



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

April 17, 2017

**5:30 p.m. JOINT PUBLIC HEARING OF EUGENE CITY COUNCIL AND
LANE COUNTY BOARD OF COMMISSIONERS
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**Meeting of April 17, 2017;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Alan Zelenka, President
Emile Semple
Claire Syrett

Mike Clark, Vice President
Greg Evans
Chris Pryor
Betty Taylor

**5:30 p.m. JOINT PUBLIC HEARING OF EUGENE CITY COUNCIL AND
LANE COUNTY BOARD OF COMMISSIONERS
Harris Hall, 125 East 8th Avenue**

A. PUBLIC HEARING

**An Ordinance Concerning Long Range Transportation Planning;
Adopting the Eugene 2035 Transportation System Plan; Amending
the Eugene-Springfield Metropolitan Area General Plan (Metro
Plan); Amending the Eugene-Springfield Metropolitan Area
Transportation Plan (TransPlan); Amending Sections 9.050, 9.8010,
9.9650 of the Eugene Code, 1971; Amending the Street Classification
Map; Amending Ordinance No. 20528 (to Delete Section 67);
Repealing Section 9.9525 of the Eugene Code, 1971, Repealing
Ordinance No. 20322 (2003 Central Area Transportation Study); and
Providing for an Effective Date.**

Manager: Introduces topic, presents background information.

Mayor opens the public hearing: *Those wishing to speak during the Public Hearing must submit a completed "Request to Speak" form to the information desk, prior to the beginning of the Public Hearing. When you come to the podium, please give your name, city of residence, and, for Eugene residents, your ward if known; you will have three minutes to comment. There are lights on the timer; the red light indicates the end of three minutes.*

Mayor: *Closes the public hearing.*

The Eugene City Council welcomes your interest in these agenda items. This meeting location is wheelchair-accessible. For the hearing impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21, and rebroadcast later in the week.

El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Television, Canal 21 de Comcast y son retransmitidas durante la semana.

For more information, contact the Council Coordinator at 541-682-5010,
or visit us online at www.eugene-or.gov.



AGENDA ITEM SUMMARY

City of Eugene and Lane County Joint Public Hearing: An Ordinance Concerning Long Range Transportation Planning; adopting the Eugene 2035 Transportation System Plan; amending the Eugene-Springfield Metropolitan Area General Plan (Metro Plan); amending the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan); amending Sections 9.050, 9.8010, 9.9650 of the Eugene Code, 1971; amending the Street Classification Map; amending Ordinance No. 20528 (to delete Section 67); repealing Section 9.9525 of the Eugene Code, 1971, repealing Ordinance No. 20322 (2003 Central Area Transportation Study); and providing for an effective date.

Meeting Date: April 17, 2017

ISSUE STATEMENT

This is the second joint public hearing with the City Council and Lane County Board of Commissioners regarding the Eugene 2035 Transportation System Plan (*2035 TSP*) and corresponding amendments to the Eugene-Springfield Area Metropolitan Area General Plan (*Metro Plan*) and the Eugene-Springfield Transportation Plan (*TransPlan*). The first public hearing took place on March 6, 2017. The City Council will be also be considering concurrent amendments to the Eugene Code, amendments to Eugene's Street Classification Map, an amendment to Ordinance No. 20528 and repeal of Eugene's Central Area Transportation Study (CATS). These additional actions are not being considered by the Lane County Board of Commissioners.

BACKGROUND

Until now, *TransPlan*, adopted by Eugene, Springfield and Lane County as a functional plan to the *Metro Plan*, has served as Eugene's regional transportation system plan, local transportation system plan, and pedestrian and bicycle master plan. While *TransPlan* will continue to serve as the City's regional transportation system plan, the *2035 TSP* will serve as Eugene's local transportation system plan. Like Springfield's local transportation system plan (co-adopted by Lane County in 2014), the *Eugene 2035 TSP* is proposed for co-adoption by Lane County for application within the urban transition area located outside the city limits, but within the Eugene urban growth boundary area.

For Eugene's transportation planning area, the *2035 TSP* updates and replaces *TransPlan's* (2002) goals, policies, and list of projects that describe how local transportation networks should change to accommodate growth, improve livability, and support economic vitality within the Eugene urban and airport areas. The *2035 TSP* is coordinated and consistent with the Airport Master Plan,

Lane Transit District's Long Range Transit Plan, the Regional Transportation Options Plan, Springfield's TSP, Lane County's TSP update, the Oregon Highway Plan, the Central Lane MPO Regional Transportation Plan and other plans.

City and County staff coordinated closely throughout the planning process, with County staff acting as a member of the internal staff review team and participating in all open houses and public meetings. A Transportation Community Resource Group (TCRG) was created to invite participation from many of the original members of the Envision Eugene Community Resource Group, the Pedestrian and Bicycle Master Plan project advisory committee, Eugene's standing Active Transportation Committee (ATC), a multi-agency Technical Advisory Committee, and the public at large. The TCRG spent years studying and providing advice to staff on land use planning, bicycle and pedestrian planning, transit planning, demand management techniques, street design, traffic congestion, sustainability, efforts to reduce greenhouse gas emissions, and transportation funding. The TCRG was instrumental in creating the goals, policies, potential action items, and project lists for the draft TSP.

The Eugene and Lane County Planning Commissions held a joint public hearing on June 21, 2016, where they received both spoken and written public comment. At the close of the public hearing the Planning Commissions voted to hold the record open until July 8, 2016. The Eugene Planning Commission deliberated on July 18 and December 5. On December 12 the Eugene Planning Commission held final deliberations and voted 6-1 to recommend that the City Council adopt a revised *2035 TSP*. The Lane County Planning Commission deliberated on July 19. On January 3, 2017, the Lane County Planning Commission held final deliberations and voted unanimously to recommend that the Board of County Commissioners adopt the *2035 TSP* with the Eugene Planning Commission's recommended revision plus two additional revisions. The *2035 TSP* that is the subject of the April 17 joint public hearing incorporates all of the revisions recommended by the Eugene and Lane County Planning Commissions.

Subsequent to the first joint public hearing on the *2035 TSP* held by the City Council and Lane County Board of Commissioners on March 6, 2017, staff have taken the following steps to publicize the April 17 public hearing:

- Mailed a written notice to the interested parties list for the 2035 TSP which includes all people who submitted testimony to the joint planning commission public hearing;
- Sent an email notice to a larger interested parties list of about 170 people;
- Published a lead article in the City's monthly *InMotion* e-newsletter that is sent to over 3,000 people;
- Published an article in the City's weekly *Community Bulletin* e-newsletter;
- Published an article in the Envision Eugene e-newsletter;
- Sent an email notice via the Human Services Network to around 130 people representing social services agencies in Lane County;
- Distributed a news release to media outlets in the Eugene-Springfield area; and
- Emailed a notice to neighborhood association leaders.

RELATED CITY POLICIES

The *2035 TSP* is the City's long-range planning document that establishes a system of transportation and services that will meet the identified needs of the City over the next 20 years. In addition to the *2035 TSP*, the City has adopted a number of plans, manuals, and administrative rules that relate to the provision of transportation facilities to the public. The City's current transportation-related plans, manuals, and administrative rules, include (but are not limited to):

- Street Classification Map;
- Street Right-of-Way Map;
- Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways & Accessways;
- Public Improvement Design Standards Manual;
- Utility and Right-of-Way Permits, Construction Within and Use of the Public Way, Policies and Procedures Manual;
- 2010 Airport Master Plan;
- Standards for Traffic Impact Analysis Review; and
- Standards for Transportation Demand Management Program.

There are other City-adopted plans and policies that, while not solely related to the provision of transportation facilities to the public, nevertheless play an important role in the City's long-range transportation planning. Some of those other plans and policies, such as the Climate Recovery Ordinance and the Triple Bottom Line framework, are explicitly discussed in the *2035 TSP*. Also recognized and incorporated into the *2035 TSP* is the City Council's adoption of Resolution No. 5143 which sets as official policy for the City the Vision Zero goal that no loss of life or serious injury on our transportation system is acceptable.

In addition to the multi-jurisdictionally adopted Eugene-Springfield Transportation System Plan (*TransPlan*), there are a number of regional transportation planning documents and planning documents adopted by one of the City's governmental partners that inform, guide, and, in some cases, have regulatory significance to the City's transportation planning efforts. Those other transportation planning documents include (but are not limited to):

- Central Lane MPO Regional Transportation Plan (RTP);
- Lane County Transportation System Plan;
- Springfield 2035 Transportation System Plan;
- Oregon Highway Plan;
- Regional Transportation Options Plan; and
- LTD Long Range Transit Plan.

APPLICABLE APPROVAL CRITERIA

Adoption of the *2035 TSP* and the corresponding amendments to the *Metro Plan* and *TransPlan* are all governed by the *Metro Plan* amendments approval criteria. Eugene Code 9.7735 provides:

Metro Plan Amendments – Criteria for Approval. The following criteria shall be applied by the city council in approving or denying a Metro Plan amendment application:

- (1) The proposed amendment is consistent with the relevant Statewide Planning

Goals; and

- (2) The proposed amendment does not make the Metro Plan internally inconsistent.
- (3) When the city-specific local comprehensive plan also applies, the proposed amendment is consistent with the city-specific local comprehensive plan.

Eugene's approval criteria for Refinement Plan amendments is set forth in Eugene Code 9.8424:

- 9.8424 Refinement Plan Amendment Approval Criteria.** The planning commission shall evaluate proposed refinement plan amendments based on the criteria set forth below, and forward a recommendation to the city council. The city council shall decide whether to act on the application. If the city council decides to act, it shall approve, approve with modifications or deny a proposed refinement plan amendment. Approval, or approval with modifications shall be based on compliance with the following criteria:
- (1) The refinement plan amendment is consistent with all of the following:
 - (a) Statewide planning goals.
 - (b) Applicable provisions of the Metro Plan.
 - (c) Remaining portions of the refinement plan.
 - (2) The refinement plan amendment addresses one or more of the following:
 - (a) An error in the publication of the refinement plan.
 - (b) New inventory material which relates to a statewide planning goal.
 - (c) New or amended community policies.
 - (d) New or amended provisions in a federal law or regulation, state statute, state regulation, statewide planning goal, or state agency land use plan.
 - (e) A change of circumstances in a substantial manner that was not anticipated at the time the refinement plan was adopted.

Eugene's approval criteria for code amendments is set forth in EC 9.8065.

- 9.8065 Code Amendment Approval Criteria.** If the city council elects to act, it may, by ordinance, adopt an amendment to this land use code that:
- (1) Is consistent with applicable statewide planning goals as adopted by the Land Conservation and Development Commission.
 - (2) Is consistent with applicable provisions of the Metro Plan and applicable adopted refinement plans.
 - (3) In the case of establishment of a special area zone, is consistent with EC 9.3020 Criteria for Establishment of an S Special Area Zone.

COUNCIL OPTIONS

This is public hearing. No action is needed at this time.

CITY MANAGER'S RECOMMENDATION

This is a public hearing. No recommendation is proposed at this time.

SUGGESTED MOTION

This is public hearing. No action is needed at this time.

FOR MORE INFORMATION

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

ATTACHMENTS

A. Public testimony received between noon on Wednesday, March 1, 2017, and noon on Monday, April 10, 2017.

The following attachments were provided in the AIS for the first public hearing:

- A. Proposed Ordinance and Exhibits A – D
 - a. Exhibit A – Findings
 - b. Exhibit B – 2035 TSP Vol. 1, attachments to Vol. 1, and Vol. 2
 - c. Map 9.8010 of Eugene Code
 - d. Street classification map
- B. Public testimony received by noon on Monday, February 27, 2017.

Except for Attachment A.b. all other attachments from the first public hearing AIS can be found here:

<http://eugene.ompnetwork.org/shows/eugene-city-council-and-lane-county-commissioners-joint-public-hearing-march-6-2017>.

Attachment A.b. which is the 2035 TSP Vol. 1, attachments to Vol. 1, and Vol. 2 can be found at www.EugeneTSP.org.

ADDITIONAL INFORMATION: The Eugene Planning Commission Agenda Item Summaries dated June 21, 2016, July 18, 2016, September 26, 2016, December 5, 2016, and December 12, 2016, and the public testimony submitted to the Planning Commission have been bound in a notebook labeled “Planning Commission Record For Ordinance Concerning Long Range Transportation Planning,” are available for review at the City Manager’s Office and are hereby expressly incorporated into the record before the City Council.

Attachment A



Joint Public Hearing: An Ordinance Concerning Long Range Transportation Planning

Meeting Date: April 17, 2017
Department: PW-ENG
www.eugene-or.gov

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

Public testimony received March 1, 2017 through April 10, 2017.

From: INERFELD Rob <Rob.Inerfeld@ci.eugene.or.us>
Sent: Thursday, April 13, 2017 8:50 AM
To: CLARKE Kelly A
Subject: FW: Transportation Plan comment

From: earthspirits@comcast.net [<mailto:earthspirits@comcast.net>]
Sent: Monday, March 06, 2017 11:16 AM
To: INERFELD Rob <Rob.Inerfeld@ci.eugene.or.us>
Subject: Transportation Plan comment

Hello Rob;

I would like to submit comment on the Transportation Plan currently in process with the City of Eugene.

I urge the city to focus on increasing the ease of public transport. The city is in a catch 22 situation at present it seems.

Ridership is often light and so schedules are cut back, and sparse scheduling creates disincentive for people to use the bus system.

I suggest putting significant energy to changing our system from an octopus style to one that has multiple connections that eliminate the need to go to the central station for most connections.

I applaud the senior pass for our system and at the same time we live in a frequently cold, wet environment. Waiting for 30-60 minutes outside can be challenging. Having hourly or no buses from downtown to outlying areas after 8 or 9 at night is a further disincentive to take public transport for evening events etc.

I am opposed to spending significant resources on widening the Beltline. We must move away from GHG emitting forms of transport as much as possible and create viable attractive alternatives. We have a Climate Recovery Ordinance on the books that supports and demands that approach.

The traffic on West 18th has increased multifold in the past 6-8 years. From 3pm to 7pm there are continuous creeping cars and trucks. This is not viable into the future.

EMX on west 11th is a positive step. I suggest a focus on infill of businesses at the front of the enormous and overly large parking lots. This would create an atmosphere of walkability and encourage better land use modeling.

Further: any expansion into the outer areas of Eugene should be multi unit housing with public transport conveniently available.

It is within our power to create an attractive and livable city for the future. Transportation plays an important role in economic growth on a scale that is valued by citizens and will make Eugene a city that people want to live and work in.

I realize some of these suggestions are more related to land use, however the two are and must be considered together.

Thank you for listening and considering my comments.

Linda Kelley
Ward 1

1830 Arthur St.
Eugene, OR 97405

From: FODOR Eben (SMTP) <eben@fodorandassociates.com>
Sent: Monday, March 06, 2017 4:34 PM
To: INERFELD Rob
Subject: Testimony on Eugene 2035 Transportation System Plan for 3/6/17 Hearing

Dear Planning Commissioners (c/o Rob Inerfeld),

Perhaps the single most significant change in the current Draft Transportation System Plan can be found on page 49, in Table 4.1. Here, in a single line, the entire City of Eugene's transportation system will have its Level-of-Service standard changed from the current level of "D" to "E."

Table 4.1: City of Eugene Vehicular Performance Measures
City Citywide (unless otherwise specified) **LOS E**

This is a very significant change and has received very little public outreach or public input and was not the result of any research effort evaluating the need or the effects of such a radical change to our transportation system.

Please vote to restore the LOS to D in the TSP.

Thank you,
Eben Fodor
Eugene
541-345-8246

From: Teresa Bishow <teresa@bishowconsulting.com>
Sent: Monday, March 06, 2017 4:53 PM
To: INERFELD Rob
Cc: Teresa Bishow
Subject: TPS Testimony for Eugene Council and Lane County Board Hearing
Attachments: ECC LC Brd TSP Testimony 03 06 2017.pdf; Shadow View Dr Photos From Crescent Village Association.pdf

Hi Rob,

Attached is an advance copy of written testimony I will be presenting at the joint hearing tonight.

I will bring 20 copies to distribute to elected officials and staff.

At this point we do not believe the change in classification is warranted and there are no written assurances that City staff will not exercise the authority allowed in the code to change the physical character and design of the street. The developer dedicated the ROW, designed and constructed the street all in compliance with the PUD. We are not objecting to the extension of the street for connectivity. We are objecting strongly to change in classification.

Thanks for your consideration.

Teresa Bishow, AICP

Crescent Village Association Asset Manager

Office: 2911 Tennyson Ave, Suite 202 Eugene, OR

Mail: P.O. Box 50721 Eugene, OR 97405

teresa@bishowconsulting.com

541-514-1029 (cell)



crescent village

March 6, 2017

Eugene City Council
Lane County Board

Sent via email to rob.inerfeld@ci.eugene.or.us

RE: Eugene 2035 Transportation System Plan (TSP)

This letter is written on behalf of the Crescent Village Master Association including all property owners adjacent to Shadow View Drive north of Crescent Avenue.

We support the draft 2035 TSP Goal 1: "Create an integrated transportation system that is safe and efficient...and enhances community livability".

We support draft 2035 TSP Goal 2: "Advance regional sustainability by providing a transportation system that improves economic vitality, environmental health, social equity, and overall well-being."

We do not object to the planned future extensions of Shadow View and Melville to improve circulation and provide a connection between the north end of Crescent Village and Coburg Road.

We oppose the proposed change in street classification of Shadow View Drive from a Local Street to a Neighborhood Collector for the following reasons:

1. The Neighborhood Collector classification would change Shadow View from primarily serving properties within the village to collecting traffic from outlying areas and funneling cars thru the village. Collectors are intended to provide a better level of service for traffic than local streets. We are concerned Public Works staff could decide that "a better level of service" for thru traffic would occur by removing on-street parking or decreasing the width of the sidewalks. We know Public Works staff have indicated the City has no plans to make physical changes to Shadow View. We are very concerned that if a physical change is considered in the future, property owners will only be notified in advance and given an opportunity to comment. Apparently, even though Crescent Village is a planned community with extensive public involvement in the design of the street, Public Works staff can change the physical characteristics of the street without first attaining property owner agreements and amending the City approved Final PUD.
2. Designating Shadow View a Neighborhood Collector will create a climate of uncertainty regarding available parking for the small businesses. Business owners need confidence that the access and parking conditions will be stable during their tenancy.
3. Removal of the on-street parking would substantially hinder the economic vitality of the small local businesses. Crescent Village is in a Nodal Development area and the Eugene Code allows a 50% reduction in required off-street parking. The intent is to encourage designs that de-emphasize reliance on the car and promote densities that support transit. A key design feature of

Crescent Village is the use of on-street parking to help meet the parking demand. For security, the underground parking garages are reserved for residents. This means business employees and customers rely on the on-street parking.

4. Removal of the on-street parking would decrease the element of safety provided with parked cars providing a barrier between moving vehicles and pedestrians. The extension of Shadow View to the northwest to Spectrum/Coburg Road could encourage cut-thru traffic and create an unsafe situation. Increasing the volume of thru traffic will erode community livability in Crescent Village. North of Crescent Avenue, Shadow View is designed for shared use by motorists and bicyclists with numerous amenities for pedestrians including wide sidewalks and outdoor cafes.
5. Shadow View Drive does not have the traffic volumes that warrant a change in street classification.
6. The TSP does not identify transportation system improvements to be designed and constructed by the City concurrent with the street classification change. It is reasonable to expect the following system improvements will be needed:
 - a) traffic signal at Crescent and Shadow View,
 - b) stop signs on Shadow View at Tennyson (to ensure motorists heading southbound on Shadow View realize they are entering a mixed use area),
 - c) stop signs at Kipling and Longfellow for vehicles approaching Shadow View, and
 - d) stop sign or traffic circle where the extension of Shadow View transitions to the northwest by Striker Field Park (to ensure motorists realize they are entering a residential area).

None of the above projects are listed in the TSP as priority projects. Thus the City would be planning for increased traffic volumes without concurrently planning for system improvements.

7. The change in street classification does not coincide with a commitment by the City to maintain the public right-of-way. The developers designed and constructed Shadow View north of Crescent Avenue. Since 2004, the owners have maintained the public street including:
 - a) painting curbs, center lines, and on-street parking spaces
 - b) repairing bollards at the Shadow View and Tennyson plaza
 - c) replacing damaged street tree grates
 - d) replacing a dead street tree
 - e) sanding and staining wooden benches and railings
 - f) providing landscape maintenance, including removal of trash
 - g) removing leaves

To our knowledge, Shadow View is not on the list of City streets receiving street cleaning or leaf pick-up service. Except on a complaint basis, the City will not enforce the posted two hour parking limit on portions of Shadow View since this City service is not available north of the river. The burden on adjacent owners to maintain the street is higher than other similar streets in the downtown or south of the river. Changing the classification of the street to a collector without an increase in maintenance places an inequitable and unfair burden on adjacent owners.

8. The design of the public streets in Crescent Village followed extensive public review during the PUD process. Changing the street classification will grant the City staff the ability to make future physical changes to the street without a land use process, such as an amendment to the PUD.
9. The Crescent Village Master Association regularly closes Shadow View to motor vehicle traffic for special events, such as outdoor movies and concerts. We are concerned that the change in street classification will make it more difficult to use the plaza at Shadow View and Tennyson for community events.

In closing, the Crescent Village PUD assumed there would be EmX service on Crescent. There was no plan to extend bus service north of Crescent along Shadow View. Shadow View allows for shared use of the road by motorists and bicyclists. The wide sidewalks on Shadow View offer numerous pedestrian amenities with storefront entrances and upper story apartments within a few feet of the public ROW. We object to changing the street classification of Shadow View and believe it will conflict with the TSP goals and the key design features of the PUD.

Sincerely,



Teresa Bishow, AICP

Crescent Village On-Site Asset Manager

Office: 2911 Tennyson Avenue, Suite 202, Eugene, OR 97408

Mail: Bishow Consulting, P.O. Box 50721, Eugene, OR 97405

Attachment:

Crescent Village Association Key Points and Photos of Shadow View Drive



Crescent Village Association Key Points

- Keep Shadow View Drive as a Local Street
- Preserve Existing 25 MPH Speed Limit and On Street Parking
- Preserve Wide Sidewalks and Pedestrian Amenities
- Continue to Allow Bicyclists to Share the Road
- Prevent Changes in Street Character and Design
- Enhance Sense of Place – Use Public ROW for Special Events
- Stimulate Economic Vitality and Safety of Crescent Village
- No Changes to Street Design Without Owner Agreements and City Increase in Maintenance and Safety Improvements.

Shadow View Drive North of Crescent Avenue



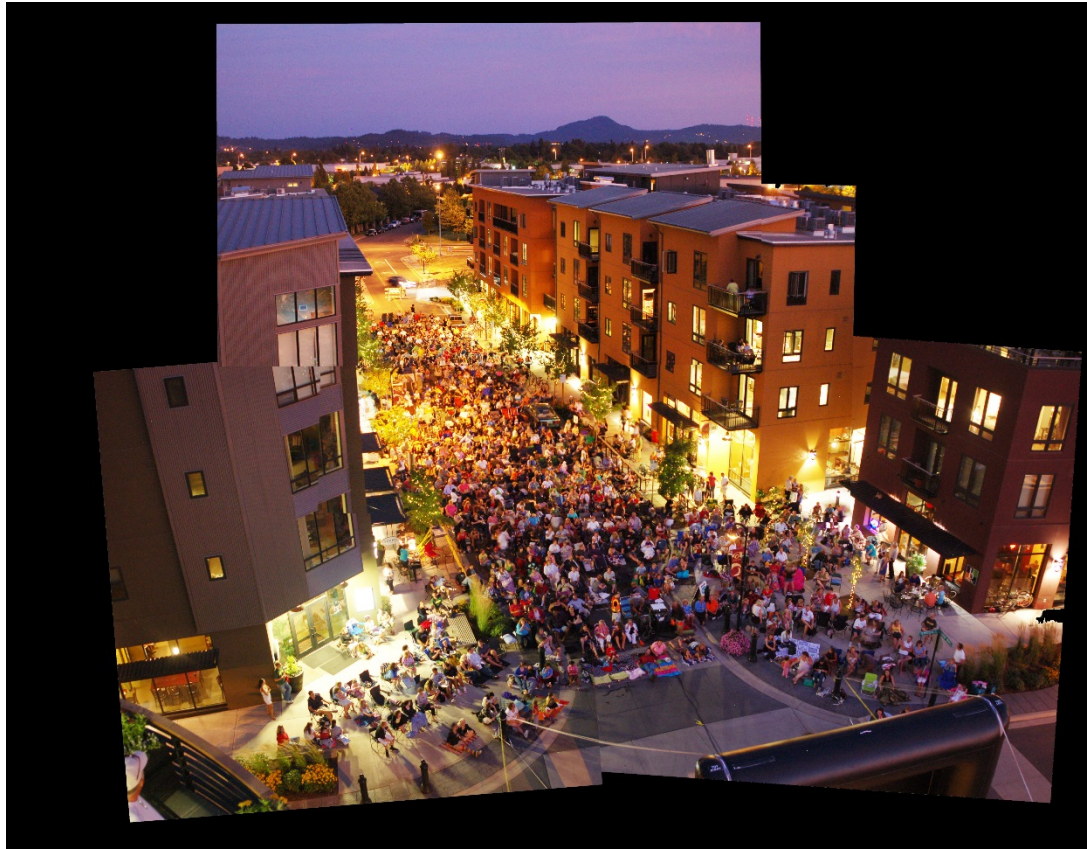
Shadow View and Tennyson Plaza



The Tennyson Apts at Crescent Village



Movies Under the Stars



Business Events and Classic Car Shows



Pacific Northwest Marathon – Start/Finish on Shadow View near Tennyson



From: Ron-Janet Bevirt <beznys@gmail.com>
Sent: Monday, March 06, 2017 4:55 PM
To: INERFELD Rob
Subject: Provide to the Planning Commissioners re the TSP & LOS

Rob Inerfeld please provide this submittal to the Planning Commissioners.

Dear Planning Commissioners,

The most significant change in the currently drafted Transportation System Plan (TSP) is found on page 49, within Table 4.1.

The entire City of Eugene's transportation system will have its Level-of-Service (LOS) standard changed from the current level of "D" to "E."

Table 4.1: City of Eugene Vehicular Performance Measures

City Citywide (unless otherwise specified) LOS E

This is a very significant change with many consequences of allowable congestion.

It has received very little public outreach or public input.

It was not the result of any research effort evaluating the need or the effects of such a radical change to Eugene's transportation system.

Please vote to restore the LOS to D in the TSP!

Thank you,

Janet Bevirt

2915 Charelton St

beznys@gmail.com

541-345-6766

From: Marc Schlossberg <schlossb@uoregon.edu>
Sent: Thursday, March 09, 2017 10:30 AM
To: INERFELD Rob
Subject: Testimony for the TSP
Attachments: TSP_Schlossberg_Comments.pdf

Rob-

Attached is testimony I would like included in the official record regarding the TSP. Thank you for all your help on this important work.

- Marc

Marc Schlossberg, PhD

Co-Director, Sustainable Cities Initiative (SCI)
Professor, Planning, Public Policy & Management (PPPM)
University of Oregon

schlossb@uoregon.edu — 541.346.2046 — sci.uoregon.edu



Testimony on the Transportation System Plan

March 7, 2017

By Marc Schlossberg

Thank you Mayor, City Councilors, and County Commissioners for this opportunity to share about the Transportation System Plan. My name is Marc Schlossberg and I live in South Eugene.

As I was preparing this testimony, I was trying to figure out which of my transportation hats might resonate most with you. I started with the fact that I have lived in Eugene since 2001, have 3 kids, purposefully chose to live somewhere so that my kids could walk and bike to school, and yet am continually astounded that even in the most bikeable part of town, it is not possible to bike to Eugene's fantastic public library comfortably, directly, and safely. ***Think about that – there is no way for children in our community to be able to bike to their public library and home in a way that is safe and comfortable.***

Then I thought I'd mention to you that I own four cars so that you wouldn't pigeonhole me into some unrepresentative South Eugene resident who lives in some anti-car bubble trying to impose an unrealistic lifestyle on others.

But then I decided that what would benefit you the most are the insights from an expert. I am a Professor of city planning with a focus on transportation at the University of Oregon, considered a national expert on how to re-design communities so that more people can walk, bike, and take transit more of the time, and am one of the nation's only two time Fulbright Scholar awardees. I say these things not to brag as I almost never mention this in public, but to make sure that you understand that my comments come from a place of science and from experience paying attention to what communities are doing all across the country (and world) and thinking about what is possible for our community.

First – I fully appreciate the ambitious targets in this TSP that call for tripling the walking, biking and transit mode shares. This is the type of ambition we ought to be pursuing and the truth is that such numbers are entirely achievable, but only if you commit to implementing and prioritizing what is necessary to achieve these targets.

Here are a few things to keep in mind when you face the inevitable trade-offs inherent in making decisions that support this TSP:

1. **Research shows that millenials and retiring baby boomers are preferring to live in parts of town that are not car dependent** –this is a societal wide shift that we must meet or we lose out on both groups.
2. **These millenials are the talent that companies are always on the look out for.** So, implementing practices that support the TSP goals is a way to attract and retain the employers and workforce necessary to grow and diversify our local economy.

3. **Biking – research shows that over 50% of the population want to use a bike at least some of the time** and would do so if simple bike lanes were buffered or protected with a physical barrier of some kind. Only about 7% of the population will use a bike with our current system of simple bike lanes. We need to aggressively modernize how we build bikeways here.
4. **Please do not base transportation decisions solely on the commute to work trip.** We make more non-work trips than work trips, and these non-work trips tend to be shorter in distance and the ones most amenable to walking and biking trips. So, do not get caught up in congestion levels during commute time – at max that represents only 7.5 out of 168 hours per week. No one likes to sit in traffic, but it does not make sense to concentrate undo resources for such a small window of road usage.
5. **Our streets are a limited public resource and we ought to allocate that space that uses space efficiently.** Each year I have students watch cars for 2 hours and count the number of empty seats that drive past them. Try this sometime (maybe just for 10 minutes). Stand on the side of the road and count how many cars go by with only one person in it. It will amaze you. Between vehicles with few occupants and the enormous amount of public road space allocated for storing private vehicles, we have ceded too much right of way to inefficiency.
6. **Our weather does support extremely high bike ridership numbers**, so please ignore anyone who ignorantly claims our weather is inconsistent with bike riding. Copenhagen, a city that has the same or slightly worse weather than Eugene and has large roads like we have here sees 56% of its population biking for some utilitarian reason every day. They've achieved that with a 40-year commitment to build protected bikeways on all of their main streets, not because there is something magical in Scandinavian water.
7. **Research in the U.S. also shows that “Build It and They Will Come” is actually true** when it comes to biking. The key is to build the right thing – a connected system of protected bikeways on our main streets that help people feel safe and comfortable.

Two other related policy connections to the TSP:

1. **Please keep in mind that the two overwhelming aspects of household affordability are actually the housing itself and transportation costs.** Creating opportunities for households to have fewer vehicles is an investment in overall housing affordability.
2. **The best transportation plan is actually a great land use plan**, bringing the places we want to go closer to us. The absolute key, however, is that there must be a safe and connected way to get there by foot or bike if we are serious about increasing uses of those transportation modes.

Cities of all political orientations across the country are moving aggressively to be more bike friendly. They are doing this for economic, sustainability, and general quality of life reasons. Eugene needs to compete in this space if we are going to compete economically and meet our climate goals. We have the bones here to be amazing – world class – but, we need the political leadership to let staff know they can go for it. Here are a few suggestions along those lines:

1. **Frontload bicycle projects implementation** so that we can create a connected network or safe and comfortable protected bikeways throughout our community. We will get the most bang for our buck in terms of congestion relief, CO2 reductions, and quality of life improvements from this approach.
2. **Face your trade-offs and stay strong.** With limited money, do you think it wiser to make it easier for single occupancy vehicles to have a small amount of traffic relief for a limited number of hours by building a bridge over the Willamette for \$82 million or to allocate those funds to build out the entire network of needs for the pedestrian and bicycle infrastructure? And still have \$10 million left to spend? When dense housing is proposed exactly where Envision Eugene says it should go, such as the Amazon Corners project, will you stand up or back down because a few neighbors complain that car traffic during the few commute hours per week may be impacted?
3. **Insert some measurable objectives into the TSP** rather than general platitudes about desired goals and hold yourselves accountable. Here's an easy one: "Eugene will double the number of miles of protected bikeways each year for the first 5 years of this TSP."

Thank you for your public service. I know it's not easy to balance multiple demands and perspectives from the community, but we have elected you to make those decisions. There is no mystery in how to achieve the appropriate and ambitious multi-modal transportation targets in this TSP – what we need is leadership and commitment to see it through.

From: Eric T Jones <erictjones@oregonmuse.us>
Sent: Friday, March 10, 2017 8:19 AM
To: INERFELD Rob
Cc: eric.t.jones@oregonstate.edu
Subject: RE: Eugene Transportation System Plan comments
Attachments: Friendly Neighborhood One-Way Street Proposal v032717.pdf

Hi Rob - Thanks for the reply. I'll try again just to you. Let me know if it works. If not, I'll try from my OSU account. Thanks

At 3/8/2017, INERFELD Rob wrote:

Hello Eric,

No, we did not receive the attachment. Kurt Yeiter is no longer with the city, so please try emailing it directly to me once more. Thanks.

Rob

Rob Inerfeld, AICP

Transportation Planning Manager
Public Works Engineering – City of Eugene
Desk: 541-682-5343
Cell: 541-556-6124
Rob.Inerfeld@ci.eugene.or.us
<https://www.eugene-or.gov/Transportation>
<https://www.facebook.com/eugenetransportation/>

-----Original Message-----

From: Eric T Jones [<mailto:erictjones@oregonmuse.us>]
Sent: Wednesday, March 08, 2017 3:06 PM
To: Kurt.M.Yeiter@ci.eugene.or.us
Cc: INERFELD Rob <Rob.Inerfeld@ci.eugene.or.us>
Subject: Re: Eugene Transportation System Plan comments

Hello. I tried to submit comments with a file attachment (pdf) but it bounced. I'm testing to see if you get this email without an attachment.

At 3/7/2017, Eric T Jones wrote:

>Dear Mr. Yeiter,

>

>Please find attached my request for one-way residential streets in
>Eugene, Oregon. I believe Friendly neighborhood would be an ideal pilot
>for the experiment. Please enter the attached .pdf in the record.

>

>Kind regards,

>

>Eric

>

>

>-----

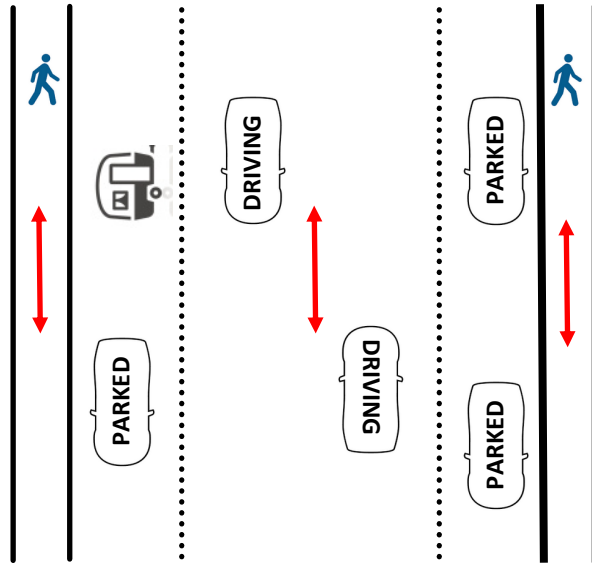
INITIAL PROPOSAL for a ONE-WAY STREET EXPERIMENT in FRIENDLY NEIGHBORHOOD

This proposal makes more efficient use of city street residential space. It's based on European models used in cities like Copenhagen, Denmark. By converting two-way streets to one way streets, property owners lower their costs to build and maintain sidewalks and reduce their carbon footprint. The design affords a sidewalk and bike lane on every residential thoroughfare and retains on street parking for residents. One way streets slow traffic down under this design. The overall cost to build and maintain one-way residential streets is lower than two-way streets.

CURRENT SCENARIO

Road width 34' - 60' depending on sidewalk style

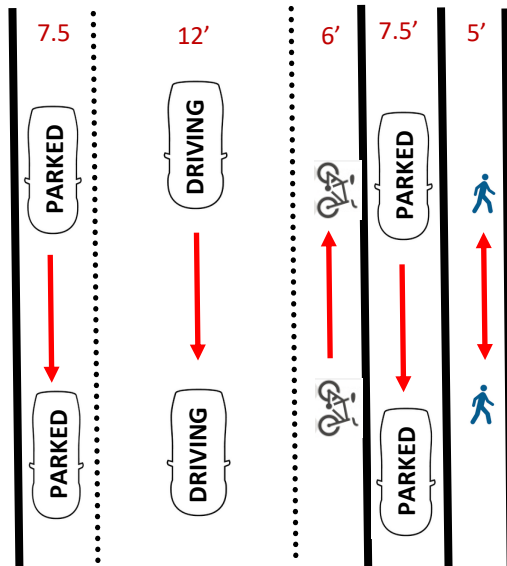
- 34' - 60' wide streets
- On-street parking
- Sidewalks are intermittently present and cover property owner's land



PROPOSED

- 38' wide streets
- On-street parking both sides of street
- Two-way 7.5' bike lane one side of street
- Bike lane extends street width in fire emergencies
- Two-way 5' sidewalk on one side of the street.

Road width 38'



Fire Lane

From: Brian Flick <Brian.Flick@bethel.k12.or.us>
Sent: Tuesday, April 04, 2017 12:55 PM
To: INERFELD Rob
Subject: Bethel Letter
Attachments: 2035 TSP.DOCX

Hi Rob,

Attached is a letter from Bethel School District regarding the Transportation Plan.

Thanks,
Brian

April 3, 2017



Eugene City Council & Lane County Board of Commissioners

c/o Rob Inerfeld

Eugene Public Works Engineering

99 E. Broadway, Suite 400

Eugene, OR 97401

The Bethel School District appreciates and would like to acknowledge the work done by staff, stakeholders and partners in creating the Eugene 2035 Transportation System Plan. We recognize the importance and complexity of factors that must be considered for our transportation system's future.

As a school district, we have children who walk, bike and roll to and from school. We have students who ride public and school district buses. We have parents and employees driving their personal vehicles and staff who operate district vehicles for business. We believe all transportation users are important.

Bethel School District asks that strong consideration be given to improving transportation safety around our schools. We seek to ensure that our students have safe options while going to and from school. Our district offers Pedestrian Safety Education training for second graders and Bicycle Safety Education classes for fifth graders. We have encouragement activities to promote walking, rolling and biking to school. We are committed to providing our students with the knowledge and skills needed to fully utilize our transportation system, but our neighborhood's walking and biking networks need to be completed.

Our district schools and the associated neighborhoods would benefit greatly from infrastructure improvements, especially within one mile of our schools. A connected network of pedestrian and bicycle transportation choices that link schools and parks with residential areas, shopping opportunities and public services would enhance the quality of life for Bethel residents. We have a need for sidewalks, marked crossings, traffic calming devices and radar speed-readers around our schools. Beyond providing an education for our students, we have a desire for their safe passage to and from their schools.

Thank you for your consideration on behalf of Bethel School District and all Bethel transportation users.

Sincerely,

Director of Teaching and Learning
Bethel School District

From: INERFELD Rob <Rob.Inerfeld@ci.eugene.or.us>
Sent: Monday, April 10, 2017 3:41 PM
To: CLARKE Kelly A
Subject: FW: Bike Lanes and bike travel

From: Dana Furgerson [<mailto:danafurgerson@gmail.com>]
Sent: Sunday, April 09, 2017 8:08 PM
To: INERFELD Rob <Rob.Inerfeld@ci.eugene.or.us>
Subject: Bike Lanes and bike travel

Transportation System Plan: Comments Regarding Bike Lanes

As a lifetime bicycle rider and now old bicycle rider cycling around Eugene, I appreciate the addition of bike lanes to Willamette and other major streets. I try to be as safe as I can while biking. Because of my concerns for safety, before the lanes were marked, I have sometimes accessed Willamette to frequent a business and then biked back to a block off Willamette to travel to my next destination.

But just adding the bike lanes isn't enough. In addition, I would like to see safer bike lanes. Cars have often wandered back and forth over the painted line into the bike lane in front of me, oblivious to the danger they are causing. They have swerved and turned into a business in front of me without signalling and without regard for the my safety.

I would suggest any or all of these solutions: the addition of bump technology to the painted line dividing the car lane from the bike lane, wider and more clearly differentiated bike lanes, more widely distributed low-stress bike lanes, more signs (are there any at all on South Willamette now?) indicating that the marked off lane IS a bike lane and that cars don't belong in it, and targeted enforcement of the bike lane as a bike lane by ticketing cars crossing into it illegally.

Thank you for reading my comments,

Dana Furgerson
125 West 36th AV
Eugene, OR

From: [Edith Kerbaugh](#)
To: [INERFELD Rob](#)
Subject: testimony for March 06 hearing
Date: Wednesday, March 01, 2017 3:49:26 PM
Attachments: [testimony for TSP 2035.odt](#)

Attached find testimony concerning two provisions of the TSP2035 which call for a bike lane and sidewalk on Lorane Highway between Chambers and Storey (Crest).

Arlen and Edith Kerbaugh
1017 Lorane Highway
541 343-1544

Testimony Before the Eugene City Council/Lane County Board of Supervisors

My husband and I have lived at 1017 Lorane Highway for almost 11 years. Our house is located on the stretch of highway designated in the 2035 TSP to have sidewalks and a bike lane.

If the two provisions covering these changes to the highway remain in the document to be implemented, many of the homes located along this stretch of highway (Chambers to Friendly/Storey?) will be adversely effected. In order to accommodate the sidewalk and bike lane, some part of our properties fronting Lorane Highway will have to be ceded to the city to complete the project.

The terrain here is steep and the road has few straight-aways. The road is narrow and the setbacks for the houses are often minimal. Thus the project would cause many of us living along Lorane Highway a needless reduction in the quality of life.

If any of you here tonight are unfamiliar with with the area along Lorane Highway mentioned in the provisions in the TSP 2035, we invite you to visit us up here and see for yourselves.

Submitted by Arlen and Edith Kerbaugh

From: [john faville](#)
To: [INERFELD Rob](#)
Cc: [Kevin Reed; JAWORSKI John \(SMTP\)](#)
Subject: Northeast Neighbors statement for 3/6/17 Public Hearing
Date: Sunday, March 05, 2017 8:27:23 PM
Attachments: [NeN TSP 2035 POV 3-5-2017.pdf](#)

Rob,

Here is Northeast Neighbors written statement for submission to the City Council for the March 6 Public Hearing.

Thanks again for your accessibility and your consideration for our p-o-v throughout the process.

I watched the work session, by the way, and your performance in it was impressive. Lotta pressure well handled.

John Faville

John Faville
Ward 5
2216 Marie Lane, Eugene 97408

City Council members,

I am submitting this point-of-view on behalf of the Northeast Neighbors Board and neighbors.

1. We appreciate the process of involvement. Our points-of-view have been taken seriously. Projects have been created or given priority to meet our needs. Rob Inerfeld and others from the City and from ODOT have come to our meetings, answered our questions, and listened to us.
2. The needs expressed are a cry for help. In the City Council work-session, three neighborhoods were singled out for their active participation in the process: River Road, Santa Clara, and Northeast Neighbors. Not surprising. We are areas on the fringe of the city that experience directly the problems on Beltline and have seen rapid development without a corresponding investment in transportation infrastructure.

In the Northeast area in particular, the years 2013 through 2017 will have seen over 1100 3-story multi-family units built and over 350 single-family residences built or approved. Spending on infrastructure has been nearly non-existent. To put it bluntly, SDC revenues are raised in development here and then spent in other areas of the city. As a result, we have streets without sidewalks or bike lanes and overcrowded intersections. (Yes. At times you do wait through two cycles at a signalized intersection.)

3. The City Council work-session on TSP 2035 seemed detached from these local concerns. The Council discussion focused entirely on city-wide objectives, in particular the Climate Recovery Ordinance, to the neglect of the neighborhood needs voiced in the outreach process.

The sentiment in the work-session, reinforced in an opinion piece in today's Register Guard, was to make climate recovery the dominant priority for TSP 2035, and to make TSP 2035 the chief tool for achieving that goal.

4. "Fixing" TSP 2035 won't single-handedly meet the goal of the Climate Recovery Ordinance. Doing so will also require stronger City Council actions guiding where people live and work and get their services.

The right policies have been articulated by the City: density along transit corridors, walkable/bikeable 20-minute neighborhoods. But the guiding hand of City planning seems to falter when it comes to acting on those policies. Single-story buildings are allowed to be built along those corridors. Plans for density clustered around services are allowed to be derailed by neighborhood resistance. Yes. South Willamette.

5. South Willamette's impasse through outsiders' eyes. The plan seemed a perfect expression of Envision Eugene. Multi-family housing density clustered around services and located on a major corridor. But it seemed to run into a "neighborhood veto." Sure. A plan *may* reemerge from the current negotiations, though presumably in watered-down form.

What's been missing throughout is City Council's assertion of the importance of the objective behind clustered density. The first major sign of resistance and the City backs down. That's how it appears, anyway.

6. The City needs aggressive land-use planning that guides where we live and shop and work. Stand firm on efforts to create density. Set minimum heights along key sections of major corridors.

The TSP articulates goals that support the climate initiatives: encouraging non-auto trips, multi-modal access on congested corridors, nodal development, bikeways, etc. Proactive land-use planning needs to work actively in tandem with that transportation planning.

7. Is TSP 2035 being asked to fill the gap left by this irresolution on fostering density?

The same dynamic exists in both arenas. A city-wide goal runs afoul of local needs and desires. South Willamette wants its neighborhood character to stay the same. (Who doesn't want that?)

The Climate Recovery Ordinance sets strong CO₂ goals, but River Road and Santa Clara and Northeast want relief from the nightmare of Beltline congestion and we want streets and sidewalks and bike routes that keep up with development.

Same dynamic of overall objective vs local needs. But the City does not seem to be approaching these planning issues with equal conviction.

8. We're asking that density planning be given the same priority as transportation planning in trying to meet climate impact goals. I don't recall that the Climate Recovery Ordinance was put to a plebiscite, but, it would probably have passed. We tend to sign up for what's right until it starts impinging on our own lifestyles.

The City needs to strike a balance between its broad objectives and local needs. To do so, it needs to be balanced in how it uses the planning tools at its disposal. Putting the whole burden on transportation planning is going to leave both the broad objective and the local needs unmet.

From: [INERFELD Rob](#)
To: [TAYLOR Becky](#); [CLARKE Kelly A](#)
Subject: FW: Transportation Plan comment
Date: Monday, March 06, 2017 11:19:18 AM

Here's one more.

Rob

From: earthspirits@comcast.net [mailto:earthspirits@comcast.net]
Sent: Monday, March 06, 2017 11:16 AM
To: INERFELD Rob <Rob.Inerfeld@ci.eugene.or.us>
Subject: Transportation Plan comment

Hello Rob;

I would like to submit comment on the Transportation Plan currently in process with the City of Eugene.

I urge the city to focus on increasing the ease of public transport. The city is in a catch 22 situation at present it seems.

Ridership is often light and so schedules are cut back, and sparse scheduling creates disincentive for people to use the bus system.

I suggest putting significant energy to changing our system from an octopus style to one that has multiple connections that eliminate the need to go to the central station for most connections.

I applaud the senior pass for our system and at the same time we live in a frequently cold, wet environment. Waiting for 30-60 minutes outside can be challenging. Having hourly or no buses from downtown to outlying areas after 8 or 9 at night is a further disincentive to take public transport for evening events etc.

I am opposed to spending significant resources on widening the Beltline. We must move away from GHG emitting forms of transport as much as possible and create viable attractive alternatives. We have a Climate Recovery Ordinance on the books that supports and demands that approach.

The traffic on West 18th has increased multifold in the past 6-8 years. From 3pm to 7pm there are continuous creeping cars and trucks. This is not viable into the future. EMX on west 11th is a positive step. I suggest a focus on infill of businesses at the front of the enormous and overly large parking lots. This would create an atmosphere of walkability and encourage better land use modeling.

Further: any expansion into the outer areas of Eugene should be multi unit housing with public transport conveniently available.

It is within our power to create an attractive and livable city for the future.

Transportation plays an important role in economic growth on a scale that is valued

by citizens and will make Eugene a city that people want to live and work in.
I realize some of these suggestions are more related to land use, however the two
are and must be considered together.
Thank you for listening and considering my comments.

Linda Kelley
Ward 1
1830 Arthur St.
Eugene, OR 97405

From: [BROTHERTON Kathryn](#)
To: [INERFELD Rob](#); [CLARKE Kelly A](#)
Subject: FW: Transportation System Plan -- my thoughts & encouragement!
Date: Monday, March 06, 2017 11:50:21 AM

From: j rodgers [mailto:j_rdgrs@yahoo.com]
Sent: Monday, March 06, 2017 11:12 AM
To: *Eugene Mayor, City Council, and City Manager
<mayorcouncilandcitymanager@ci.eugene.or.us>
Subject: Transportation System Plan -- my thoughts & encouragement!

Hello members of City Council,

Thank you for your service and efforts to improve our fine city. I wanted to share my thoughts on the TSP plan being discussed tonight. Let me tell you a little about my story...

I grew up in Michigan and very purposefully moved to Eugene about 17 years ago for the natural environment and progressive culture found here. As a graduate student, I imprinted on biking all around, in part because parking on campus is so hard (not a bad thing!), in part because I was trying to live more lightly (and still do).

Now I have two kids in the 4J school system. There isn't a day that I am not aware of how fortunate we are to call this place home and that my kids do not face issues of food insecurity or homelessness. That's a problem faced by many others, of course.

However, there is a topic that could improve our lives--and that of everyone else's--and that has to do with transportation. The benefits of improving the ease and safety of traveling by bike and foot are so numerous but just in case it helps to reflect, let me list my favorites:

1. not creating more carbon and pollution...a small act to address the big issue of climate change;

2. exercise -- sometimes biking to work is all the exercise I get but 8 miles is definitely helping me to improve my health now and lessen my health problems later (assuming the pollution I breathe in from all the vehicles on my commute doesn't catch up to me, first);

3. connection to my community (human and otherwise). I have helped people in need while on a bike--in part because it's more possible, in part because I was at "human-speed" and able to see the need. You also SEE and SMELL and HEAR beautiful & interesting things that otherwise go unnoticed from an insulated, speedy car;

4. it's fun (usually) and if there was a critical mass of non-vehicular commuters, it would be even more fun.

Like it or not, Eugene is seen as setting the "progressive bar" by many in our country. It's our reputation. It's why many people move here and stay here. It's also **kind of scary as we have so far to go to be truly "sustainable" and "trend-setting" on the global spectrum.**

So my advice for RIGHT NOW:

** beef up and make the TSP match the needs of our times! As in: Figure out how we **decarbonize our transportation** system to levels that match the need. Get your staff to come up with how other places have done this to many orders of magnitude larger than we currently aspire to.

** make it possible for non-single vehicle trips to become less the norm--make it easy, safe, and expected that people bike, walk, bus to where they are going. Consider the cost of one car bridge VS. many meaningful non-vehicle improvements. **Don't settle for token projects!**

** **TMD** needs to be top of list of how we prioritize and plan

Listen to folks like Matt McRae and Shane MacRhodes--two very dedicated, smart and informed people who know concrete ways to help the *City of Eugene become a true hero in this race to save our planet.* I wish that was an exaggeration but it's not.

Thanks so much for your time. Good luck and please do all you can to think long-term more than short term. Many, many of us support you if you do so!

My best,
Jo

Jo Rodgers
541-220-6912
2145 Garfield St., Eugene, 97405

From: [INERFELD Rob](#)
To: [CLARKE Kelly A](#); [TAYLOR Becky](#)
Subject: FW: Eugene 2035 Transportation System Plan
Date: Monday, March 06, 2017 1:21:06 PM

[Here's one more.](#)

From: Jan Spencer [mailto:janrspencer@gmail.com]
Sent: Monday, March 06, 2017 1:18 PM
To: INERFELD Rob <Rob.Inerfeld@ci.eugene.or.us>
Subject: Eugene 2035 Transportation System Plan

Hi Rob,

I just found out about the chance to offer brief comments about the Transportation System Plan.

I believe Eugene will be best served by transforming our favorite town so we maximize accessibility rather than mobility.

These discussions have been taking place in Eugene and elsewhere for decades. With climate change, resource shocks certain to take place, social cohesion eroding, an economic system that is ever deeper in debt, we are way past due for Eugene and its citizens [the rest of the world, too] to live within our economic and environmental means.

Continuing to indulge the automobile is totally contrary to our best interests.

Yes, maintain highways already built but to build more automobile infrastructure serves only the narrow interests of those with products to sell that do not fit a far more constrained future.

My suggestions

1] The city focus on developing neighborhood commercial zones [various incentives] where important needs are within walking or biking distance

2] The city begin to advocate "Block Planning" as an alternative form of economic development that actually serves many positive social, economic and environmental benefits instead of low density suburbia that will only make all the negative trends worse.

3] Develop bike, pedestrian and bus infrastructure.

4] The city does not build more streets and highways

Thanks Rob.

Jan Spencer
Resident of River Road
www.suburbanpermaculture.org