adds capacity with the collector-distributor roads over the river, though the lack of a local arterial bridge does not reduce demand on Beltline Highway. This concept does not improve mobility for walking or bicycling, and is the only concept that does not provide a local route for transit.

The Beltline Highway mainline operates at around 60 percent of capacity.

Property Impacts

River Road/Beltline Highway Interchange and Delta Highway/Beltline Highway Interchange

Property impacts at the River Road/Beltline Highway interchange are the same for all concepts. For impacts, see the section under the Improve Existing Concept.

* Cost estimates do not include right-of-way

River Avenue and Division Avenue/Beltline Highway Interchange

Property impacts between River Road and Delta Highway, including the River Avenue, Division Avenue/Beltline Highway Interchange may include:

- Buildings and property south of the Beltline Highway between River Avenue and Division Avenue
- Buildings and property south of the Beltline Highway between River Avenue and Division Avenue
- The Beltline Highway undercrossing and local road connections may have impacts to the Delta Sand and Gravel property.

Delta Highway/Beltline Highway Interchange

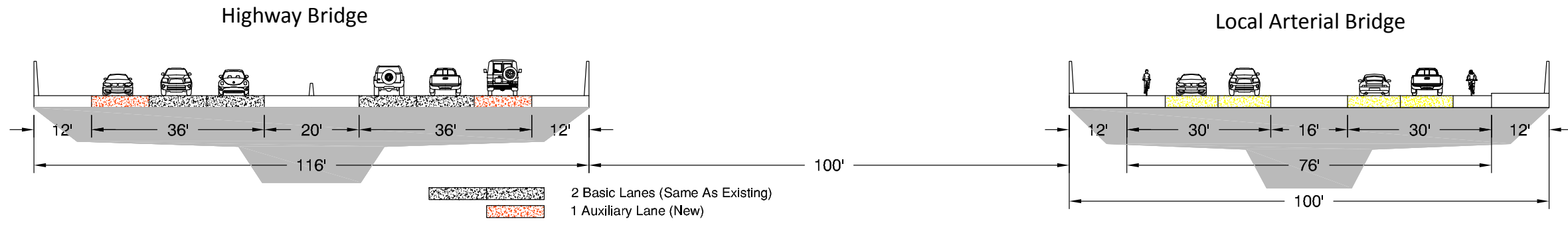
- Buildings and property south of Beltline Highway west of Delta Highway.

Goodpasture Island Road/Delta Highway Interchange

Property impacts at the Goodpasture Island Road/Delta Highway interchange are the same for all concepts. For impacts, see the section under the Improve Existing Concept.

Typical Sections: Beltline Bridge over the Willamette River

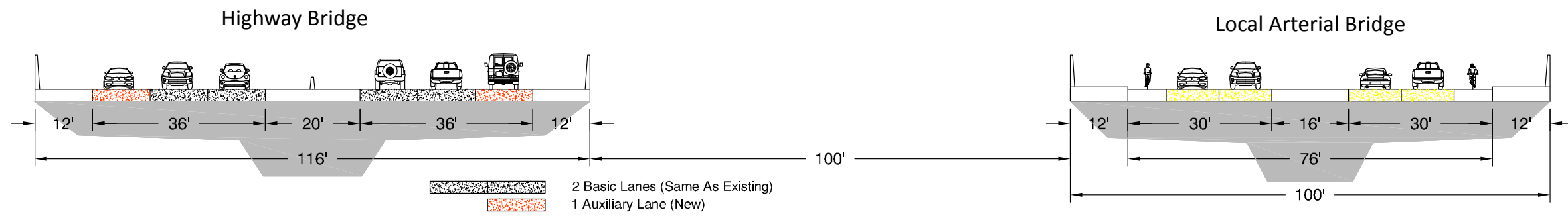
Improve Existing Concept



Improve existing concept

- Includes two through (basic) lanes on the Beltline Highway; the same as today.
- Adds an auxiliary lane between River Road and Delta Highway.
- Adds a local arterial bridge with two travel lanes, bike lanes and sidewalks from Beaver Street to Green Acres Road.
- Reconstructs the River/Division interchange in a similar form as today with some improvements to address the most pressing issues.

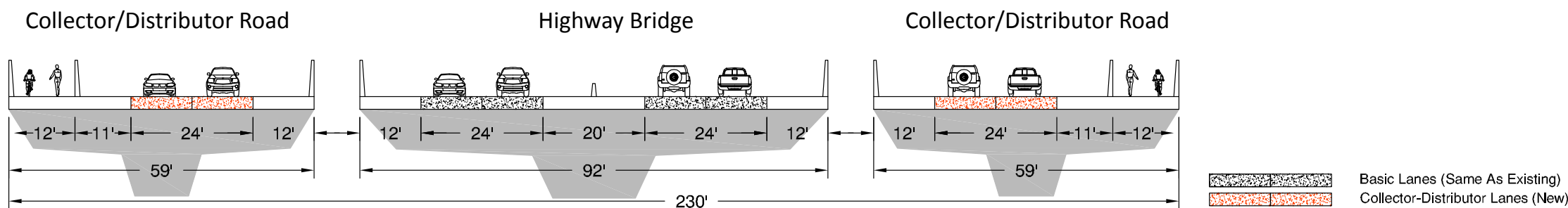
Auxiliary Lane Concept



Auxiliary lane concept

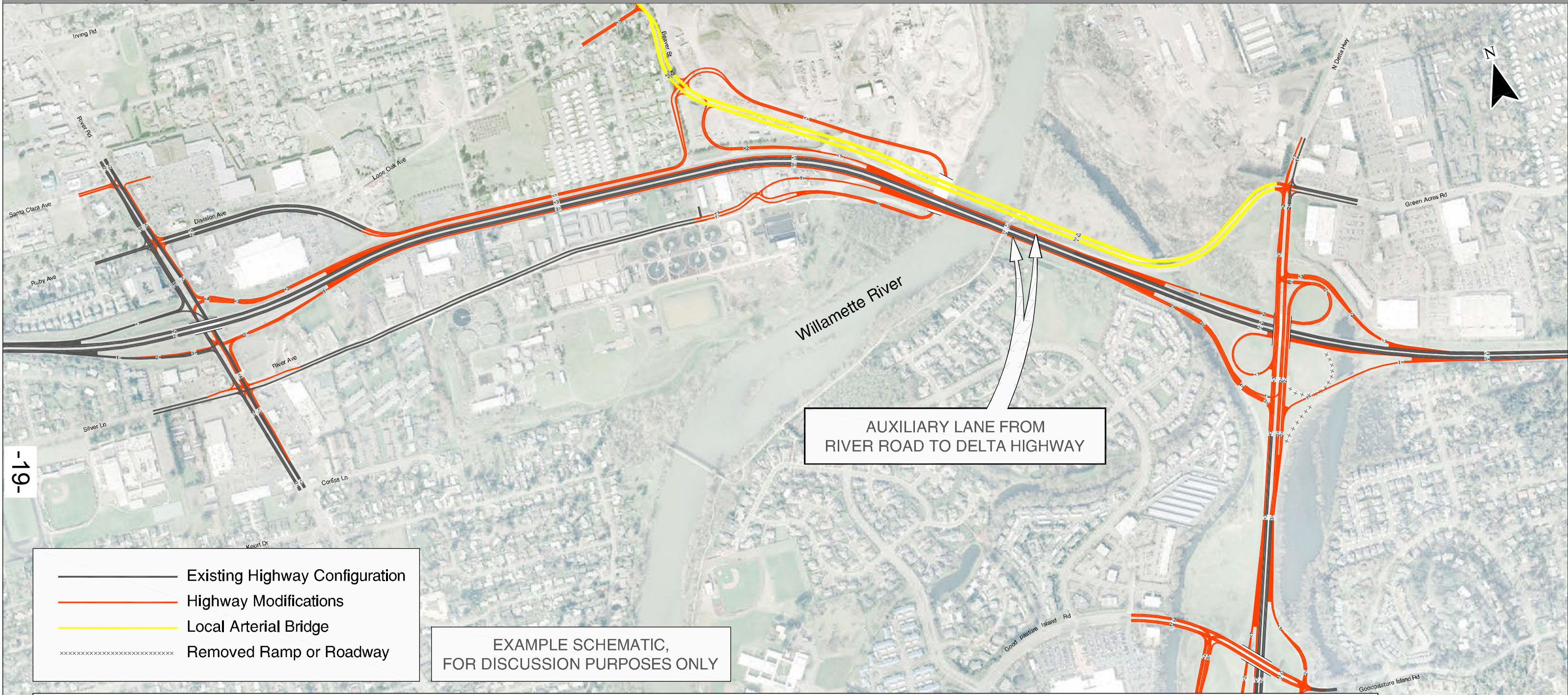
- Includes two through (basic) lanes on the Beltline Highway; the same as today.
- Adds an auxiliary lane between River Road and Delta Highway.
- Adds a local arterial bridge with two travel lanes, bike lanes and sidewalks from Beaver Street to Green Acres Road.
- Reconstructs the River/Division interchange with an overpass and a more conventional ramp and overcrossing configuration.

Collector Distributor Road Concept


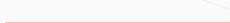




Collector distributor road concept

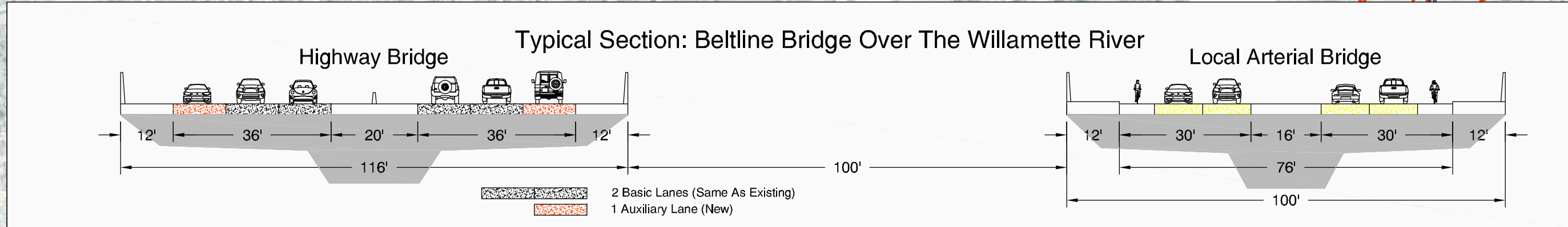
- Includes two through (basic) lanes on the Beltline Highway; the same as today.
- Adds an auxiliary lane between River Road and the collector-distributor road ramps.
- Constructs a collector-distributor road system between River/Division and Delta Highway.
- Reconstructs the River/Division interchange in a similar form as today with some improvements to address the most pressing issues.

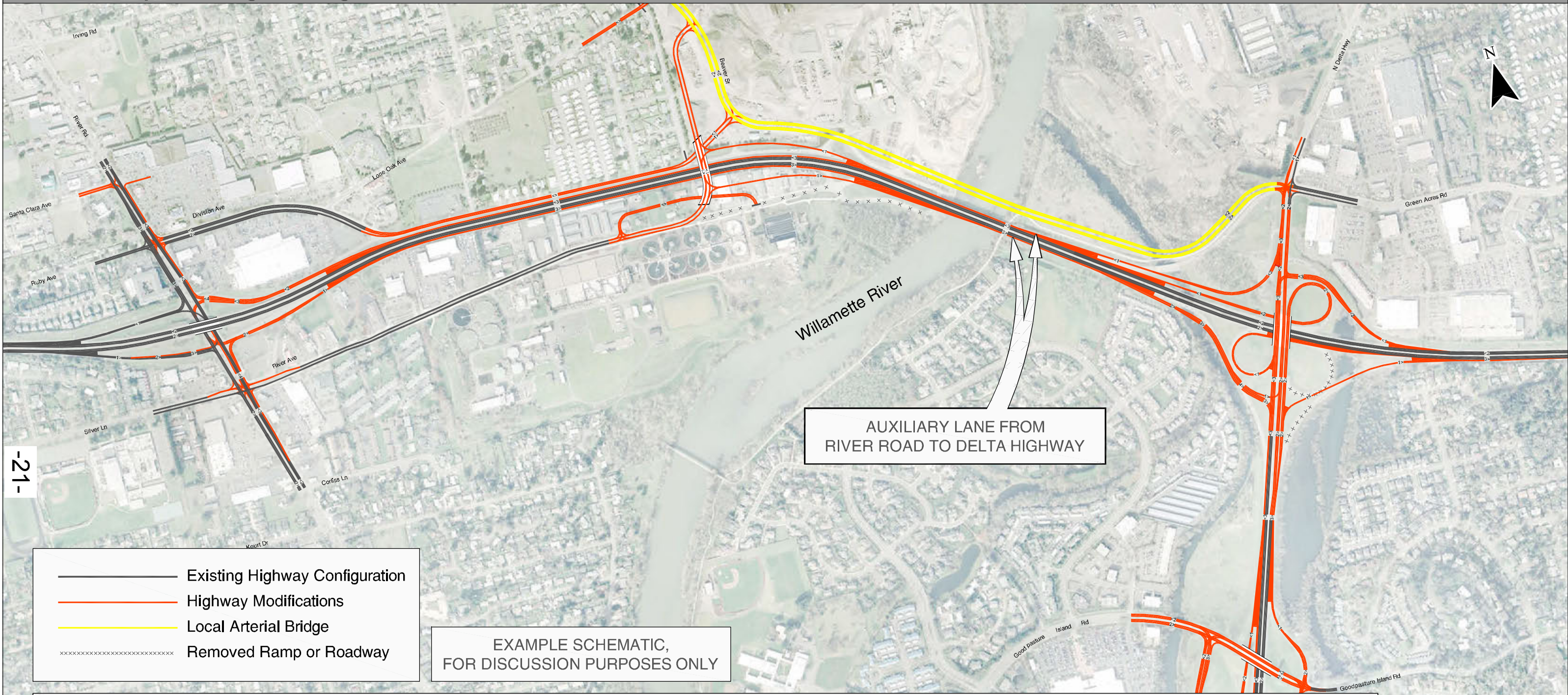


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-  Existing Highway Configuration
-  Highway Modifications
-  Local Arterial Bridge
-  Removed Ramp or Roadway

EXAMPLE SCHEMATIC,
FOR DISCUSSION PURPOSES ONLY

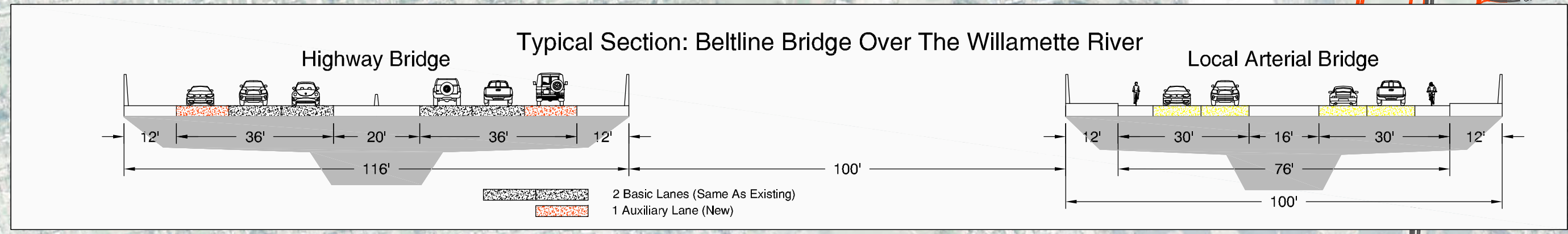


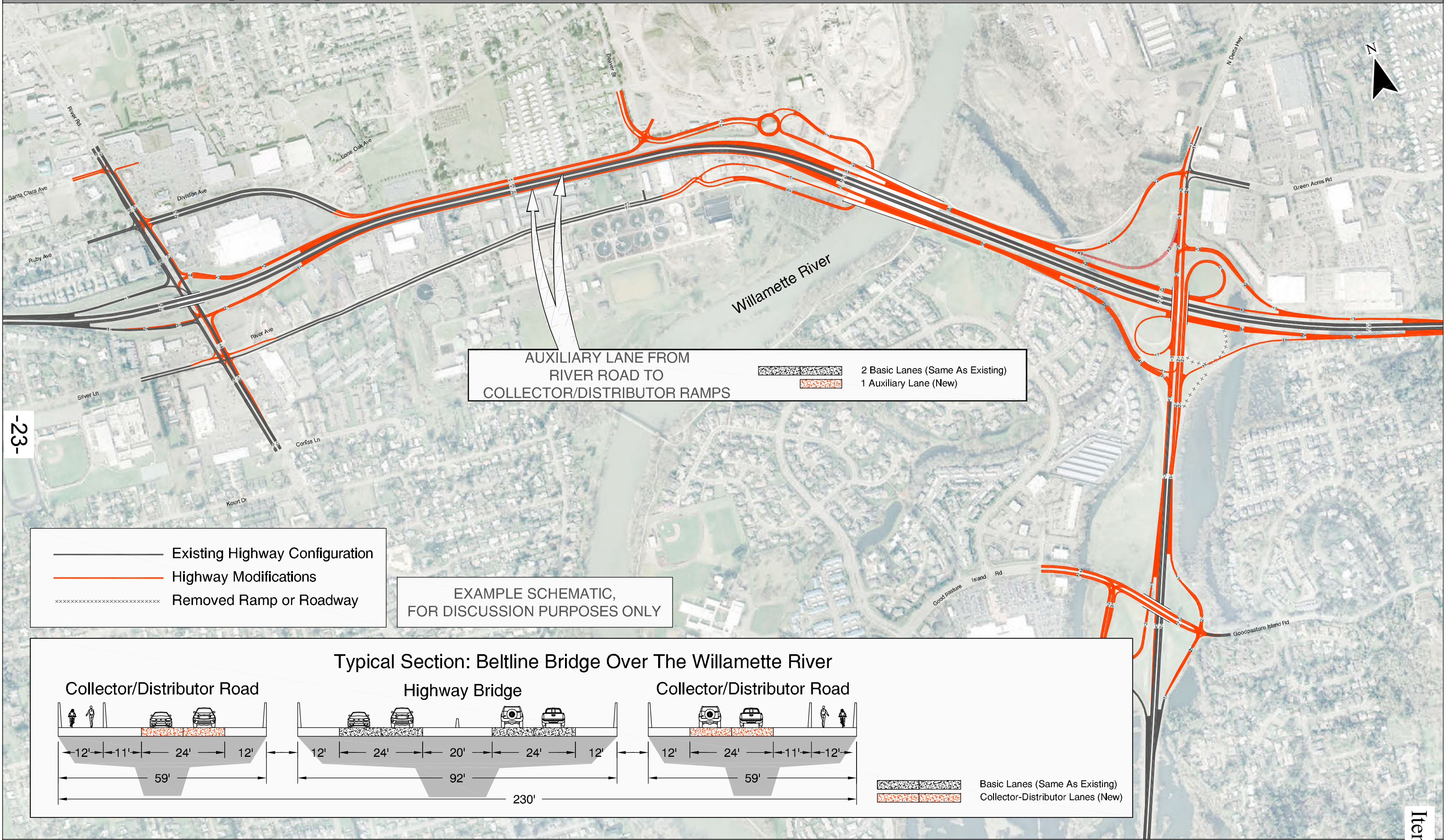


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- Existing Highway Configuration
- Highway Modifications
- Local Arterial Bridge
- Removed Ramp or Roadway

EXAMPLE SCHEMATIC,
FOR DISCUSSION PURPOSES ONLY





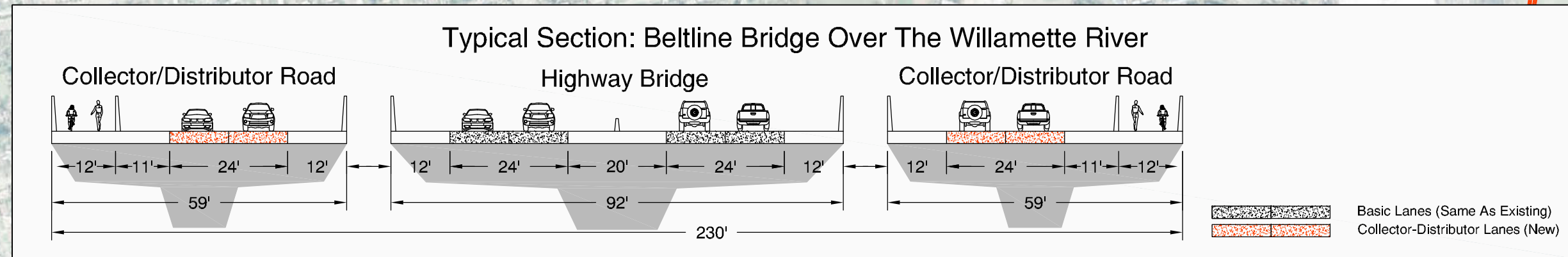
-23-

AUXILIARY LANE FROM RIVER ROAD TO COLLECTOR/DISTRIBUTOR RAMPS

2 Basic Lanes (Same As Existing)
 1 Auxiliary Lane (New)

Existing Highway Configuration
 Highway Modifications
 Removed Ramp or Roadway

EXAMPLE SCHEMATIC, FOR DISCUSSION PURPOSES ONLY



Beltline Highway – ODOT Facility Plan and Eugene Transportation System Plan

-25-

Eugene City Council
Work Session
September 30, 2015

Kurt Yeiter, Chris Henry, Frannie Brindle

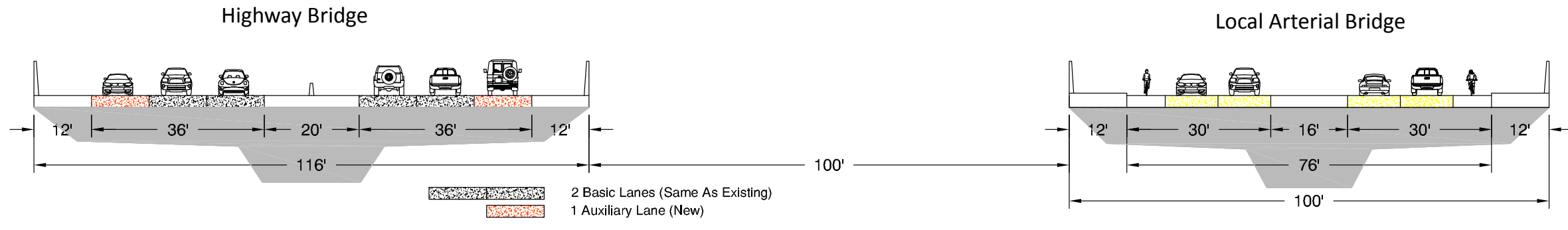






Typical Sections: Beltline Bridge over the Willamette River

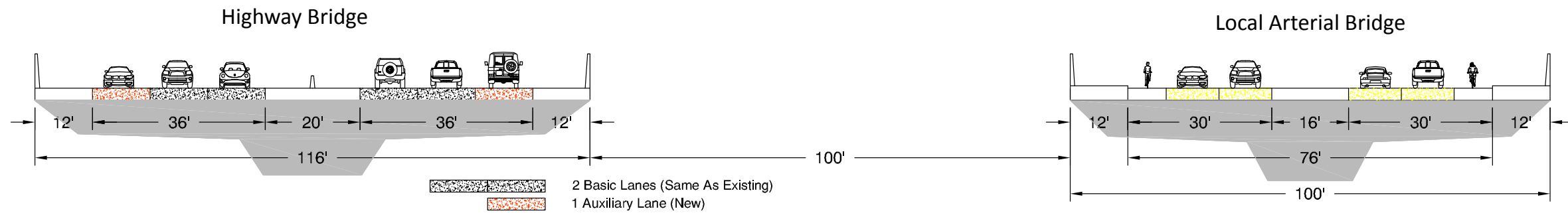
Improve Existing Concept



Improve existing concept

- Includes two through (basic) lanes on the Beltline Highway; the same as today.
- Adds an auxiliary lane between River Road and Delta Highway.
- Adds a local arterial bridge with two travel lanes, bike lanes and sidewalks from Beaver Street to Green Acres Road.
- Reconstructs the River/Division interchange in a similar form as today with some improvements to address the most pressing issues.

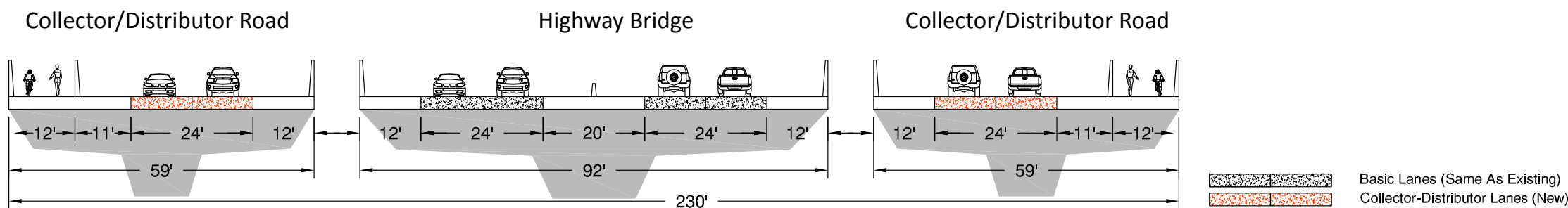
Auxiliary Lane Concept



Auxiliary lane concept

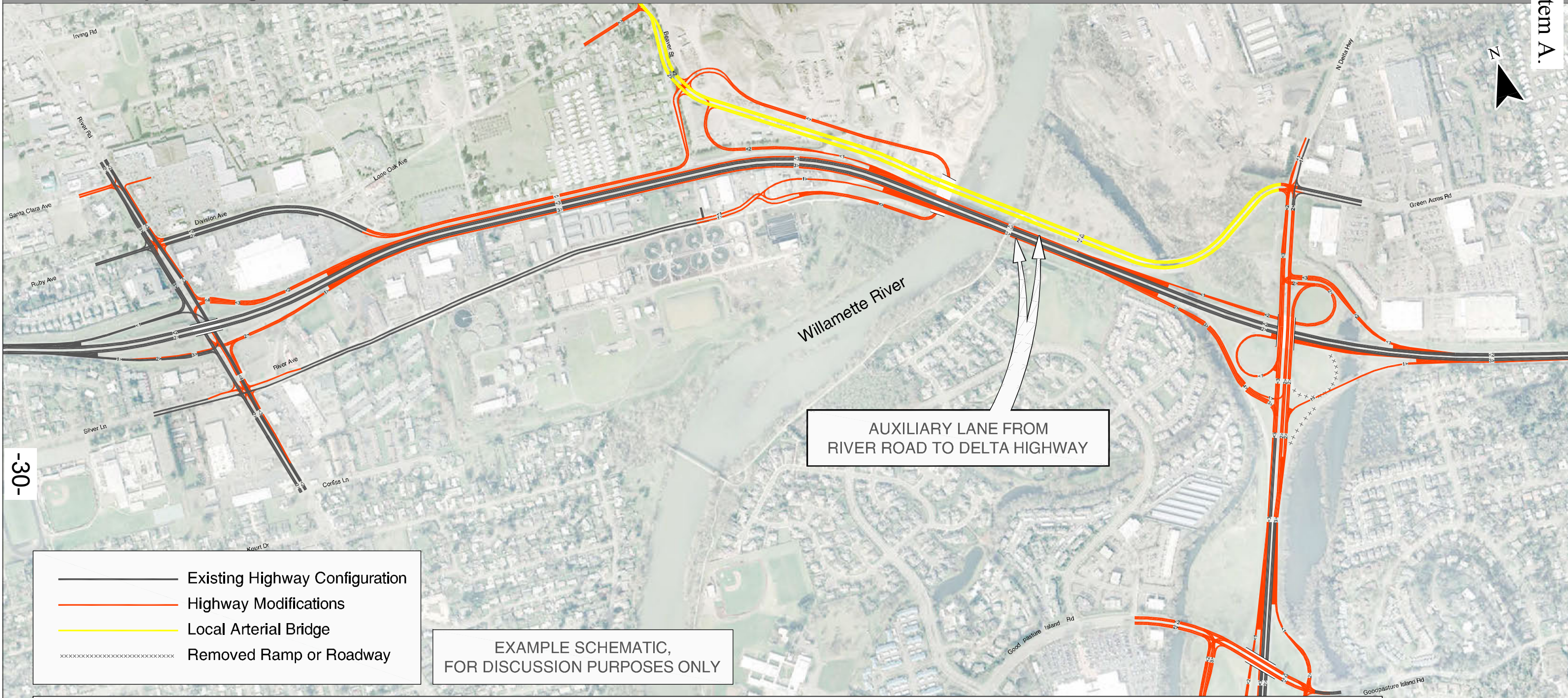
- Includes two through (basic) lanes on the Beltline Highway; the same as today.
- Adds an auxiliary lane between River Road and Delta Highway.
- Adds a local arterial bridge with two travel lanes, bike lanes and sidewalks from Beaver Street to Green Acres Road.
- Reconstructs the River/Division interchange with an overpass and a more conventional ramp and overcrossing configuration.

Collector Distributor Road Concept







Collector distributor road concept

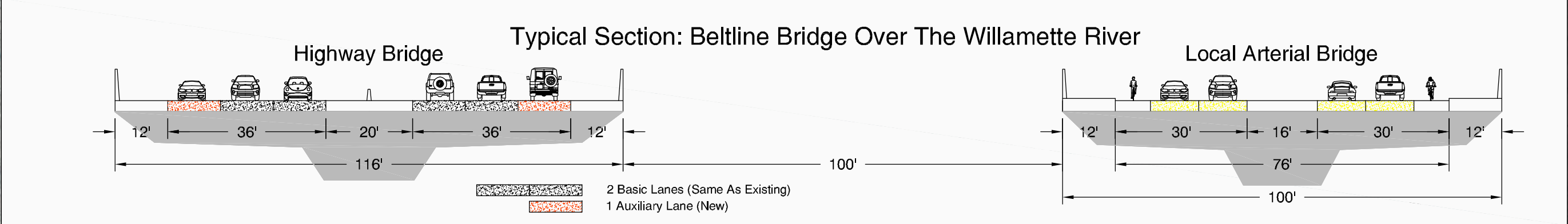
- Includes two through (basic) lanes on the Beltline Highway; the same as today.
- Adds an auxiliary lane between River Road and the collector-distributor road ramps.
- Constructs a collector-distributor road system between River/Division and Delta Highway.
- Reconstructs the River/Division interchange in a similar form as today with some improvements to address the most pressing issues.

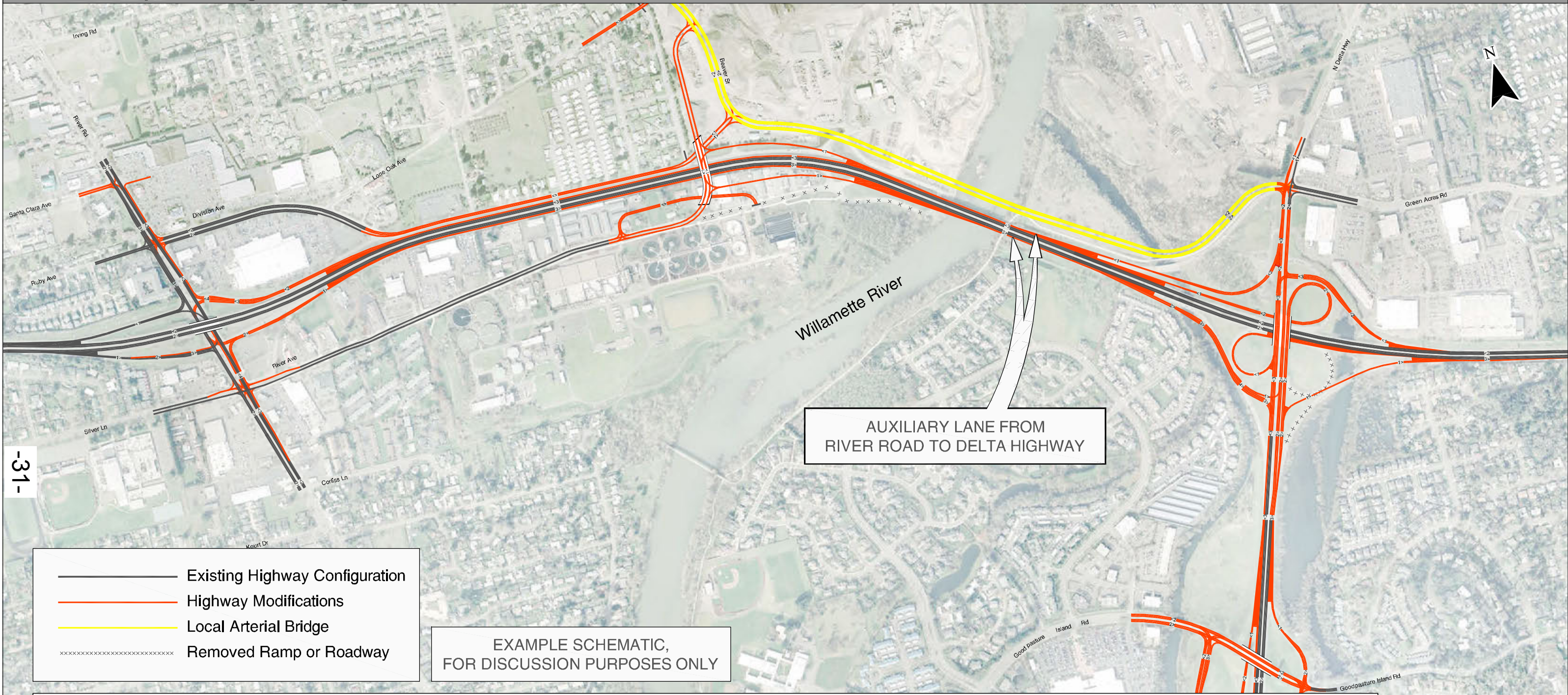


-30-





-  Existing Highway Configuration
-  Highway Modifications
-  Local Arterial Bridge
-  Removed Ramp or Roadway

EXAMPLE SCHEMATIC, FOR DISCUSSION PURPOSES ONLY

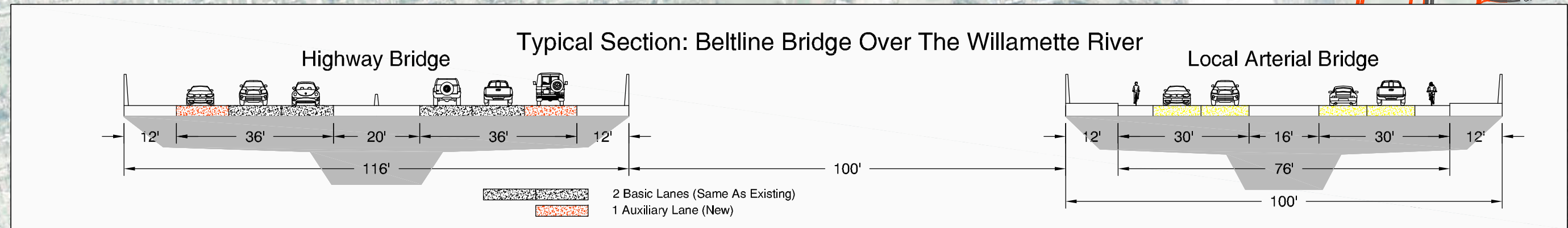


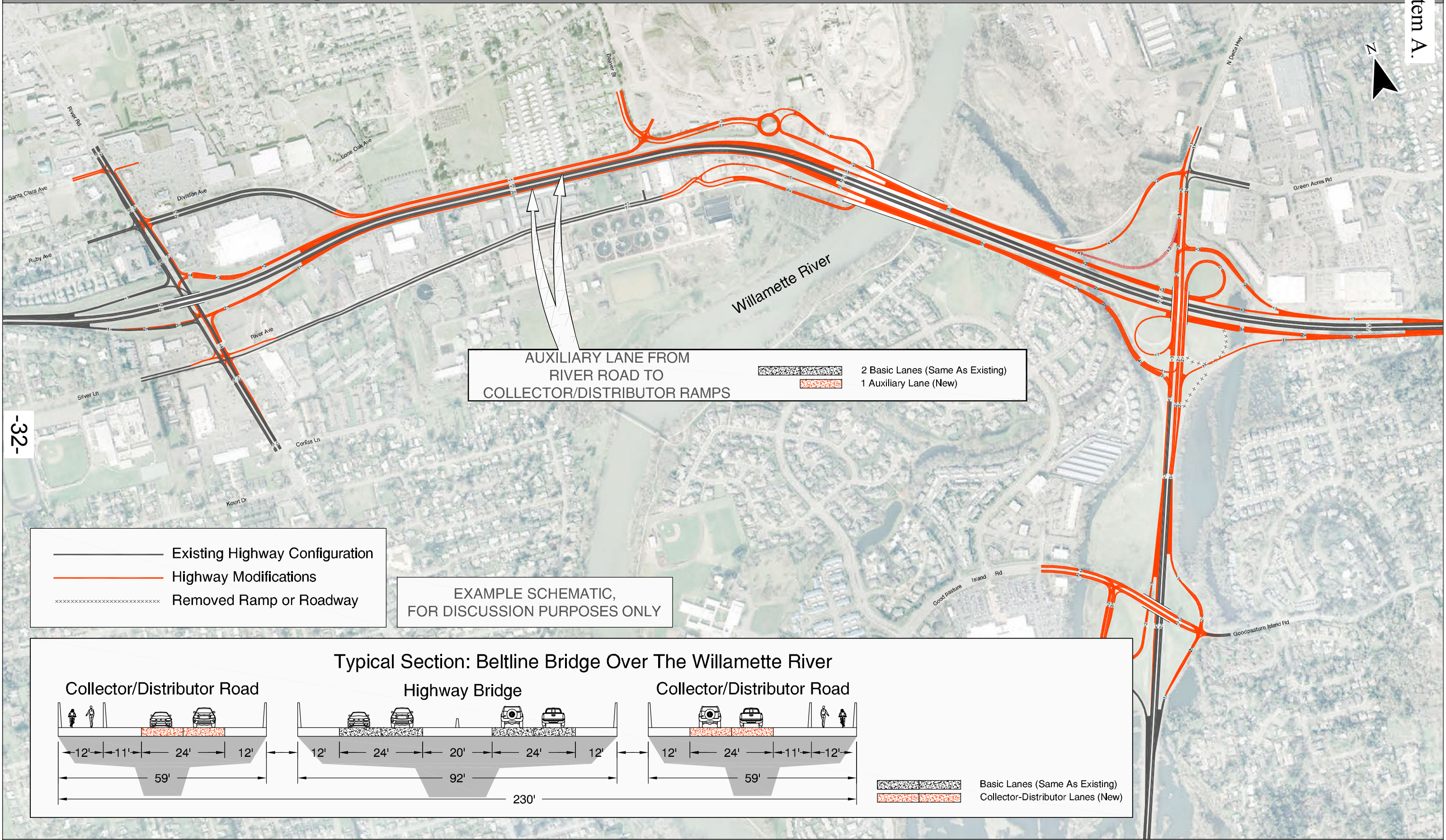


-31-

-  Existing Highway Configuration
-  Highway Modifications
-  Local Arterial Bridge
-  Removed Ramp or Roadway

EXAMPLE SCHEMATIC,
FOR DISCUSSION PURPOSES ONLY





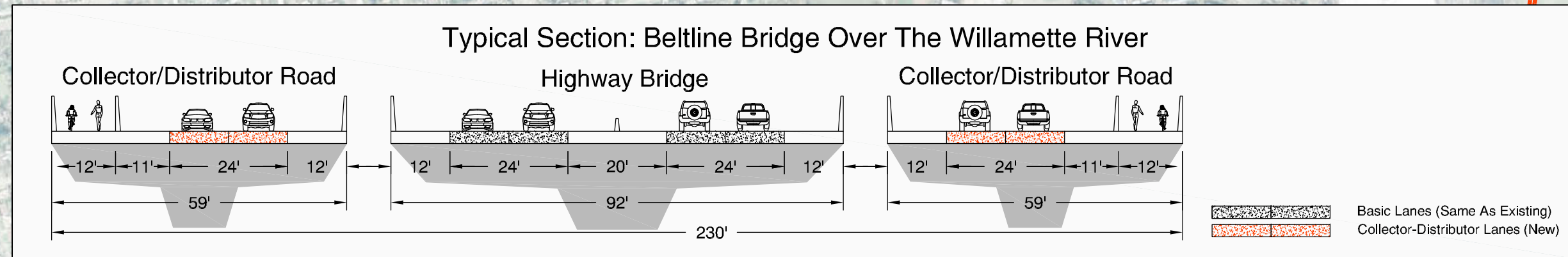
-32-

AUXILIARY LANE FROM RIVER ROAD TO COLLECTOR/DISTRIBUTOR RAMPS

	2 Basic Lanes (Same As Existing)
	1 Auxiliary Lane (New)

	Existing Highway Configuration
	Highway Modifications
	Removed Ramp or Roadway

EXAMPLE SCHEMATIC, FOR DISCUSSION PURPOSES ONLY



EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Work Session: Transportation Safety - Vision Zero and the Mayors' Challenge for Safer People, Safer Streets

Meeting Date: September 30, 2015
 Department: Public Works
www.eugene-or.gov

Agenda Item Number: B
 Staff Contact: Rob Inerfeld
 Contact Telephone Number: 541-682-5343

ISSUE STATEMENT

Ensuring the safety of the city's transportation system is a priority. The draft Transportation System Plan includes a policy that seeks to eliminate transportation-related fatalities in Eugene. The City is participating in the Mayors' Challenge for Safer People, Safer Streets which was launched this past March by federal Transportation Secretary Anthony Foxx. Many cities are embracing an approach towards safety called Vision Zero which calls for eliminating deaths and serious injuries on the surface transportation system. Community members in Eugene have also requested that the City adopt Vision Zero as its approach to transportation safety. At this work session, staff will provide an overview of Vision Zero and the Mayors' Challenge, cover what the City is already doing to improve safety on the transportation system, and request that the council pass a resolution in support of the Mayors' Challenge, and the City and its regional partners' efforts, to improve safety for people who walk, bike and use mobility devices.

BACKGROUND

The concept of Vision Zero first originated in Sweden in 1997, when the Swedish parliament adopted it as the official road policy. Founded on the belief that loss of life is not an acceptable price to pay for mobility, Vision Zero takes a systems approach to enhancing safety. Many cities in the United States, including Portland and Seattle, have embraced Vision Zero.

In March 2015, Transportation Secretary Anthony Foxx challenged city leaders to raise the bar for bicyclist and pedestrian safety by joining a year-long [Mayors' Challenge for Safer People and Safer Streets](#) effort. Mayors and other elected city officials participate by leading a call to action and forming a local action team to advance safety and accessibility by taking on one or more Challenge activities which include Complete Streets, Fix Barriers and Educate & Enforce. As part of the Challenge, a mayor or other designated elected official makes a public statement about their city's commitment to making roads safe, convenient, and accessible for all users including pedestrians, bicyclists, and those using personal mobility devices. The Mayors' Challenge calls for cities to take action to improve walking and biking safety in one or more of the seven Challenge activities. Below is a list of some of the actions the City has taken or is working on within the different Challenge activities:

1. **Complete Streets:** The Complete Streets approach to transportation is implicit in TransPlan, the City's current Transportation System Plan (TSP). The draft Eugene TSP has a Complete Streets Policy:

Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the Envision Eugene Comprehensive Plan's vision for growth and development in a responsible and efficient manner. A "complete street" allows safe travel for automobiles and emergency responders, bicycles, walking, transit, and freight. In addition to fulfilling a street's basic transportation functions and providing access to properties, streets and sidewalks should be designed to be attractive, safe, accessible, sustainable, and healthy components of the City's environment.

The TSP calls for the City to articulate a process for implementing the Complete Streets policy including responsibilities for decision making and public review.
2. **Fix Barriers:** The City has completed an ADA Transition Plan that lays out how the City will bring over 12,000 curb ramps up to national standards as well as installing accessible pedestrian devices (APS) at over 200 signalized intersections that do not have them. The plan calls for installing around 350 improved curb ramps and adding APS to six signalized intersections every year from 2015 to 2021.
3. **Gather Data:** The City supports the [Central Lane MPO's bicycle and pedestrian counting program](#). Through the program, the MPO is investing in permanent bike counters and temporary counters that also count pedestrians. The City is also investing in permanent bike counters on new and rehabilitated path facilities. These counters provide the ability to track how progress is made toward goals of increasing walking and biking mode share in Eugene.
4. **Design Right:** City staff reviews pavement preservation projects for opportunities to add pedestrian and bicycle safety enhancements which are paid for with the pedestrian and bicycle component of the 2012 Pavement Bond Measure. Such projects include pedestrian crossing improvements and buffered bike lanes.
5. **Create Networks:** The draft TSP incorporates the Pedestrian and Bicycle Master Plan that was approved by the City Council in 2012 and which will serve as the blueprint for building a robust pedestrian and bicycle network over the next 20 years. Some key projects are already funded including a new pedestrian and bicycle bridge that will connect the Fern Ridge Path to Commerce Street, [NE Livable Streets](#) (network of bike boulevards and pedestrian crossing improvements in northeast Eugene), the [Jessen Path](#) (east-west path on south side of Golden Gardens Park from Beltline Path to Ohio Street), and the [Amazon Active Transportation Corridor](#) (two-way protected bikeway on West Amazon Drive, three new ped/bike bridges over Amazon Creek, extension of Amazon Path from 33rd Avenue to the south end of Tugman Park).
6. **Improve Laws:** There has been rapid change in the field of bicycle and pedestrian facility design since the [Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways](#) were adopted in 1999. The City has received a \$100,000 federal STP-U grant to create updated Multimodal Design Standards and will initiate the update process within the next year.
7. **Educate and Enforce:** The Eugene Police Department has begun to conduct crosswalk enforcement events with the first one taking place on Polk Street this past summer and

more planned over the next year. The City received an approximately \$10,000 grant from the Oregon Health Authority that is being used to launch a pedestrian safety campaign later this year focused on crosswalk compliance by drivers.

City staff is considering other options for furthering efforts on pedestrian and bicycle safety. One possibility is the creation of an internal work group focused on this issue.

The Central Lane MPO is about to start the development of a transportation safety plan that will cover the MPO area. Several City staff from different departments will be represented on the stakeholder committee. MPO staff is interested in the possibility of making Vision Zero a tenet of this plan.

RELATED CITY POLICIES

System-Wide Policy 2 in draft Eugene Transportation System Plan:

Consider safety first when making decisions. Strive for zero transportation-related fatalities by reducing the number and transportation severity of crashes through design, operations, maintenance, education, and enforcement.

COUNCIL OPTIONS

1. Approve the resolution supporting transportation safety efforts.
2. Not approve the resolution.

CITY MANAGER'S RECOMMENDATION AND SUGGESTED MOTION

Move to adopt Resolution 5138 supporting transportation safety efforts.

ATTACHMENTS

- A. Resolution supporting transportation safety efforts

FOR MORE INFORMATION

Staff Contact: Rob Inerfeld
 Telephone: 541-682-5343
 Staff E-Mail: rob.inerfeld@ci.eugene.or.us

ATTACHMENT A

RESOLUTION NO. _____

A RESOLUTION SUPPORTING TRANSPORTATION SAFETY IMPROVEMENTS.

The City Council of the City of Eugene finds that:

- A.** The life and health of the City of Eugene’s residents are our utmost priority.
- B.** Between 2003 and 2012, an average of almost 6 people per year died in automobile, pedestrian and bicycle crashes on our street system.
- C.** During this same period, an average of nearly 3 people per year died in crashes on our roadway system while walking or biking.
- D.** Based upon the ratio of drivers to walkers and bikers, people who walk or bike represent a disproportionate share of the fatalities on our transportation system.
- E.** The City of Eugene’s Climate Recovery Ordinance calls for reducing community-wide fossil fuel consumption by 50 percent by 2030.
- F.** Increasing walking and biking trips is a key strategy in reducing fossil fuel consumption.
- G.** Increasing real and perceived safety for people walking and biking is a key step in encouraging more people to walk and bike.
- H.** The U.S. Department of Transportation’s Mayors’ Challenge for Safer People, Safer Streets is consistent with the City of Eugene’s goals to enhance the safety of our transportation system and encourage people to walk and bike for a greater number of trips.
- I.** The City of Eugene and our regional partners are taking steps to enhance walking and biking safety within the following seven categories of the Mayors’ Challenge: Complete Streets, Fix Barriers, Gather Data, Design Right, Create Networks, Improve Law, and Educate and Enforce.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. The Eugene City Council supports the city's participation in the Mayors' Challenge for Safer People, Safer Streets.

Section 2. The Eugene City Council supports efforts by the City of Eugene and our regional partner agencies to prioritize safety improvements for people who walk, bike and use mobility devices.

Section 3. The Eugene City Council supports efforts by the City of Eugene and our regional partners to eliminate deaths and serious injuries on our transportation system, with an emphasis on the most vulnerable roadway users.

Section 4. This Resolution is effective immediately upon its passage by the City Council.

The foregoing Resolution adopted the 30th day of September, 2015.

City Recorder