AGENDA

Meeting Location:
Sloat Room—Atrium Building
99 W. 10th Avenue
Eugene, OR 97401

Phone: 541-682-5481
www.eugene-or.gov/pc

The Eugene Planning Commission welcomes your interest in these agenda items. Feel free to come and go as you please at any of the meetings. This meeting location is wheelchair-accessible. For the hearing impaired, FM assistive-listening devices are available or an interpreter can be provided with 48 hour notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hour notice. To arrange for these services, contact the Planning Division at 541-682-5675.

MONDAY, JULY 18, 2016 – REGULAR MEETING (11:30 a.m.)

11:30 a.m. I. PUBLIC COMMENT

The Planning Commission reserves 10 minutes at the beginning of this meeting for public comment. The public may comment on any matter, **except for items scheduled for public hearing or public hearing items for which the record has already closed.** Generally, the time limit for public comment is three minutes; however, the Planning Commission reserves the option to reduce the time allowed each speaker based on the number of people requesting to speak.

11:40 a.m. II. DELIBERATIONS: EUGENE 2035 TRANPORTATION SYSTEM PLAN

Lead Staff: Kurt Yeiter, 541-682-8379
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Kathryn Brotherton, 541-682-8447
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1:00 p.m. III. ITEMS FROM COMMISSION AND STAFF

A. Other Items from Commission
B. Other Items from Staff
C. Learning: How are we doing?

Commissioners: Steven Baker; John Barofsky; John Jaworski (Chair); Jeffrey Mills; Brianna Nicolello; William Randall; Kristen Taylor (Vice Chair)

AGENDA ITEM SUMMARY

Memorandum Date: July 12, 2016
Meeting Date: July 18, 2016

TO: Eugene Planning Commission

FROM: Kurt Yeiter, Eugene Senior Transportation Planner

SUBJECT: **Deliberations on the Eugene 2035 Transportation System, Corresponding *Metro Plan, TransPlan* and Chapter 9 amendments, Street Classification Map amendments, Ordinance No. 20528 amendment, and repeal of the Central Area Transportation Study.**
City of Eugene (City File No. s CA 16-2 and MA 16-1)

ACTION REQUESTED:
To deliberate on 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*), 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 and to make a recommendation to the City Council regarding these proposed actions.

BRIEFING STATEMENT:
Until now, *TransPlan*, adopted by Eugene, Springfield and Lane County as a functional plan to the *Metro Plan*, has served as the 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 the 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 Bicycle and Pedestrian Advisory Committee (BPAC), 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.

PUBLIC COMMENT:
The public comments received up to June 9, 2016, were included as an attachment to the AIS for the June 21, 2016, public hearing. Additional written comments received after preparation of the public hearing AIS, but prior to the June 21 public hearing, were provided to the Planning Commissions at the public hearing for inclusion into the public record.

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 (5:00 p.m.). Attached to this AIS is the written public testimony received at the June 21 public hearing and before the close of the record on July 8, 2016. This public testimony will be added to the public testimony chart; that chart will include all of the public testimony, responses and recommendations. City staff and the TSP consultant team will provide the chart to the Planning Commission at a later date (it was not possible to complete that task before this meeting).

APPLICABLE CRITERIA:
The Eugene Planning Commission shall address the relevant approval criteria in making its recommendation to the Eugene City Council on the proposed amendments.

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 amendment 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.

Preliminary findings addressing the above approval criteria have been prepared were provided as Attachment B to the AIS for the June 21, 2016, public hearing.

RECOMMENDATION:
Deliberate on 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*), 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. Ask additional questions that need to be answered prior to the Planning Commission making a recommendation. Since there will not be ample time to review and respond to the new information in sufficient detail, staff recommends a second deliberations be scheduled at a later date.

ATTACHMENTS:

A. Responses to Eugene Planning Commission Questions asked June 21, 2016.
B. Lane County's Planning Commission Packet for the July 19, 2016, Lane County Planning Commission Meeting
C. Public testimony received between June 21, 2016 and the close of the record on July 8, 2016

Additionally, the Eugene TSP project website, www.EugeneTSP.org, includes links to all of the appendices contained in "Volume 2, Supporting Documentation" and referenced in the *2035 TSP*.

ISSUES FOR DISCUSSION: Immediately following the public hearing on June 21, 2016, the Planning Commission members raised a number of questions, which are listed with staff responses below.

1. What was the decision process that resulted in Arcadia Drive as a Neighborhood Collector?

Street Functional Classifications are periodically reviewed and updated because traffic patterns and development activities impact right of way design strategies and alternative modes of travel. The process for classifying streets is outlined in Appendix E of the Eugene Arterial and Collector Street Plan (ACSP). Functional classifications are based on numeric values based on average daily traffic (ADT) volumes, the number of modes (e.g., sidewalks for pedestrians, bicycle lanes or routes, transit), length of the street segment, spacing of parallel streets of similar classification, and connections to other major streets. For one criterion – alternate modes – both existing and planned facilities are considered. Street classifications should be reflective of anticipated use of the street (e.g., local versus regional), how the right-of-way is used (walking, biking, transit, cars), and the type of adjacent land uses and how access is provided to these properties. A fuller description of this numeric process is located online, as is the score sheet for Arcadia Drive. The rating for Arcadia Drive, based on its current characteristics and 2007 traffic counts, put it in the 'neighborhood collector' range.

The City went through the street classification process in 1999 as part of the development of the ACSP. The process resulted in classifying all of the city streets except those in the Crest Drive area. The plan recommended a follow on study for the Crest Drive area streets. This was completed and the streets were classified (all local) as part of the street improvement project in 2008.

The public expressed concern that the proposed change in classification would lead to an increase in traffic and loss of safety because of the Arcadia/Kingston/King Edwards street network's unique history and circuitous configuration. The reclassification not materially effect on traffic volumes or the safety. Further, City has no current plans to pursue physical upgrades to the street in the foreseeable future and no changes to adjacent land uses are anticipated. For these reasons, and others as stated in the public testimony, staff recommends that the reclassification of Arcadia Drive, Kingston Way, and King Edwards Court be removed from the Street Classification Map.

2. What was the decision-making process that resulted in the Hunsaker Lane/Beaver Street project (MM-11) to upgrade Hunsaker Lane and Beaver Street consistent with major collector standards, including two travel lanes, center turn lane, sidewalks on both sides of the road, and planting strips?

All the street projects included in the TSP include an estimated future configuration, which is necessary to calculate the cost estimates. The configurations are based on a street's functional classification, the adopted street design standards for that classification, the existing right-of-way, local development patterns (and how that may affect ability to gain additional right-of-way if desired), topography, and other similar factors. The actual street configuration that gets constructed will be affected by more focused localized study and design engineering, the street design standards in effect at the time, input from affected residents and property owners, funding availability, and other factors. Beaver Street and Hunsaker Lane are currently designated as Major Collector streets. The design in the TSP project descriptions is consistent with the approved designs for a Major Collector roadway.

Beaver Street and Hunsaker Lane are the subject of a study currently underway by Lane County. That study will refine the actual street configuration that is constructed along this corridor.

3. Was the testimony regarding no findings for the lowering of the LOS accurate? If so, what are the implications of this?

The findings are a legal tool to demonstrate to the State that the 2035 TSP complies with the applicable approval criteria. The approval criteria, set forth in EC 9.7735, requires that the 2035 TSP be consistent with the Statewide Planning Goals and that it not make the Metro Plan internally inconsistent. As such, there is no place in the legal findings to address the proposed lowering of the LOS. That said, in response to questions raised by the public and the Planning Commission, the Planning Commission will be provided information regarding the City's current and proposed LOS, why the 2035 TSP proposes lowering the LOS from D to E, the impacts of lowering the LOS, and potential alternatives to a City-wide change in LOS. This additional information will be a part of the record upon which the Planning Commission bases its recommendation to the City Council.

4. Was the testimony that lowering the LOS would result in a loss of Systems Development Charges (SDCs) accurate?

The effects of lowering the LOS standards from D to E on Systems Development Charges is unknown; there is not a clear consequence that lowering the LOS will result in lower SDCs. The projects and improvements that are necessary to accommodate new development do not change from a change in LOS standards, so the portion of the SDC based on improvements will not change. Not all SDCs come from the improvement side of the equation, however. Development is also expected to reimburse the community for capacity in the infrastructure that was previously built by others to accommodate future growth. Reducing the LOS standard means that the existing street system will be characterized as having more available capacity, which means that more of the capacity costs are recovered through the reimbursement portion of the fee to new development. An update of the City's transportation SDCs will be completed after the TSP (and its list of projects) is adopted.

5. What are the implications if the Beltline project is removed from the TSP?

The local arterial bridge represents an important transit, pedestrian and bicycle connection across the river. It also enables people traveling in north Eugene to use the City's and County's street system, rather than relying on the Beltline Highway for short-distance and localized trips. Reducing the amount of local trips that are using the Beltline Highway helps to reduce the high amount of weaving/merging movements that occur between the River Road and Coburg Road interchanges today. These weaving and merging movements result in both congestion and safety issues, as documented in the Beltline Facility Plan.

If the local bridge is removed from consideration in the TSP, the City's and County's street system in the vicinity will still experience the same levels of congestion as reported in the TSP. In fact, the intersections where alternative mobility targets or alternative level of service standards are needed will not change from those recommended in the TSP. However, in the absence of the bridge, the traffic volumes on the Beltline Highway will increase significantly and long periods (multiple hours) of congestion will occur. Continued reliance on the Beltline for local traffic patterns will add to the congestion on the highway as well as cause build-ups on the arterial street system as people try to enter the Highway, further exacerbating safety issues.

Julia Kuhn, Senior Principal with Kittelson & Associates, Inc. and part of the Eugene TSP and Beltline Facility Plan consulting teams, will be at the Commission's meeting on July 18 should there be more

questions.

6. How are skateboards being recognized as a mode of transportation in the TSP? Does more need to be done regarding recognizing skateboarding as a form of active transportation?

Skateboarding is mentioned in the TSP (Appendix C) as an example of active transportation. However, state and local law may limit its increasing use. A skateboard is not a vehicle under state law so a person on a skateboard is legally similar to a pedestrian. Eugene City Code Chapter 5 states that a person on a skateboard can only cross a street in a crosswalk or at a 90 degree angle, which is the same for pedestrians. People skateboarding must ride on sidewalks except where prohibited, such as in downtown Eugene and along 13th Avenue between Lincoln and Kincaid. There are a few other places where skateboarding is prohibited like parking garages and LTD stations.

However, Ashland, Salem, Corvallis and Portland chose to allow people to skateboard in the streets and be subject to bicycle laws, such as requirements for lights at night, signaling, etc. These four cities took slightly different, but very similar, approaches in their regulations. Eugene staff drafted a proposal to allow skateboarding in the street that received mixed reviews by the public and the Eugene Police Department. The proposal never made it to the City Council. This topic could be revisited if it were included in the TSP as a Potential Action if the Planning Commission recommends it.

7. Please provide a summary of LOS that explains the meaning and purpose LOS as well as the impacts to residents when LOS is lowered.

Level of Service (LOS) is one of several tools or performance measurements that help us to understand how our actions and investments are doing in moving us toward our goals. In Eugene (like many other cities in the country, including Springfield), we define the LOS provided to drivers, which is a report-card type format that ranges in scale from A to F, depending on how much delay is experienced at intersections. LOS was first introduced in the 1950s, when roadway and intersection capacity were plentiful, as a result of infrastructure investments being made at the time. Originally, five LOS thresholds were developed that were based on "practical capacities" provided in urban areas (expressed by LOS "C"), rural areas (expressed by LOS "B"), California urban areas (LOS "D"), a toll-road (LOS "A") and what could theoretically be achieved (LOS "E"). LOS "F" was added as an afterthought.

Since the 1950s, significant research has occurred that informs how we measure capacity and demand but the intent remains the same. Now, what is defined as LOS "D" in a small town in Alaska is the same as that in Eugene. At unsignalized intersections, LOS "D" equates to 25 – 35 seconds of delay whereas "E" equates to 35 – 55 seconds per vehicle. At signalized intersections, "D" equates to 35 – 55 seconds of delay whereas "E" equates to 55 – 80 seconds of delay per vehicle.

In Eugene, like many cities around the country, we use LOS as one measure to help identify where to prioritize transportation dollars invested in our community by both the public and by private developers. We can use LOS to assess whether an intersection or a street corridor may need new turn lanes, new traffic signals, or modifications to how the existing signals are "timed" to provide the traveling public with the type of experience that we have committed to in our goals and policies. We can also use intersection LOS to help inform street design needs, assess the impacts of new private development, and to identify where we can use technology to improve the quality of service provided.

Many cities are rethinking how LOS is used and measured. Vehicular LOS doesn't directly measure the comfort, convenience or safety provided to pedestrians and cyclists nor does it indicate how

"reliable" transit service is along a given corridor. In addition, many cities are considering what LOS is deemed "acceptable" as broader city-wide goals would suggest that building more roadway lanes are in conflict with how we want our cities to look and to function.

In Eugene, changing the acceptable LOS to "E" citywide will not inherently result in new congestion. Instead, as additional people and jobs are added to Eugene, this change can provide the city with the flexibility to prioritize precious transportation dollars, to encourage development along corridors (rather than out on the fringe areas where capacity may be more plentiful), and to respect and recognize the built environment and the type of community we want to maintain and enhance in the future.

See also information included in Attachment A of the Lane County Planning Commission's Agenda Item Summary, attached.

8. <u>What was the decision-making process that resulted in a city-wide lowering of LOS from D to E</u>?

Eugene has had a "citywide" LOS standard (with two geographic exceptions) since at least as far back as TransPlan, 2002. An exception of LOS E was adopted for the Central Area Transportation Study area, stretching from downtown to the University of Oregon, in TransPlan. An LOS F was adopted for the downtown area in 2013.

The Levels of Service recommended in the 2035 TSP evolved as an outcome of first defining these parameters (based, in part, from input by the Transportation Community Resource Group public advisors to staff):

- Recognizing that the city could not and should not indiscriminately widen streets merely to increase capacity for automobiles;
- Recognizing that the function of streets needed to be more inclusive of walking, biking, and transit, and to improve neighborhood character;
- An established list of capital improvement projects and programs chosen to improve transportation choices, safety, and convenience; and
- Recognizing the Climate Recovery Ordinance's goal of reducing the community's fossil fuel consumption.

The Lane Council of Governments' regional traffic model was used to estimate future traffic conditions using 50 surrogate intersections to estimate citywide conditions. The model assumed completion of all the projects within the TSP's 20-year list; projected year 2035 population and employment pursuant to the adopted comprehensive plan; general growth patterns recommended by the Envision Eugene project; and other parameters defined on a regional, state, or national level (such as the future price of gasoline). This surrogate list of intersections identified where roadway widening may need to occur to provide the traveling public with the expectation of a LOS "D" condition. This type of roadway and intersection construction would be in conflict with both city land use and transportation goals and would result in significant need for expenditures, that neither the state nor the city can afford.

9. <u>What would be the impact to the TSP if there was a more surgical approach to lowering the LOS from D to E (i.e., specific intersections, certain street categories, etc.) instead of doing it city-wide</u>?

As part of the TSP, only 50 intersections throughout the city were evaluated. These were intended to represent the major arterial corridors in Eugene, but are not a reflection of all intersections citywide. The city would need to initiate another project that measured and evaluated conditions at all intersections throughout the city to look at understand the implications of changes to LOS in certain areas or type of

streets. This would involve collecting traffic volumes at every intersection, analyzing those volumes and assessing how to use LCOG's model to approximate year 2035 conditions at each location because this model wasn't developed for use at this level of detail. The cost-benefit of such an approach may not pay-off.

Rather than trying to establish different expectations of what is deemed "acceptable" from an intersection-delay standpoint, Eugene may instead want to make changes to city codes that incorporate how the Vision Zero and Complete Street policies are reflected in how the impacts of new developments are measured. Many cities are reducing LOS expectations while at the same time, increasing the type and rigor of safety reviews and the review of the type of experience provided to all users of the transportation system, not just the delay experienced by motorists. The TSP policies are supportive of this more holistic approach to measuring how our transportation system is performing both today and in the future.

10. <u>What would be the impact to the TSP if there was a more surgical approach to the application of the Complete Streets policy (i.e., specific streets or certain street categories) instead of doing it city-wide</u>?

It is not the intent of the Complete Streets policy that all modes of transportation and amenities must be accommodated to the maximum extent on all streets. The policy says that all streets must be designed, constructed, maintained, and operated to provide comprehensive and integrated transportation *networks*, meaning that all modes are considered and provisions made so that all geographic areas or neighborhoods be well served.

The policy is followed by these potential actions that will help clarify the intention and effects of this policy (*emphasis* added):

- "*Articulate a process for implementing the complete streets policy*, including responsibilities for decision making, public review, opportunities for appeals of decisions, the means of documenting and justifying decisions, and the collection and reporting of data that allows monitoring the effects of street design changes over time."

- "Update the Eugene Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways to implement the "complete streets policy" by:
  - Recognizing these attributes as integral parts of the planning, design, and programming for public streets and rights-of-way:
    - The safety for those traveling in the public right-of-way, including the most vulnerable people of all ages and abilities.
    - The convenience of all users of the transportation system.
    - The importance of making walking and biking the most efficient, convenient, safe, and comfortable method of travel for trips of up to half a mile and up to 2 miles, respectively.
    - Adopted plans that state a preference for a mode of travel in a specific location, such as transit in Frequent Transit Corridors, emergency services on Emergency and Fire Response routes, trucks on designated freight routes, and bicycles on facilities described in Chapter 5.
    - *Balancing traffic flow with the street experience, safety, and needs of other users within the streetscape*.
  - Articulating circumstances that may require that the complete streets policy be

achieved incrementally through a sequential series of smaller improvements rather than by incorporating all elements into a single construction project.
- Articulating a process for determining when conditions inherent to a specific project may make application of the complete streets policy difficult or superfluous, such as when *all modes of travel are adequately served in an area by separate, complementary networks*, or where a mode of travel is prohibited."

The process for updating the Street Design Standards, which would help implement the Complete Streets Policy, has begun. The policy could be clarified, however, with direction from Planning Commission.

11. What process is followed when existing on-street parking is removed from a street?

Eugene Code 5.040 authorizes the City Manager (or the Manager's designee) to take a number of traffic and parking related administrative actions, including the designation of parking meter zone and the imposition of conditions upon which the streets and other public property may be used for parking. The City Manager delegated to the City's Traffic Engineer authority to exercise all duties and responsibilities granted to the City Manager by EC 5.040.

Eugene Code 5.055 sets forth the criteria the Traffic Engineer must consider when taking administrative action authorized by EC 5.040. The criteria in EC 5.055 include consideration of, among other things, the efficient use of the public way by the public, the use of abutting property, the intensity of use of the street by vehicles and pedestrians, and the physical condition and characteristics of the street and abutting property. Eugene Code 5.045 and Administrative Rule R-5.045 sets forth notice requirements and the process for a person to appeal the Traffic Engineer's administrative actions taken pursuant to EC 5.040.

12. Is emergency response during a catastrophic event addressed in the TSP? Should it be?

The role of transportation systems in a catastrophic event are perhaps obvious and critical, and informed some of the projects and studies recommended in the TSP, but their roles are not explicitly articulated in the TSP because there were at least two concurrent studies underway, the Regional Climate and Hazards Vulnerability Assessment (2014) and Natural Hazards Mitigation Plan (2014). The latter contains the following recommendations that could be added as Potential Actions in the TSP if deemed necessary by the Planning Commission:

- Over the next 5 years, A) utilize accepted Oregon Department of Transportation methodology, as-built drawings and physical inspections to evaluate Eugene and Springfield bridges (both vehicular and pedestrian) for seismic vulnerability, and record results centrally; B) Develop a prioritized list of bridges (cross-referenced with critical travel corridors) to be retrofitted or replaced; C) Seek funding to implement retrofitting and replacement.
- Over the next five years, 1) identify critical transportation corridors (including primary emergency, evacuation, and access routes) and electric distribution routes; 2) develop a list of key backbone transmission and distribution routes that serve critical customers and enable efficient restoration to the broader distribution system; 3) develop a long-term plan to underground, relocate, or "harden" key electric distribution lines along critical corridors (including feasibility assessment and prioritization); 4) seek funds and opportunities to relocate power poles and power lines, or harden existing facilities, where feasible and

appropriate, to reduce interruption to the transportation system and to reduce risk of outages from severe winter storms or earthquakes.

- Develop a community evacuation plan to address multiple hazards. Develop routes, notification system and community awareness plan. Work with Lane County to coordinate routes and evacuation plans.

The role of pipelines that convey fossil fuels is similarly important to community resilience and recovery, but because they are privately owned the recommendations from these studies are less specific.

13. What is the data regarding the impact to businesses when the 20-minute neighborhood policy is implemented?

20-Minute Neighborhoods (20MNs) are places characterized by a vibrant mix of commercial and residential uses, all within an easy walk, and with easy access to transit services. 20MNs do not exclude bicycles, transit, cars or trucks, or overtly affect parking supply. Walking is called out, because it is the yardstick: when the "easy walk" goes away, you can't call it a 20MN anymore. 20MN is not a strict designation, like a historical district or college campus. It's not black and white. Some places exemplify the principles of 20MNs, others contain some of the elements but not all. Much of it is subjective; most neighborhoods fall on a spectrum of walking/biking convenience.

If the issue is whether a 20MN would affect parking supply and, consequently, the viability of retail, the answer is "No." In theory, successful 20MNs would need less parking because more customers could arrive without cars. The infrastructure for walking, biking, and transit and the number of residences/customers in proximity to the 20MN would need to be in place for the parking demand to go down. One strategy to enhance commercial viability is to not statutorily require *too much* off-street parking in areas that do not need it, where ample opportunities exist for access without automobiles or where parking can be shared. The TSP proposes that parking regulations be reviewed as the characteristics of neighborhoods change, such as this excerpt from the Potential Actions for Transit Policies: "*Review and amend parking standards, as necessary, for each corridor to reflect the presence of frequent transit service and reduced demand for automobile trips*."

Research and analysis by city staff led to creation of a 20MN map of Eugene. It's clear that much of downtown (Washington to Hilyard, 6th to 18th) scores very highly, as do other pockets, like 24th and Hilyard, and Blair. The website states that not every factor of a true 20MN is included in the assessment, particularly the aesthetics, safety and socio-economics. These are harder to map than distance to destinations, but are usually no less important for a 20MN.

If these are the places that we are describing as examples of 20MNs, then it should give a little clarity to the conversation about the impact to businesses. These areas include a wide variety of business types, with small shops, boutique services, and local restaurants as well as larger regional companies and national chains. While hard to reach overarching conclusions from this data, generally it seems that local 20MNs are among the best business locations in the city.

National research indicates that Eugene is not an anomaly. Here are some examples:

"Walkability matters…as prices for commercial properties in highly walkable locations show significantly greater appreciation trends than car-dependent locations. The findings cut across both urban and suburban locales, large and small markets and each of the office, retail and apartment

sectors." (http://www.rcanalytics.com/misc/RCAWalkscore_Press%20Release.pdf)

"There is great enthusiasm for walkable shopping areas among retail experts, developers, and many residents of urban and suburban areas…Walkable retail areas have the potential to attract many people beyond the immediate walking radius…Businesses appear to do better in walkable commercial areas than in areas attracting mainly drive-to patronage." (http://activelivingresearch.org/files/BusinessPerformanceWalkableShoppingAreas_Nov2013.pdf)

"Tolley…found that streetscape enhancements that improve walking and cycling conditions tend to increase property values and rents, attract new businesses, and increase local economic activity…He also concluded that a large proportion of retail expenditure comes from local residents and workers, many of whom walk or bicycle, in contrast to car-borne customers who are more likely to be "drive-through" shoppers, stopping to pick up one item on the way to another destination." (http://www.vtpi.org/walkability.pdf citing Rodney Tolley's paper: http://www.heartfoundation.org.au/SiteCollectionDocuments/GoodforBusinessFINAL_Nov.pdf)

14. Please provide clarification regarding the restrictions on the local funding options as a means of financing the TSP projects. Information about funding options will be provided at a later date, or may be explored during the Commission meeting on July 18 if time permits.

15. What process would be followed if Shadow View were to be redesigned in some manner?

There are no plans to redesign or change the configuration of Shadow View. The physical characteristics of an existing street do not automatically change because of change in functional classification. Any new or reconstructed streets would need to conform to adopted street design standards in effect at that time, which are quite flexible, or get exceptions. The City has just initiated a process to update the "Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways." While too early to predict the outcomes of this update, the new standards may allow more design options and be informed by successful commercial designs as Shadow View.

16. How are projects within the TSP prioritized, i.e., how are priority projects chosen?

The 2035 TSP contains goals, policies, and a list of projects to provide a high-level, flexible 20-year blueprint for local transportation expenditures and improvements. The TSP purposefully lists few priorities in its policies; these, which are listed below, articulate the priority for implementation:

- "Prioritize safety improvements for people who walk, bike and use mobility devices because no loss of life or serious injury on our streets is acceptable."

- "Prioritize improved transit service in Key Corridors and other areas with sufficient employment, activities, or residential density that best support transit service and transit services that connect re sidents to employment centers. If operational funding is sufficient, extend transit to support higher density housing and employment development planned for other areas."

- "On a case-by-case basis reallocate space within street rights-of-way to enhance bikeways and pedestrian environments (e.g., converting parking or travel lanes). Priority areas for bikeway improvements include areas near the University of Oregon, downtown Eugene, streets connecting residential areas to schools and commercial hubs, and streets. It is expected that ODOT facilities

and Key Corridors will be analyzed under separate comprehensive planning processes than other streets."

- "Prioritize capital projects and programs that will facilitate the achievement of the 2035 TSP's pe destrian, bicycle and transit policies."

- "Maintain transportation performance and improve safety by improving system efficiency and ma nagement before adding capacity for automobiles to the transportation system by using the follow ing priorities for developing the Eugene Capital Improvement Program (CIP) and Eugene projects in the Metropolitan Transportation Improvement Program (MTIP):

    - Protect the existing system. The highest priority is to preserve or improve the functionality of the existing transportation system by means such as access management, transportation demand management, improved traffic operations, use of technologies, accommodating "active transportation" options not previously present, and keeping roads well maintained to avoid reconstruction.
    - Improve the efficiency and safety of existing facilities. The second priority is to make minor improvements to existing streets, such as adding turning lanes at intersections, providing and enhancing pedestrian, bicycle and transit facilities, and extending or connecting streets pursuant to existing plans.
    - Add capacity to the existing system. The third priority is to make major improvements to existing transportation facilities such as adding general purpose lanes and making alignment corrections to accommodate legal-sized vehicles.
    - Add new facilities to the system. The lowest priority is to add new transportation facilities for motorized vehicles, such as new roadways. New streets that are needed and planned for connectivity are a higher priority, as noted in (b), above. Implement higher priority measures first unless a lower priority measure is demonstrated to be more cost-effective or better supports safety, growth management, or other livability and economic considerations. Provide justification for using lower priority measures before higher priority measures.

Potential Actions in the TSP indicate other areas of potential priority spending, such as 20 Minute Neighborhoods, state and federal freight routes where chronic delays will become a detriment to regional economic development strategies, and projects that facilitate job growth in commercial and industrial areas.

The TSP's Potential Actions describe processes that will occur after TSP adoption in which more priorities will be articulated, such as through development of a transportation work program that will include specific project priorities for pedestrian and bicycle improvements, Key Corridor planning (MovingAhead), and other subsequent plans.

Questions asked by Lane County Planning Commissioners will be answered by County staff directly to the County Commission.

AGENDA ITEM SUMMARY

Memorandum Date: July 11, 2016
Public Hearing Date: July 19, 2016

TO: Lane County Planning Commission

DEPARTMENTS: Lane County Public Works Department

PRESENTED BY: Becky Taylor, Lane County Senior Transportation Planner

AGENDA ITEM TITLE: **Deliberations on the Eugene 2035 Transportation System and corresponding *Metro Plan* and *TransPlan* amendments**
[Lane County File No. PA 1340]

ACTION REQUESTED:
The Lane County Planning Commission is scheduled to begin deliberations on July 19, 2016. The focus of this initial conversation will be staff responses to the questions posed by the Lane County Planning Commission at the June 21, 2016 public hearing. Public testimony received between the June 21, 2016 public hearing and the close of the record on July 8, 2016 will be provided at the July 19, 2016 meeting. Staff has not had an opportunity to synthesize and incorporate the additional testimony as of the date of this memo.

BACKGROUND:
On June 21, 2016, the Lane County Planning Commission held a joint public hearing with the Eugene Planning Commission on the Eugene 2035 Transportation System Plan (TSP). At the close of the public hearing, the commissions posed questions to staff to answer at their respective deliberations. The questions asked of the Lane County Planning Commission and staff responses are included in Attachment A.

The Eugene Planning Commission is scheduled to begin their deliberations on July 18, 2016. As of the date of this memo, the Eugene deliberations packet is not available. Although the commissions are deliberating separately, both commissions expressed interest in parallel deliberations to facilitate the exchange of information between the two commissions, so that both would be based on a similar record.

Lane County staff will share the Eugene staff responses to the Eugene Planning Commission with the Lane County Planning Commission upon receipt. Similarly, the additional public testimony received between the close of the public hearing on June 21, 2016 and the close of the record on July 8, 2016 are not available to include in this memo, but will be provided to the Lane County Planning Commission on July 19, 2016. Staff responses to the new testimony may not be fully prepared by the July 19, 2016 meeting.

RECOMMENDATION:
Staff recommends the Lane County Planning Commission: review the responsive information from the public hearing (attached); and clarify whether any additional questions need to be answered. Staff will

share any new information provided from the Eugene Planning Commission deliberations, if available, as well as the public testimony received between the June 21, 2016 public hearing and the July 8, 2016 record closure. Since there will not be ample time to review and respond to the new information in sufficient detail, staff recommends a second deliberations be scheduled at a later date.

The Eugene Planning Commission will also be holding multiple deliberations. Staff understands the Lane County Planning Commission will postpone formal action (making a recommendation to the Board of County Commissioners) until the Eugene Planning Commission has acted (made its recommendation to the Eugene City Council). Please refer to my June 21, 2016 memo regarding the co-adoption package under consideration and the applicable approval criteria.

ATTACHMENTS:

A. Lane County Staff Responses to Lane County Planning Commission Questions Posed at the June 21, 2016 Joint Public Hearing on the 2035 Eugene TSP.
B. Eugene TSP Projects Proposed on Lane County Facilities
C. State and Federal Freight Routes
D. Fact Sheet: Beaver-Hunsaker Corridor Study

Attachment A

Lane County Staff Responses to Lane County Planning Commission Questions from the June 21, 2016 Joint Public Hearing on the *2035 Eugene Transportation System Plan*

Lane County Planning Commission Questions	Staff Responses
What are the policies and procedures (is there an IGA) for transferring roadway jurisdiction? ▪ Commissioner Hledik	Oregon Revised Statues (ORS 373) establish procedure for jurisdictional transfer of a county road within a city. These procedures apply to roads that have been formally accepted by the Board of County Commissioners. Roads that have not accepted by the Board as County Roads (e.g. Local Access Roads) are automatically transferred to Eugene upon annexation. There is currently no one all-inclusive IGA or other agreement that regulates jurisdictional transfers between the City of Eugene and Lane County. An existing IGA is specific to the operational transfer of maintenance responsibilities, to provide a logical geographical share of responsibilities, regardless of jurisdiction (i.e. in the River Road / Santa Clara area where there is a patchwork of incorporated lands, Eugene maintains roads south of Beltline, while Lane County covers the area north of Beltline.) Historic common practice has been for road jurisdiction to occur on an individual project basis after the roadway was brought up to urban standards. However, under current funding conditions, Lane County does not have the resources to upgrade roads to urban standards, which is Eugene's current expectation for accepting jurisdiction. The *2035 Eugene TSP* proposes the following policy and potential action to address this issue: • *Cost Effectiveness and Finance Policy #3 -- In collaboration with ODOT and Lane County, develop criteria that trigger logical phased jurisdictional transfer of streets and highways.* • *Potential Action G -- Approve memoranda of understanding (MOU) with Lane County and ODOT that establish the circumstances under which streets would be transferred to City jurisdiction.*
Provide a list of projects and maps involving Lane County roads. ▪ Commissioner Hledik	Attachment B includes a vicinity map and list of projects proposed on Lane County roads within Eugene's UGB. Staff notes this includes Lane County roads within Eugene city limits, which may also be considered by Lane County.
Provide maps of State and Federal	Attachment C shows the State freight routes within Eugene: Eugene-Springfield Hwy No. 227 (Hwy 126 / I-105); Pacific Hwy West No. 1W (6th and 7th Avenues

Attachment A

Freight Routes ▪ Commissioner Hledik	and portions of Coburg Road and Franklin Blvd) ▪ Oregon State Freight Routes are available at https://www.oregon.gov/ODOT/MCT/Pages/mobility.aspx#Documents,_Forms,_and_Maps ▪ Federal Freight Routes: I-5 is the only National Highway Freight Network within Eugene's UGB. (For more information, visit http://ops.fhwa.dot.gov/freight/infrastructure/ismt/state_maps/states/oregon.htm)
Why is LOS being applied to Lane County roads outside city limits? ▪ Commissioner Hledik	Page 53 of the *2035 Eugene TSP* proposes LOS E citywide, with LOS F (or 1.0 V/C) in select locations such as downtown and several ODOT intersections. LOS E is consistent with Lane County's 0.85 V/C standard for the Eugene Metro Area. Lane County's TSP Update proposes to formalize this equivalent metric by establishing LOS E within UGBs of all cities in Lane County. The two County intersections recommended for 1.0 V/C are listed in error. Staff has confirmed these two intersections are expected to perform at LOS D; since there is no need to establish lower operational standards, these will be removed from the list prior to the TSP being advanced to the Board of County Commissioners. The Eugene Planning Commission may discuss refining the LOS E application to more specific locations or corridors as part of their deliberations. Any related revisions will be shared with the Lane County Planning Commission. As background information, the use of mobility standards for roadways identifies the maximum amount of congestion that an agency has deemed to be acceptable. Such standards are commonly used to assess the impacts of proposed land use actions and to help determine transportation improvement needs for project planning. Mobility standards are typically expressed as Volume-to-Capacity (V/C) Ratios and/or Level of Service (LOS), which are defined below. Lane County currently uses V/C; an equivalent LOS is proposed as part of Lane County's TSP update. ▪ **V/C** represents a facility's level of saturation (i.e., what proportion of capacity is being used), with values ranging from 0.00 to 1.00. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is degraded. At a ratio of 1.00, the intersection, lane, or movement is saturated and usually experiences excessive queues and long delays. ▪ **LOS** is a performance measure that is similar to a "report card" rating based on average vehicle delay. LOS A, B, and C indicate conditions where traffic moves without significant delays. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand is near capacity. This condition is typically evident by long queues and delays, with intersection delays often being difficult to measure because congestion may extend into and be affected by adjacent intersections. The average delay value (in seconds) corresponding to each LOS

Attachment A

<table>
<tr>
<td></td>
<td>designation.

<table>
<tr><th>Delay (Seconds)</th><th>Level of Service</th></tr>
<tr><td>0 - 10</td><td>A</td></tr>
<tr><td>10 - 15</td><td>B</td></tr>
<tr><td>15 - 25</td><td>C</td></tr>
<tr><td>25 - 35</td><td>D</td></tr>
<tr><td>35 - 50</td><td>E</td></tr>
<tr><td>> 50</td><td>F</td></tr>
</table>

Source: 2000 *Highway Capacity Manual*, Transportation Research Board, Washington, D.C.</td>
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<tr>
<td>Provide an update on the Beaver-Hunsaker project
▪ Commissioner Sission</td>
<td>Attachment D is a Fact Sheet regarding the Beaver-Hunsaker Corridor Study.

For a comprehensive status report on the project, please view the June 2, 2016 presentation to the Metro Policy Committee via the following webcam link, agenda item 1d: http://apps.lanecounty.org/WebCastLCOG/Play.aspx?mid=133

Additional information is provided on the project webpage: http://www.lanecounty.org/Departments/PW/TransPlanning/Pages/Beaver-HunsakerCorridorStudy.aspx</td>
</tr>
</table>

Attachment B

2035 Eugene Transportation System Plan (TSP)
Projects Proposed on Lane County Facilities

The 2035 Eugene TSP includes several projects on Lane County facilities. Eugene seeks Lane County's support for these projects to improve safety, operations, and consistency for travelers and development. This does not commit or obligate Lane County to fund or construct these improvements. The projects may be funded through a variety of sources, including federal, state or local transportation funds. The project design may also change before construction commences as public input, available funding, and any unique site conditions are taken into consideration. Overall, improving Lane County facilities to City of Eugene expectations will help facilitate jurisdictional transfer of those facilities from Lane County to the City of Eugene. (See Attachment A for additional information on jurisdictional transfer.)

The affected Lane County facilities are listed in the table and shown on the vicinity map below. A summary of the project descriptions is as follows:

- **Project numbers beginning with "MM" stand for "Multi-Modal"** and represent the City's priorities within the next 20 years for public investments.

- **Project numbers beginning with "UD" stand for "Upon Development,"** which means as properties develop or redevelop these projects would be completed to serve new development. The timing of these projects is uncertain and they are unlikely to be advanced by the City in the absence of specific private development activities.

- **Project numbers beginning with "BP" stand for "Bike-Ped" improvements.** The BP projects included in the table and vicinity map below involve construction, such as a separated path or priority sidewalk infill that could be initiated by the City. BP projects with improvements limited to wayfinding signage and pavement markings (i.e. "Neighborhood Greenways") are not included in the table and vicinity map below; however, the affected Lane County roads are as follows:
    - Grove Street
    - Copping Street
    - Ruby Avenue
    - North Park Avenue
    - Lake Drive
    - Horn Lane
    - Park Avenue

Attachment B

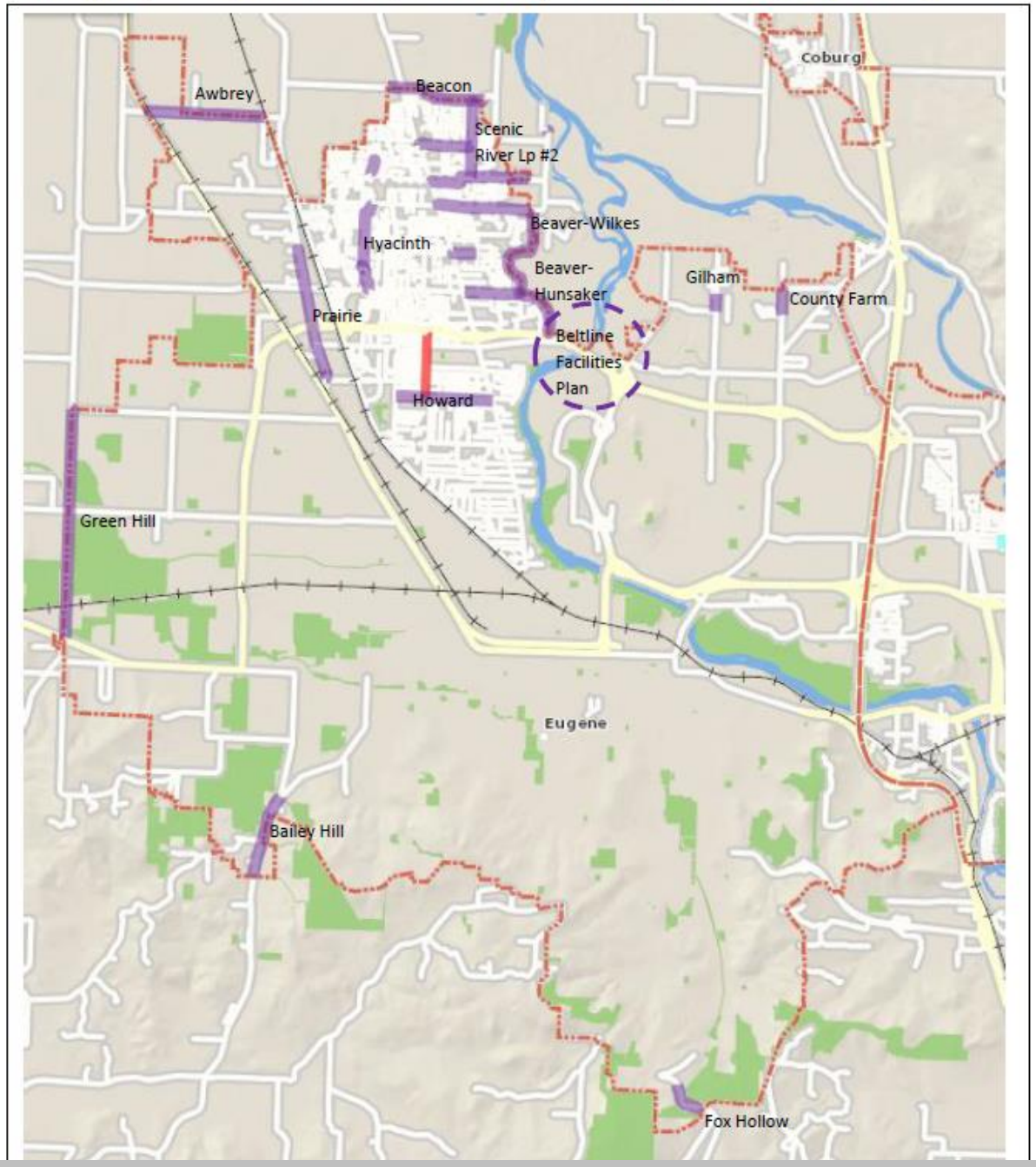
List of Projects Affecting Lane County Facilities

Road Name (Project No.)	Description	Location
Awbrey Lane (UD-9)	Improve to urban standards (with bike lanes, sidewalks and planter strips)	Prairie Road to Hwy 99
Bailey Hill Road (UD-22)	Improve to urban standards	Warran Street to UGB
Beaver-Hunsaker (MM-11)	Improve to urban standards	River Road to Division Avenue
Beaver-Wilkes (UGB Path) (BP-552)	New shared-use path	Beaver Street to Wilkes Drive, along east boundary of UGB
Beacon Drive (UD 10)	Improve to urban standards	River Road to Scenic Drive
Beltline Facilities Plan (MM-3)	Construct local arterial bridge over the Willamette River to the north of the Beltline Highway, connecting Green Acres Road with Beaver Street; and construct operational improvements to Beltline Hwy/Delta Hwy ramps	Beaver Street and Delta Hwy are Lane County facilities
County Farm Road (MM-12)	Improve to urban standards	The project extent is longer than Lane County's piece, which is the northern portion between Dale Ave & UGB
Fox Hollow Road (UD-24)	Improve to urban standards	Donald Street to UGB
Gilham Road (UD-18)	Improve to urban standards	Ayres Road to Ashbury Drive
Green Hill Road (no project number)	Shared Use Path	Segment abutting UGB
Howard Ave (PD-278 & 279)	Sidewalk	North Park Avenue to River Road
Hyacinth Street (UD-2)	Improve to urban standards	Irvington Drive to Lynnbrook Drive
Hyacinth Street (PB-427)	Sidewalk	Irving Road to Irvington Drive
Prairie Road (PB-337 & 338)	Sidewalk	Kaiser Avenue to Federal Lane & Irving Road to Maxwell Road
River Loop #1 (UD-15)	Improve to urban standards	River Road to Dalewood Street

Attachment B

River Loop #2 (UD-13)	Improve to urban standards	River Road to Burlwood Street
Scenic Drive (UD-11)	Improve to urban standards	River Loop 2 to Beacon Drive
Spring Creek Drive (UD-12)	Improve to urban standards	River Road to Scenic Drive
Wilkes Drive (UD-14)	Improve to urban standards	River Road to River Loop #1

Vicinity Map of Projects Affecting Lane County Facilities **(shown in purple lines)**



HWY. SEGMENT DESIGNATION
EUGENE, OREGON

Adopted January 20, 2005

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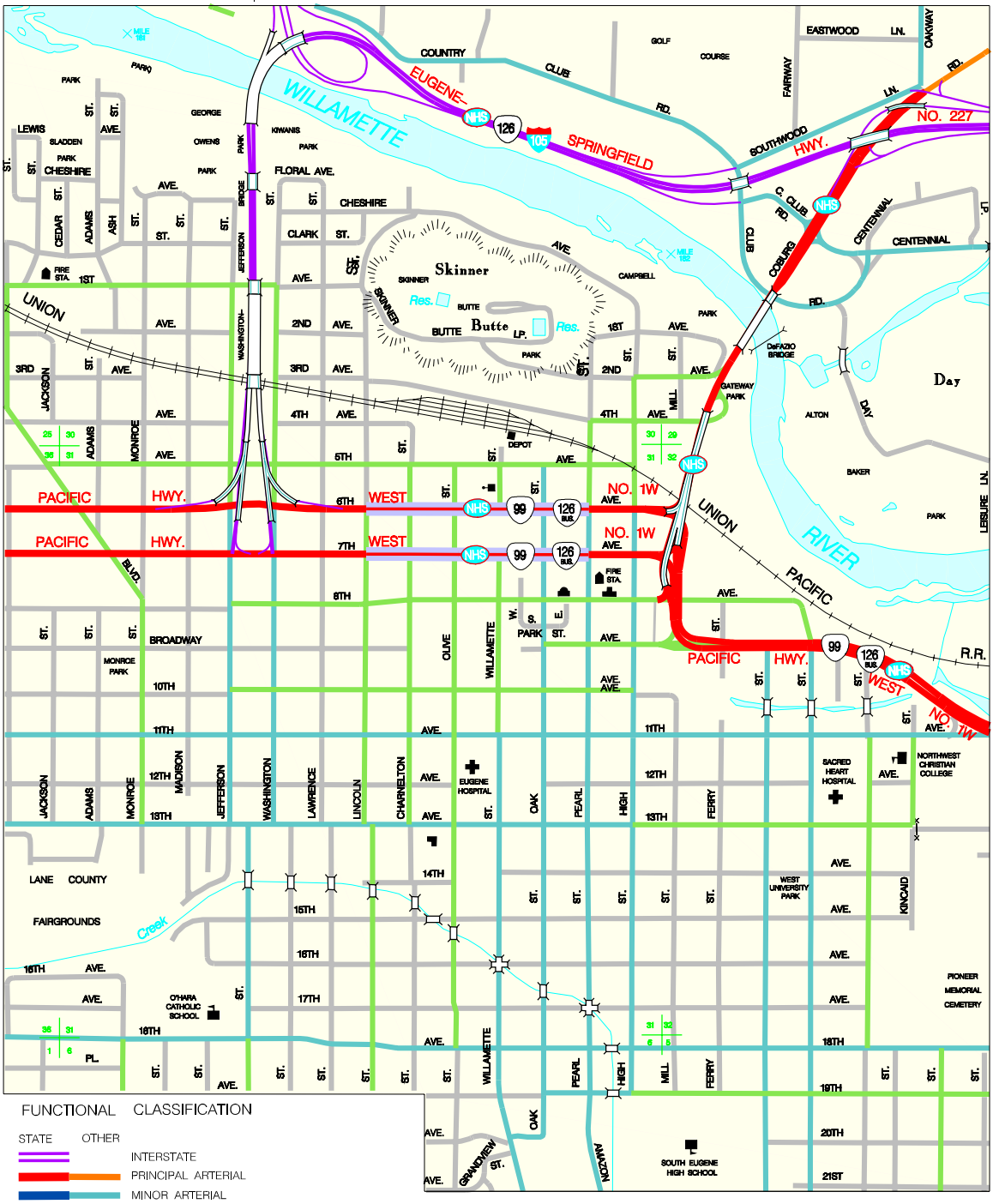


FUNCTIONAL CLASSIFICATION

STATE OTHER

- INTERSTATE
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- URBAN COLLECTOR / RURAL MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL ROAD

STA

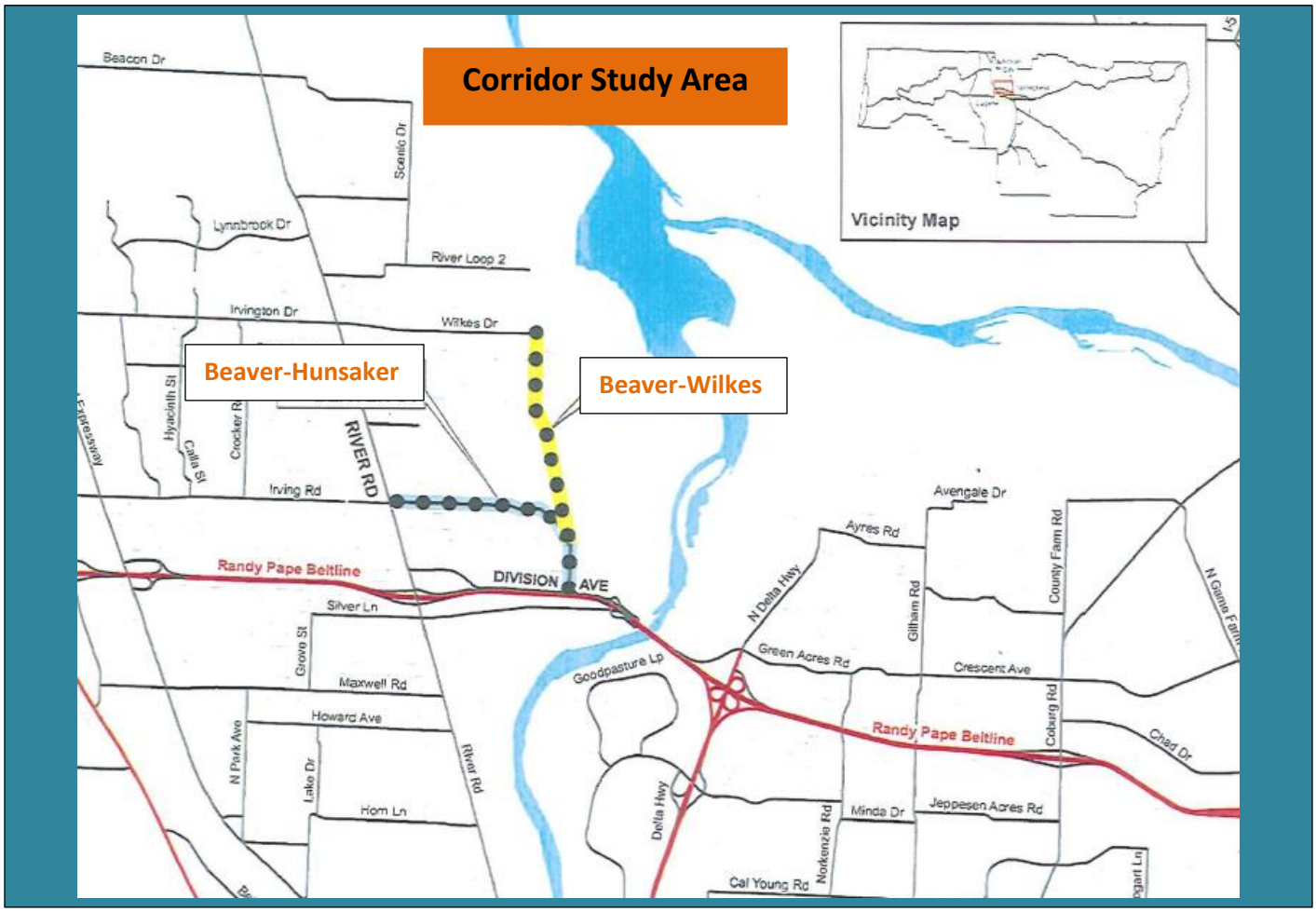
PREPARED BY:
OREGON DEPARTMENT OF TRANSPORTATION
TDD - GIS UNIT
Special Project 1567

Future Travel on Beaver Street

Safe Accessible Convenient Access

Project Purpose:

This is a transportation planning study of two corridors: Beaver-Hunsaker and Beaver-Wilkes. Transportation improvements were identified for these corridors in past transportation system plans: 2001 *TransPlan* and 2004 *Lane County Transportation System Plan*. These metro- and county-wide 20-year system plans did not include a detailed analysis of the transportation needs nor did they consider design alternatives to meet those needs. This study will provide that needed level of detailed analysis.



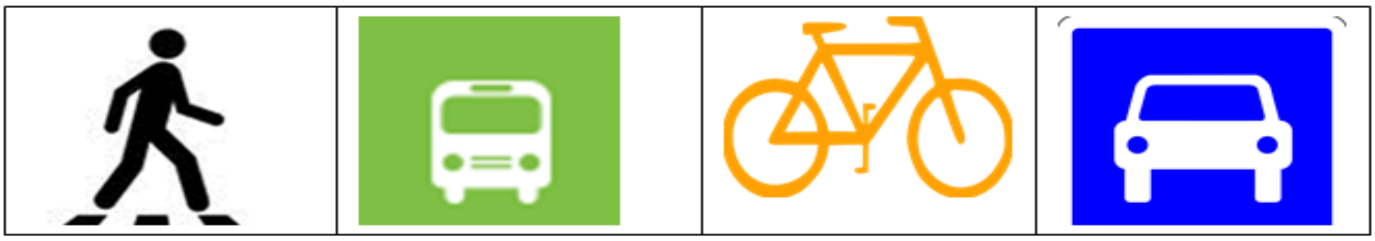
There are some obvious needs within the study area. Beaver-Hunsaker currently lacks accessible transportation facilities for people walking, using transit, and biking. The financial and physical environments are a catalyst for considering a range of solutions. The transition of this Lane County rural facility to a City of Eugene urban facility will be part of the project considerations. The needs of the Beaver-Wilkes corridor are less obvious and a detailed analysis to determine the actual need has not been done. This study will include traffic modeling to determine connectivity needs for vehicles and/or bicycles/pedestrians. A known challenge to this corridor is its location being outside Eugene's urban growth boundary.

Embarking on this study was made possible through state and federal funding. Lane County is leading the project because it has jurisdiction over most of the study area, but Eugene, ODOT, and LTD are equally influencing the project though active involvement on the project's management team. The timing of this study capitalizes on other planning activities underway in the area, such as ODOT's *Beltline Facility Plan*, LTD's *MovingAhead*, Eugene's *Transportation System Plan* and *Envision Eugene*, and Lane County's update of its *Transportation System Plan*. This study will align with those efforts for effective and efficient coordination.

Intended Results:
Determine the best way to provide the needed transportation facilities in a safe and accessible manner for all modes of transportation, with minimal impact to properties and the environment. The determination will be the outcome of a process that includes technical analysis (traffic modeling for congestion, safety, connectivity, operations, performance; land use, build and natural environmental considerations, regulatory framework) and community engagement (interviewing stakeholders, meeting with the neighborhood, hosting public events). The project will result in a written report, documenting the process, findings, and recommendations, that will be acknowledged by the Lane County Board of Commissioners. The study will include a conceptual design for the Beaver-Hunsaker corridor and a recommendation for the future of Beaver-Wilkes. The product of the study will facilitate the next steps to realizing physical improvements, such as obtaining environmental permits and construction funds.

For more information, contact: Becky Taylor, Senior Transportation Planner
Lane County Public Works, 3040 North Delta Highway, Eugene, OR 97401
Phone: 541-682-6932 Email: Becky.Taylor@co.lane.or.us

Visit our web page: http://www.lanecounty.org/Departments/PW/TransPlanning



ATTACHMENT C:

Public testimony received between June 21, 2016 and the close of the record on July 8, 2016

YEITER Kurt M

From: Jeff Mills <j.k.mills@comcast.net>
Sent: Thursday, July 07, 2016 5:44 PM
To: YEITER Kurt M
Subject: Jeff Mills Follow-up question on 2035 TransPlan

Kurt

I have been reviewing the new TransPlan and the Hearing record, and have the following questions:

- Does the city ever classify or reclassify roads based upon a desired future condition or expected change in conditions? Or are classifications based solely upon measured traffic?
- What is the city criteria used to re-classify Arcadia Road? Is it a governing or an advisory criteria? (Refer to page 49 of the TransPlan paragraph 5.)
- What is the basis for benchmark reduction in commercial vehicle daily mileage in the Attachment C Table? How is it expected that this reduction will be achieved?
- Is Volume 2 of the TransPlan available for review? I have been unable to locate it.

Thanks again for your hard work,

Jeff Mills

Thank you for the opportunity to respond to the draft Eugene Transportation System Plan. This is the feedback from the joint Santa Clara/River Road Implementation Planning Team. We reviewed those projects within and to a degree those immediately adjacent to our boundaries and also have included some generic statements as well. Thank you for the opportunity to respond.

#20 Northwest Expressway – UGB to River Road

We support the reclassification of Northwest Expressway from a minor arterial to a major arterial as we believe it will facilitate improvements to enable it to better serve the regional needs of the road.

In addition we recommend the following projects for Northwest Expressway as projects to be completed within the next 20 years.

Improve the intersections of Northwest Expressway with its connector streets:

1. Study and make improvements to Irving and Irvington to resolve the issues identified in the TSP.
2. Study and make improvements to Maxwell and North Park.
    a. The terminus of the access road at Maxwell is poorly designed and more poorly signed. One has to already know it is there to use it.
    b. Vehicles exiting Northwest Expressway to North Park are travelling at too high a speed when entering a residential neighborhood.
3. Signage for exits from NW Expressway is inadequate, it is either absent, too close and or too small to inform travelers of upcoming exits. The same problem exists for those exits to NW Expressway that have accessways for entry. Additionally there is no signage directing drivers to nearby attractors such as the Airport and schools.
4. Design and reconstruct the intersection of NW Expressway and River Road near the Chambers Overpass to facilitate and encourage drivers to use NW Expressway for trips beyond Santa Clara as well as to facilitate its use for those making longer trips from the western portions of River Road and Santa Clara.
5. Study the value of converting NW Expressway to a three or four lane road.
6. Add a buffered multi-use path to NW Expressway with a treed buffer and adequate connections to other ped-bike facilities.

Projects within 20 Years

MM-1 We support this project.

MM-2 We support this project. It is important that the Transportation Plan recognizes that future transportation infrastructure needs to take into account the needs of the community. We have

requested that LTD enable a community center within the remaining portion of site as envisioned by the Santa Clara Community Organization.

MM-3 We strongly support this project as we trust it will relieve the major congestion associated with Beltline Expressway between River Road and Delta Highway. That project must ensure that Beltline traffic congestion relief is not achieved by using ramp signaling or other mechanisms to transfer the congestion to River Road as currently appears to be the case.

MM-11 We support this project

MM-24 This is a 20 year project list. It should include a second round of quieting for Irving and Irvington Road and a study of the feasibility of railway quiet zones within the Trainsong and Bethel Neighborhoods.

Projects to Be Completed Upon Development

UD-2, 10, 11, 12, 13, 14 & 15: We are unsure why these projects are listed "upon development". It appears to us that the area surrounding these streets are already developed so we wonder what triggers these activities. Generically, it seems unnecessary for many if not all of these streets to have sidewalks on both sides of the street, and we are not sure about the need for parking bays.
Urbanization of Existing Streets: We don't see #47 Upgrade Arrowhead Street from Irvington Drive to Barstow Ave. Could you tell us its status. Is it now covered by PB-228?

Projects Beyond 20 Years

B-2 We feel that the best use for NW Expressway is to provide commuting and long-distance options to reduce the pressure on River Road. We wonder whether much transfer of freight activity from HWY 99 to NW Expressway as there are no local destinations and the northern connections are less direct for through traffic.

B-3 We support this project from NW Expressway to Pioneer Parkway as it is the way to provide the River Road/ Santa Clara "rim" needed to be added to LTD's hub and spoke transit system.

B-4 If MM-3 isn't completed within 20 years, it needs to be a project here.

Study Projects

S-2 Move the bike-ped portion of this project to Projects Within 20 Years. We are opposed to the major collector option proposed. It would bring more traffic to a farmland area with no obvious benefit.

S-4 We believe the capacity needs of river crossings are best resolved by increasing the capacity of our existing bridge crossings for the following reasons:

1. Many if not all of these bridges will have to be retrofitted to meet current earthquake standards. It seems cost efficient to increase their capacity at the same time.
2. Most if not all of the potential locations south of Beltline are already developed, serve as parks or natural areas or in River Road would access local streets unable to handle through traffic. Additionally the increased traffic would further degrade the service level of Chambers Overpass, already an area of concern.
3. Another cross-river bridge is proposed for M-3 which likely reduces the need for an additional bridge north of Beltline Expressway. The bridge and access roads would consume Class 1 farmland and change the rural nature of those areas.

S-5 This is a better alternative than S-4.

S-9 Move this project to Projects Within 20 Years. As noted in MM-3, we are already seeing increased congestion on River Road apparently transferred from the Beltline Expressway as a result of signalized on-ramps. ODOT needs to study the results of their addition.

S-16 We strongly support this proposal. It is unclear why it isn't a Pedestrian and Bicycle Project. This project was listed in the 2004 Parks Bond as part of $5 million to be spent extending the Bike Path, improving Gillespie Butte access and acquiring land for the Ridgeline trail. Every bit of the money and much more has gone into Ridgeline acquisition and $0 dollars have been spent to acquire land for this project. It should have been completed by now but since it hasn't, it should be in the 20 year project list.

Other Comments

We believe when upgrading county streets to urban standards context sensitive design is necessary. Additionally our generally excellent drainage and lack of stormwater facilities calls for careful consideration before automatically requiring curbs and gutters.

Pedestrian and Bicycle Projects

General Comments

No project should be approved until planned with involvement from Neighborhood Association and affected neighbors. We and staff should be involved in context sensitive design. The roles of the participants should be designated in advance using the categories defined in the International Association of Public Participation designations.

Notification: one of the time-consuming aspects of reviewing this document was the need to reference and compare to other documents (2012 Ped/Bike being one). It would be very helpful if a cover-sheet were prepared to help with that – e.g., "The Ped/Bike section of the TSP is based on the approved 2012 Ped/Bike Master Plan. Following are the amendments to the 2012 Ped/Bike Master Plan that have been made since its adoption."

Notification and interested-parties lists: Residents along and within a distance of roads designated for improvements should be notified when their road is being studied (with an explanation of what's being considered) and an interested-parties list established for each project.

Sidewalk Improvements

1. Use context sensitive design.

2. Adding sidewalks shouldn't automatically require concurrent "upgrading" of street to urban standards (curb, gutter, stormwater treatments). In Santa Clara/River Road it has been noted that street flooding can more commonly occur where we have curbs and gutters, not where we have our less developed streets. The existing road conditions handle larger storm events much better than any of our improved streets and require less land disturbance, no purchase of right of way and no loss of existing vegetation. Consider using permeable surface, decide whether there is less on-site impact from swales or storm drains.

3. We have strong concerns that sidewalks can significantly reduce the desired existing rural character of our streets as occurred when Maxwell was DEGRADED to urban standards. In fact, we request (as we did in prior comments to the draft) that Maxwell be retrofitted to restore lost trees vegetation and ambiance.

4. Sidewalks should be considered for a single side of most of our streets. Choose the side which minimizes the impact of tree loss as well as any pedestrian attractors such as schools and commercial businesses.

5. A new way of funding sidewalk improvements and maintenance needs to replace the current policy of assessing the owners of the adjoining properties. This will be especially problematic in Santa Clara and River Road where many of the property owners are not annexed into the City. A comparable review of assessing for street construction and maintenance should also be considered.

6. When planning for drainage Maximize tree retention but if trees are removed, replace with trees that will develop an equivalent canopy (height and area).

7. If sidewalk increases perception of openness, ameliorate with traffic calming to ensure existing traffic speeds continue.

8. Coordinate sidewalk projects with Safe Routes to Schools.

Pedestrian and Bicycle Projects within 20 years

Items not included in document

The Ped-Bike plan listed several intersection improvements that have not been transferred to the TSP. We understand the philosophy that these are smaller projects that don't logically fit in the more formal TSP but if that is the case, there needs to be a planning document that memorializes them and ensures that they are accomplished. This could be a ped/bike strategic plan, work plan or the CIP but they need to be readily accessible to staff, Council and Neighborhood Associations.
We request that they include the ped/bike projects 415 (River Road and River Avenue), 416 (River Road and Horn Lane), 418 (River Road and East Howard), 426 (River Road and Howard Avenue) and 514 (River Road and Fir Lane – hopefully this summer). We also ask that River Road and Elkay, River Road and Knoop, River Road and Knoop be added as approved in the Lower River Road Concept Plan.

Additionally there is a strong need for a traffic signal on Division Avenue between Fred Meyer and the Albertson's shopping center.

Ruth Bascom West Bank Path; We request that the path be lighted with motion activated lighting for user safety. Neighbors have stated that the path isn't currently safe without them. Consider using solar power for sustainability and to prevent theft of wiring.

Accessways

PB- 218,220,221 We are pleased to see that these are reduced to accessways, which is a more logical design than the previous shared use path designation. We request that these and all accessways be given signage that designates their connector street and nearby opportunities for wayfinding. All connections between River Road and the West Bank Path require pedestrian/bicycle crossing improvements on River Road unless they already have traffic signals with ped/bike activated signals.

Re-add the accessway along the North end of Lone Oak path from Edgewood Drive to Lone Oak Avenue.

Neighborhood Greenways

PB-53,153,155,157,159,161,162,163,461,605,606,607,608 & 614. We support these projects

PB-156,483 & 539 Move to Within 20 years.

PB-146 Copping Street: We believe it would be better to develop missing section of the West Bank Trail along the river parallel to Copping rather than making Copping a Neighborhood Greenway. The additional traffic along the river could reduce the potential for illegal homeless camping.

Protected Bike Lanes

PB 526 We support this project and believe the northern terminus should be Beacon Drive, not Division Avenue.

Bike Lanes

PB-42,43,44,59,158,223,267,275,276,277,337,434,552 We support these projects including those that extend bike lanes to the west of our neighborhoods.
PB552 should have its route along the western edge of the Delta Sand & Gravel property, not as a straight route further east.

Grade Separated Path

PB-12 We support the combination of this project with the ancillary access projects (bike and ped) and feeders IF the concerns raised for those projects are met.

Sidewalks

1. Plan the Howard, Lake, Park complex to seek a holistic design (e.g. as a one way traffic loop to convert roadway to right of way for sidewalks).
2. Drop PB 279 to have sidewalk on south side of Howard only.

Ped/Bike Projects to be completed beyond 20 years

Accessways

PB 261, 553, 611 Move to 20 year project list. PB611: place along Larson Lane. Add accessway through East Maynard Park from end of Maynard to bike path.

Neighborhood Greenways

PB 5,145,151,152,156,483,539 We support these but request PB-539, PB-483, and PB-156 be moved to the 20 year project list along with the other nearby and connected River Road "Neighborhood Greenway" projects already on the 20 year list. Rationale: Howard, Lake, N. Park and Horn and surrounding area (really, all of River Road) should be looked at holistically - designed as one connected 'Neighborhood Greenway'. The Bike map has the right idea - the River Road area should be viewed and designed (hopefully "improved") holistically, from that neighborhood character perspective.
Additionally PB-5 needs to be moved to the 20 year project list. Currently the only north-south route in Santa Clara is River Road which is not comfortable for many cyclists.

YEITER Kurt M

From: Jane Katra <jkatrama@gmail.com>
Sent: Friday, July 08, 2016 5:32 PM
To: YEITER Kurt M
Subject: Re TSP 2035

Dear Mr. Yeiter,
I am Jane Katra, a homeowner in SE Eugene since 1974, and a senior-citizen car driver as well as avid bicycler with 2 bikes. First-off, as a bike rider, I would never choose to ride on Willamette Street. All the quiet neighborhood streets linking my destinations of locally owned places such as the Market of Choice, Capella's, Eugene Hardware, 16 Tons, and the Southside Post Office, Office Max, and Edgewood Safeway are much safer and more beautiful and peaceful than is Willamette. Not all cyclists want to ride on Willamette. It's ugly, and your plan doesn't address at all beautification such as planting trees or removing the poles in the sidewalks along your newly striped Willamette street.
Also, I adamantly believe that this TSP Proposal encompasses far too many diverse projects for the public input period to end at 5pm today!
A lot of the projects mentioned in this proposal I think are unneeded and way under-budgeted besides. The proposal should be broken into neighborhood area proposed projects so the area residents most affected could be met with and informed. It's simply no longer acceptable for homeowners to have to pay for bike paths and sidewalks and hillside slope repair from such projects about which they had no input, and the greater Eugene citizenry did not think were the best uses of their tax money.
Sincerely,
Jane Katra
Please add to the public record, thanks

YEITER Kurt M

From: Joyce Eaton <eatonj@uoregon.edu>
Sent: Friday, July 08, 2016 3:27 PM
To: YEITER Kurt M
Subject: Eugene TSP comment

With the restriping of Willamette Street between 23rd and 30th Avenues, city officials already have demonstrated their willingness to accept delays in emergency response time, even over the objections of the Fire Department. (E.g., When analyzing alternative street configurations for "Safety and Health", the current implementation with bike lanes got 1 minus one for emergency response, but 2 plus ones for safety and "security" – which contributed to the old configuration, although safer for shorter emergency response times, being rated less.)

Now with the City of Eugene's 2035 Transportation System Plan (TSP), the same downgrading of emergency response time is being recommended for all of Eugene. The recommendation was for the overall transportation Level of Service (LOS) to be downgraded from a Grade D to a Grade E (lowest is Grade F). When Kurt Yeiter, senior transportation planner, was asked at a 6/15/2016 meeting in South Eugene whether going from a D to and E will affect emergency response times, Yeiter answered yes. Therefore, the TSP is recommending delays in emergency response times.

I do not think it is acceptable to accept delays in emergency response times. Until such time that emergency response is done by bicycle, there should not be as much emphasis over bicycles and pedestrians over motor vehicle transport.

- Joyce Eaton

YEITER Kurt M

From: Margie James <margjam57@gmail.com>
Sent: Friday, July 08, 2016 4:59 PM
To: YEITER Kurt M; *LC Board of County Commissioners; Eugene Planning; *Eugene Mayor, City Council, and City Manager
Subject: Testimony re TSP

Kurt,
Please include these comments in the public record for the 2035 TSP

1. Lorane Highway should not be considered for bike path, the road currently is too narrow, there are steep hillsides that I suspect are prone to slump if there was to be additional road work. And to what end? Put more notices that bikes and cars are sharing that road. Perhaps everyone and their baby doesn't need to use Lorane Highway, kind of like all trails aren't options for bikes, Lorane Highway is not an "everyone's bikeway". Plus it seems that this has come up too many times.

2. Additions of sidewalks to "increase livability" and open up for the common good should be shouldered by the common, not individual homeowners. If what is being desired is increasing/encouraging greater walkability and biking, than that becomes a community assest that should be shouldered by all in the community.

3. If changing roadways, infrastructure (electric, phone and other lines) need to go underground. Leaving those above ground is ugly, takes up space that should be used for sidewalks/bike paths, and is a potential safety hazard.
(I think that it is important to do the job right, do it completely, if we are going down the road of creating what some call more liveable and beautiful neighborhoods.)

4. Mass transportation needs to be improved, both by increasing the areas covered and by increasing services. (It takes me an hr to get to work by bus, 40 min by bike, 20 min by car. If I can't ride, which will I choose?) The system has to be up and running in a manner that people can say, "yes, that works for me". This means that perhaps $ need to be transfered to enhance mass transit.

5. Biking is grand and there needs to be safe access to areas that people live, work, spend money and recreate, but I question whether we will be seeing exponentially increased bike use when we aren't in nice weather. I was out on my bike today, a wet day, I didn't see many walkers and bikers.

6. The transportation plan should not do harm to existing, viable neighborhoods, either by increasing "outside" parking, by changing streets that currently feed into neighborhoods and turning them into collectors in order to bypass congestion in another part of major roadway (i.e Arcadia St). The streets that serve a fairly contained neighborhood/development need to have city support to maintain that

function. Increasing traffic in those kinds of areas makes them less safe for community activities: walking, running, biking, neighbor connections, children playing.

7. Lowering the LOS from D to E across the breadth of the city is silly. Changes need to be made based on particular areas. As in other city planning, the plans get made in the office, using maps and concepts but the on the ground is less than complete. Changes to our street designations need to be made by area and need to take the current and logical planned uses into consideration. One size does not fit all..

Out of time, but I believe there needs to be more public input into this process. There needs to be buy in for the future, for changes in how we view this community we live in and for the shifting of citizen expectations from current car base to including increasing "planet healthier options." By the same token this is Eugene and cars will be a big part of the scene for a very long time and maintaining, creating good traffic flow is important, too.

Thank-you
Margie James
2860 Mill St
Eugene

YEITER Kurt M

From: joshuaskov@gmail.com on behalf of Joshua Skov <joshuaskoveugene@gmail.com>
Sent: Friday, July 08, 2016 4:59 PM
To: YEITER Kurt M; Rob Zako
Subject: Comment on Eugene 2015 Transportation System Plan

Mr. Yeiter,

I make a few comments on the TSP herein. In reality, these are caveats and guidance for implementation as we move ahead, so perhaps they are worth flagging for council, mayor, and executive staff as the TSP gets approved if they can't be included.

First, we have **several policy objectives to keep in mind as we make transportation system investments** over the coming years, and we have not yet fully assessed, much less digested, the implications of those policy objectives. They include these two:

- The Climate Recovery Ordinance (CRO). We currently lack a quantitative framework with which to plan our reduction in greenhouse gas emissions. However, it is obvious from the relevant technical literatures that transit, bicycle, and pedestrian modes are important strategies at our disposal. Even as we work toward a quantitative framework for planning, we should have no suspense about the transportation strategies we will need to pursue.
- Transportation safety and Vision Zero. Both the City of Eugene and Lane Transit District have made commitments to Vision Zero, setting the goal of eliminating deaths and major injuries in our transportation system. Although we have not yet fully determined how we will pursue, much less achieve, this ambitious goal, taking it seriously will mean that it must become a major factor in prioritizing and shaping investments.

Second, we have **recent analysis at our disposal that should help us with greenhouse gas emissions reductions: the scenario planning conducted for the MPO by LCOG**, as part of SB 1059, linking transportation and land use planning for reductions in greenhouse gases from the transportation system. That work may not represent the full quantitative planning framework that we might wish to have, but we should nonetheless push to include the insights of that work as we move forward. I acknowledge that the climate change section of p. 6-9 of the plan addresses this work, but again, we must impress upon council, mayor, and executive staff that our multiple policy commitments come together here in unmistakeable ways, strongly suggesting particular investments and design decisions in the coming years.

As always, thank you for your excellent work on the TSP and extensive public engagement.

Best,

Josh

Joshua Skov
E-mail for public correspondence: joshuaskov.eugene@gmail.com
541-729-4879

YEITER Kurt M

From: steve norris <steve_norris@hotmail.com>
Sent: Friday, July 08, 2016 4:57 PM
To: YEITER Kurt M
Subject: 2035 TSP

Kurt,
Thank you for the opportunity to submit comments on the 2035 TSP. I only have a couple. They address changes that were made to the approved 2012 Ped/Bike Master Plan, affecting projects in River Road area and notification to neighbors. Since the TSP will become the new Ped/Bike Master Plan upon adoption, please consider:

Amend Bike/Ped projects and timelines:
1.) Place PB-539 (Howard Ave. "Neighborhood Greenway") PB-156 (Kourt) and PB-483 (Silver Lane) on the "Within 20 Year" timeline. The Bicycle project map illustrates a network of Neighborhood Greenways, which will be how the evolving system is best viewed and designed.
2.) Remove PB 278 (Howard Sidewalk, N. side) from the project list. Moving both PB 278 and PB 279 timelines up from the "Future" designation they had in the 2012 Ped/Bike Master Plan was a surprise. One sidewalk, designed along with Neighborhood Greenway, Safe Route to School and context sensitivity should prove to be sufficient.

Notification: one of the time-consuming aspects of reviewing this document was the need to reference and compare to other documents (2012 Ped/Bike being one). It would be very helpful if a cover-sheet were prepared to help with that (e.g. “The Ped/Bike section of the TSP is based on the approved 2012 Ped/Bike Master Plan. Following are the amendments to the 2012 Ped/Bike Master Plan that have been made since its adoption.”). NOTE: when RRCO commented on the 2012 Ped/Bike Master Plan, the folks who commented on Howard sidewalks (278 and 279)specifically mentioned they knew it was a “Future” project.

Notification and interested-parties lists: Residents along and within a distance of roads designated for improvements, along with their Neighborhood Associations, should be notified theroad is being studied (with an explanation of what’s being considered) and an interested-parties list established for each project.

Thanks again.
Steve

YEITER Kurt M

From: LMDV <lmdv@efn.org>
Sent: Friday, July 08, 2016 4:55 PM
To: YEITER Kurt M
Cc: lm
Subject: Additional TSP Testimony

Dear Kurt Yeiter and staff,

Please reply that you received and entered the following comments, written in addition to my previous testimony.

Having looked again at the complexity of the TSP, I believe a thorough listing of the pros and cons of each of the proposed changes is necessary for anyone to be able to make intelligent sense of it, including as accurate as possible cost estimates of each proposal. Without this level of detailed accountability, I can't support the plan as presented and would support a vigorous opposition to it.

I would rather see designs being done neighborhood-by-neighborhood rather than one-size fits all planning. The residents and business owners who live in an area deserve to have more power than we have thus far been given (except for refinement plans). The City will not be united until neighbors feel truly included, respected and fully utilized for our direct experience and expertise in our own neighborhoods.

Again, I reiterate my first email of testimony that we completely scrap the ever more and more unpopular notion of reducing the LOS from D to E, which will simply add unnecessary traffic congestion with more accidents. This may be one of the fatal lynchpins to your plan if you don't change it.

I would think that if walkability is an important value in our citywide planning, sidewalk maintenance and construction should be included in the city budget rather than charging property owners to supply the funding for something they didn't intend to have to afford when they originally purchased.

Since I'm a fairly well-informed citizen and do not understand the value in putting so much money into improving Beltline, I would rather see that line item dramatically reduced until the expense is justified to the understanding of more citizens and neighborhood activists such as myself.

I have completely lost confidence in any positive influence of the bicycle lobby, based on the failed experiment of putting bike lanes on the south end of Willamette Street, a far too busy part of the street that I myself would never myself cycle on, nor want anyone friends, especially the elderly or children, to have to bicycle on.

Finally, I support the recommendations submitted by the 2010 Envision Eugene Mixed-Use Redevelopment Report. Much diverse, effective thinking went into that plan and makes good sense to me.

Thanks for your wise consideration of these points,

Lisa-Marie DiVincent
Residence: 2850 High Street
Mailing Address: PO 24111 Eugene 97402

~~~~~~

Lisa-Marie DiVincent
Interpersonal Communication Consultant
Individual, Relationship, Family Counselor and Mediator
Compassionate (Nonviolent) Communication Coach
Empathy Cafe - "Evolve Your Talk!" Open group - Mondays 7-9 pm
541-484-7366
~~~~~~

YEITER Kurt M

From: Joseph Schwarte <joe@schwartelaw.com>
Sent: Friday, July 08, 2016 4:05 PM
To: YEITER Kurt M
Subject: Acadia Neighborhood Connector

Dear Mr. Yeiter,

I am writing in follow up to the speaking objection I made to the Acadia Neighborhood Connector at the June 21, 2016 Planning Commission Meeting. I do not want to rehash all of the points I made during the public comment session of the meeting but do want to make a written submission that many of my neighbors and I have serious concerns about changing the classification of the street to a Neighborhood Connector based on safety and livability factors.

At the close of the Planning Commission meeting you stated that Acadia is already carrying traffic volume which is in the Neighborhood Connector classification. Since that issue was brought up after the public session was over, I would like to respond by saying the increased volume can be attributed to the removal of the barrier at or near Elwing Avenue on Acadia which made Acadia a through street. I believe the barrier was removed approximately 10 years ago after which we saw a dramatic increase in both traffic volume and the speed in which vehicles traveled through the neighborhood. A change in the street classification will do nothing to decrease vehicular travel though the neighborhood, but just the opposite, in addition to adding a possible bus line. If safety and livability of neighborhoods in a priority for the City, which it should be, I recommend the City replace the barrier on Acadia and close it from being a through street.

Thank you for your attention to this matter.

Joseph G. Schwarte
Attorney at Law
722 Country Club Road
Eugene, OR 97401
Phone: 541-485-9846
Fax: 541-302-1897
Email: joe@schwartelaw.com

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Better Eugene-Springfield Transit

July 8, 2016 DELIVERED VIA EMAIL

Eugene & Lane County Planning Commissions
c/o Kurt Yeiter, City of Eugene Public Works – Engineering
99 East Broadway, Suite 400, Eugene, OR 97401

Re: May 2016 draft of Eugene 2035 Transportation System Plan

Dear planning commissioners:

BEST's mission is to promote a thriving, equitable, and sustainable Eugene-Springfield area with a world-class network of *safe*, practical, and affordable options for people to ride the bus, bicycle, and walk.

BEST puts safety first because we understand that if you don't get there in one piece, then it wouldn't matter if you could have gotten there quickly, conveniently, or inexpensively. **BEST urges the City of Eugene to prioritize safety as the most important amongst several important goals and objectives.**

We are pleased to see that the current draft mentions the Vision Zero goal to eliminate transportation-related deaths and life-changing injuries:

- Public Health section on page 10: "In November, 2015, the City Council adopted Resolution No. 5143 setting as official policy for the City the Vision Zero goal that no loss of life or serious injury on our transportation system is acceptable. Each of the planned projects advance, in some way, the Vision Zero goal by improving the safety of the subject transportation facility for the users. …"

- Related Plans, Manuals, and Rules section on page 12: "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."

We are also pleased to see some policy language around safety:

- System-wide Policy #2 on page 16: "Consider safety first when making transportation decisions. Strive for zero transportation-related fatalities and severe injuries by reducing the number and severity of crashes through design, operations, maintenance, education, and enforcement. Prioritize safety improvements for people who walk, bike and use mobility devices because no loss of life or serious injury on our streets is acceptable."

P.O. Box 773, Eugene, OR 97440 • 541-343-5201
info@best-oregon.org • www.best-oregon.org • www.facebook.com/BetterEugeneSpringfieldTransit
info@best-oregon.org • www.best-oregon.org • www.facebook.com/BetterEugeneSpringfieldTransit
BEST's mission is to promote a thriving, equitable, and sustainable Eugene-Springfield area with a world-class network of safe, practical, and affordable options for people to ride the bus, bicycle, and walk. BEST pursues this mission by educating the public, convening community leaders, helping forge consensus, and advocating in the public interest.

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

And we are pleased to safety as a key evaluation criterion:

- Table 3.2: Evaluation Criteria on page 2: "1. Safety and Health: … Improve safety and security for all users, especially for the most vulnerable; strive for zero fatalities."

That said, despite many good elements, taken as a whole we do *not* see the draft TSP as a plan that will eliminate transportation-related deaths and life-changing injuries, or even make significant progress in that direction. As a long-range plan focused on capital investments, the draft TSP wasn't intended and isn't written to 1) assess the greatest risks on our transportation system, 2) identify the best practice engineering, enforcement, education or emergency response measures to address those risks, and 3) decide on a course of action to significantly reduce those risks over a period of time. **Rather, BEST sees the need for a separate Vision Zero Action Plan to do these things.** We look forward to seeing the City of Eugene begin work on developing such an action plan, as City Council called for when it adopted Resolution No. 5143.

In particular, BEST urges the planning commissions to revise System-wide Policy #2 on page 16 as follows:

> ~~Consider safety first when making transportation decisions. Strive for~~ By June 2017, adopt a Vision Zero Action Plan to achieve by 2027 the goal of zero transportation-related fatalities and severe injuries by reducing the number and severity of crashes through design, operations, maintenance, education, ~~and~~ enforcement, and emergency response. Following the Vision Zero Action Plan, prioritize safety actions, especially ~~Prioritize safety improvements~~ for people who walk, bike and use mobility devices because no loss of life or serious injury on our streets is acceptable.

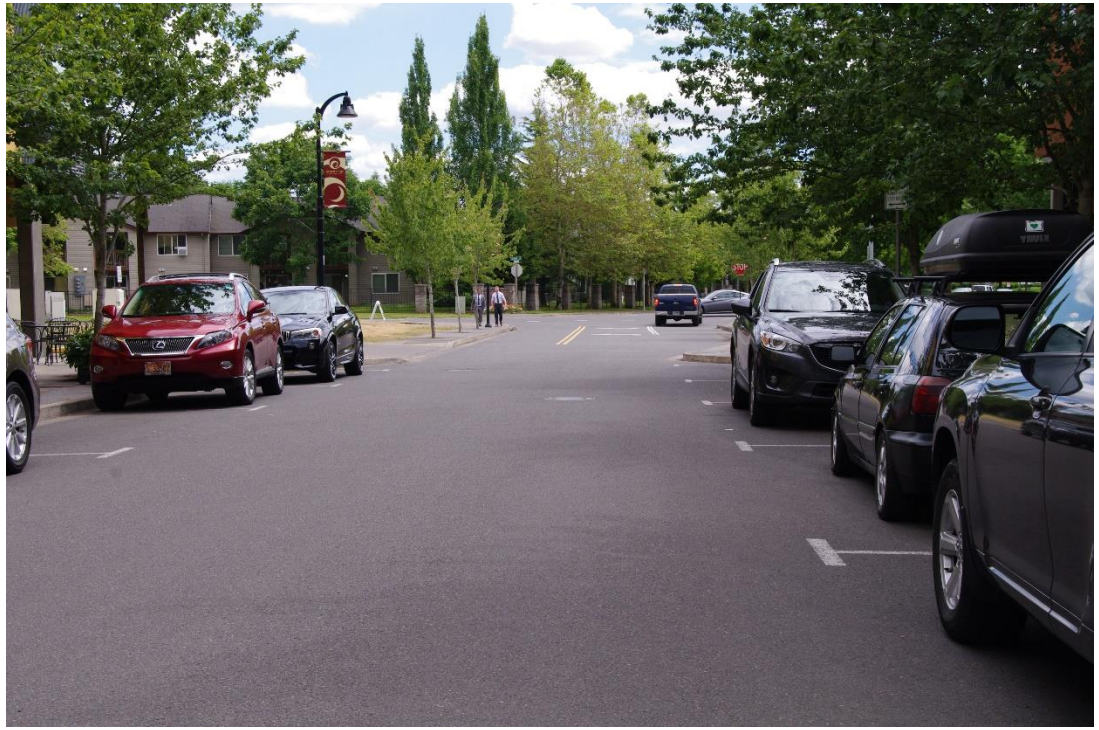
Thank you for your consideration and efforts.

For BEST,

Rob Zako

Rob Zako
Executive Director
541-343-5201
rob@best-oregon.edu

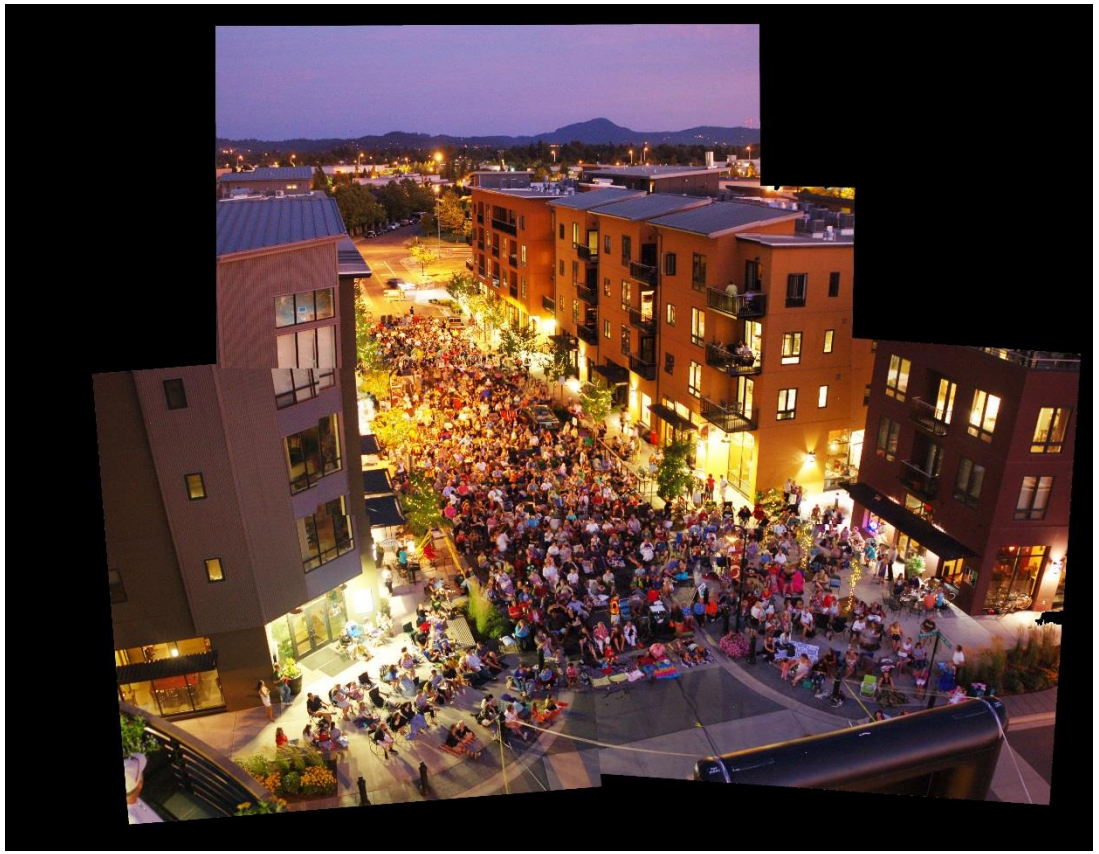
Shadow View Drive North of Crescent Ave



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

crescent village

July 8, 2016

Eugene Planning Commission
Lane County Planning Commission

Sent via email to kurt.m.yeiter@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 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 alternative transportation choices.

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 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

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.

crescent village

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
2911 Tennyson Avenue, Suite 400
Eugene, OR 97408

Attachment:

Crescent Village Photos – Shadow View Drive

YEITER Kurt M

From: Paul Conte <paul.t.conte@gmail.com>
Sent: Friday, July 08, 2016 3:07 PM
To: YEITER Kurt M
Subject: Testimony re TSP
Attachments: MUDsubgroupFinalReport10Dec2010.pdf

Kurt,

Please confirm receipt

Please include this e-mail and the attachment in the record for the TSP joint commissioners' consideration.

1. Attachment:
Envision Eugene
Community Resource Group
Mixed-Use (Re)Development (MUD) subgroup Report
December 10, 2010

The TSP should explicitly or by intent incorporate the 18 recommendations in this report:

1. Plan a network of high-capacity, multi-modal transit corridors for Eugene. Create a list of the streets and their extents which are considered transit corridors desirable for mixed-use development. Include a process for adding or removing street segments from that list.

2. Plan for gradual development and redevelopment to create high-quality, economically-viable, multiple-use centers (including mixed-use buildings, where appropriate) within roughly one quarter to one half mile of identified transit corridors and within the downtown commercial area.

3. A primary purpose of this strategy is to achieve increased residential density while protecting and enhancing neighborhood livability. To that purpose, the development of multiple-use centers shall be consistent with the goals adopted by the Infill Compatibility Standards Task Team. (See Attachment C.)

4. These multiple-use centers should foster active, walkable community living by providing a mix of residential, commercial, retail, and public uses in close proximity to one another – in many cases within a single building. (This type of development is often referred to as "Transit-Oriented Development".)

5. These multiple-use centers should be clustered in discrete locations along transit corridors to facilitate distinct neighborhood identity and to avoid creating long strip developments. Additionally, each corridor has unique characteristics and should be given localized consideration and treatment in planning and, as necessary, in the land use code.

6. Focus attention on areas where success is most likely.

7. Development should embrace the unique character of the encompassing area, and endeavor to enhance the quality and livability of existing and new neighborhoods. Where appropriate, create transition zones between mixed-use development areas and adjacent neighborhoods. Respect the character and scale of existing low-density neighborhoods.

8. These new multiple-use centers should provide ample, active open space and gathering areas for community interaction.

9. Develop with a texture of building types, sizes, and local character. 5

10. Mixed-use buildings can play a key role in adding vibrancy and density to multiple-use centers and in transitioning to lower-density residential areas.

11. Encourage a variety of housing types, sizes, configurations, and affordability to facilitate diverse ownership and rental options.

12. Expand and improve walking and bicycling infrastructure to fill gaps and provide safe and convenient connections within and between the transit corridor, the transit-oriented development, and the neighborhoods close to the corridor.

13. Consider parking and traffic implications of proposed development patterns.

14. Consider design standards to better define the public realm and promote quality. Development standards should allow for a range of development proposals, with density ranges set at reasonable levels to allow for flexible growth over the coming years without being overly prescriptive.

15. Mixed-use development projects are more likely to occur with public sector participation. One form of public sector participation is enhancing infrastructure to support mixed-use development (an example is to improve the pedestrian character of Willamette Street from 24th Avenue to 30th Avenue). Another form of public sector participation is to facilitate development via incentives for developers.

16. Educate, provide incentives, and reduce unnecessary obstacles, so developers will embrace this theme.

17. Continually evaluate previous multiple-use center efforts to inform us of lessons learned.

18. When adopting Metro Plan amendments, rely only on those assumptions for projected housing capacity that ensure this theme can be accomplished.

As the full report explains, these recommendations were produced by a diverse committee and were later endorsed by the Community Resource Group. The recommendations are consistent with, and more detailed than, the "pillars" in the Envision Eugene document approved by City Council.

2. In locations where there is the potential for substantial pedestrian use, and that potential is significantly diminished because of impediments or discincentives, pedestrian access and/or improvements should be prioritized above bicycle access and/or improvements.

A clear example is the recent "test" reconfiguration of south Willamette Street. Regardless of the merits, the reduction to three vehicle lanes free up substantial area within the existing paved portion of the street.

This area would have produced greater benefits for more residents and business, with less "downsides" if it had been used for improvements, including sidewalk upgrades and a landscape "parking strip" with shade trees, to make walking along Willamette Street safer and more appealing. Instead, the space was reallocated because of a vocal minority of "die-hard" cyclists, who do not reflect the much larger population of area pedestrians and "casual" cyclists. North-south bike access could be enhanced along Oak and Portland Streets to serve citizens who are not going to bike along busy Willamette Street no matte what.

Eugene has a consistent misallocation of resources to the demands of a small cycling population, while giving short shrift to what would make a much bigger impact on vehicle use, i.e., supporting inviting (accessible, safe and appealing) pedestrian (and other-abled) access among residences and businesses.

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MUD subgroup report **December 10, 2010**

Envision Eugene
Community Resource Group
Mixed-Use (Re)Development (MUD) subgroup

Members and affiliations (alphabetically):

- Larry Banks, Principal, PIVOT Architecture
- Jon Belcher, Planning Commissioner and former member of the ECLA Community Advisory Committee
- Rob Bennett, Downtown business person
- Paul Conte, Jefferson Westside Neighbors (JWN) and former member of the ECLA Community Advisory Committee
- Jerry Finigan, Santa Clara Community Organization (SCCO) and former member of the Infill Compatibility Standards Task Team's Steering Committee
- Carolyn Jacobs, South University Neighborhood Association (SUNA) and former member of the ECLA Community Advisory Committee
- Barbara Mitchell, Cal Young Neighborhood Association (CYNA)
- Carleen Reilly, River Road Community Organization (RRCO)
- Tom Schwetz, LTD -- EmX Project Manager
- Ann Vaughn, Santa Clara Community Organization (SCCO) and former member of the Opportunity Siting Task Team
- Pat Walsh, Consultant with Lane County Home Builders Association

CRG member Don Kahle also observed part of the second MUD subgroup meeting and was CC'd on e-mails from the facilitators.

Facilitators:

- Paul Conte, pconte@picante-soft.com, 541.344.2552
- Carolyn Jacobs, Carolyn.I.Jacobs@gmail.com, 541.683.8556

Adopted MUD subgroup objective

Provide to the CRG:

- The MUD subgroup's recommendation(s) regarding the "THEM 15 [sic] MIXED-USE REDEVELOPMENT ALONG TRANSIT CORRIDORS" statement provided by Chadwick.
- Individual members' comments related to the "theme".

Process summary

MUD subgroup members held three well-attended meetings totaling approximately six hours of face-to-face discussions. The second and third meetings were recorded, and the audio file was made available to all members, including those who had been unable to attend. (This practice proved valuable in enabling members who were not at a meeting to get a complete, direct understanding of what transpired at a meeting.)

Members also used e-mail for distribution of materials from the facilitators, scheduling meetings and for members to submit items for consideration at an upcoming meeting. Limited discussion of substantive issues also occurred in e-mail exchanges. When a member was unable to attend a meeting, he or she was invited to vote or weigh in on meeting topics via e-mail.

At the first meeting, members:

- Elected facilitators
- Produced a draft work plan
- Held a preliminary round of discussion on substantive issues related to the theme
- Agreed to use the "MUD" theme received from Bob Chadwick (Attachment A) as the starting point, rather than starting from scratch

At the second meeting, members:

- Adopted a final work plan, including the objective, work product and key elements of the decision process
- Discussed members' proposals for revisions to the original version of the theme.
- Agreed to use a rewritten theme proposed by one member as the foundation for a recommendation, along with other members' proposed revisions

At the third meeting, members:

- Deliberated section-by-section through a "consolidated" version of the theme, which included the version from the second meeting and additional sections proposed by other members. Votes were taken on proposed revisions to, or deletion of, each section. With the exception of section 18, all decisions on individual sections were unanimous or near unanimous.
- Voting was then opened on the revised recommendation for the "MUD" theme. Members could choose to vote at the meeting or vote later by e-mail. Eight members voted in support at the meeting.

Following the final meeting, two members voted to support and one member voted to not support the recommendation. Attachment B provides the recommended theme, and Attachment D provides a cross reference from sections of the original theme to sections of the recommended theme.

Members then had the opportunity to submit individual comments related to the theme. These comments are attached to this report. (See Attachment E.) Comments were not edited or discussed formally among members.

Respectfully submitted by the facilitators,

Paul Conte

Carolyn Jacobs

Attachment A

THE "THEME" AS RECEIVED FROM BOB CHADWICK

THEM [sic] 15 - MIXED-USE REDEVELOPMENT ALONG TRANSIT CORRIDORS-
DRAFT SYNTHESIS - 2010.09.14

(Developed, after group discussion, by Carolyn Weiss, Kevin Mathews, Sue Prichard.)

Plan a network of full-service* transit corridors for Eugene. Plan for gradual redevelopment to high-quality, economically viable mixed-use buildings and multiple use neighborhoods, in core commercial areas and within a quarter mile of key transit corridors (while protecting established residential neighborhoods).

Include areas, and focus attention, where success is most likely, using pilot programs when feasible to explore and demonstrate possibilities.

In these mixed-use buildings and neighborhoods, provide a variety of housing types and affordability adapted to evolving demographics and living trends in our community. Avoid gentrification. Develop with a texture of building types, sizes, and local character.

Educate, provide incentives, and reduce obstacles, so property owners will embrace the effort and be supported with the assistance and flexibility needed to be successful.

The WEC Vision for West Eugene provides a strong example, focused around West 11th Avenue, of a corridor plan that addresses the needs of that area.

Each transit corridor has unique characteristics and should be given localized consideration and treatment in planning, and, as necessary, in the land use code.

Improve walking and bicycling infrastructure to fill gaps and provide safe and convenient connections within and between neighborhoods, services, and transit corridors.

Other statements to be considered:

- An understanding that all buildings along the corridor do not have to be mixed use.
- Encourage the greater part of mixed use development closer to the core of the city.
- Explore the notion of extending the transit corridors and the mixed use areas outside the UGB and developing neighborhoods in "fingers" along these routes.
  The possibility of industrial zoned areas that could be considered for mixed use development.

Attachment B

RECOMMENDED THEME

Mixed-Use, New- and Re-Development along Transit Corridors and in the Downtown Area

MUD subgroup member votes

Support (10): Banks, Belcher, Conte, Finigan, Jacobs, Mitchell, Reilley, Schwetz, Vaughn, Walsh

Do not support (1): Bennett

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1. Plan a network of high-capacity, multi-modal transit corridors for Eugene. Create a list of the streets and their extents which are considered transit corridors desirable for mixed-use development. Include a process for adding or removing street segments from that list.
2. Plan for gradual development and redevelopment to create high-quality, economically-viable, multiple-use centers (including mixed-use buildings, where appropriate) within roughly one quarter to one half mile of identified transit corridors and within the downtown commercial area.
3. A primary purpose of this strategy is to achieve increased residential density while protecting and enhancing neighborhood livability. To that purpose, the development of multiple-use centers shall be consistent with the goals adopted by the Infill Compatibility Standards Task Team. (See Attachment C.)
4. These multiple-use centers should foster active, walkable community living by providing a mix of residential, commercial, retail, and public uses in close proximity to one another – in many cases within a single building. (This type of development is often referred to as "Transit-Oriented Development".)
5. These multiple-use centers should be clustered in discrete locations along transit corridors to facilitate distinct neighborhood identity and to avoid creating long strip developments. Additionally, each corridor has unique characteristics and should be given localized consideration and treatment in planning and, as necessary, in the land use code.
6. Focus attention on areas where success is most likely.
7. Development should embrace the unique character of the encompassing area, and endeavor to enhance the quality and livability of existing and new neighborhoods. Where appropriate, create transition zones between mixed-use development areas and adjacent neighborhoods. Respect the character and scale of existing low-density neighborhoods.
8. These new multiple-use centers should provide ample, active open space and gathering areas for community interaction.
9. Develop with a texture of building types, sizes, and local character.

10. Mixed-use buildings can play a key role in adding vibrancy and density to multiple-use centers and in transitioning to lower-density residential areas.
11. Encourage a variety of housing types, sizes, configurations, and affordability to facilitate diverse ownership and rental options.
12. Expand and improve walking and bicycling infrastructure to fill gaps and provide safe and convenient connections within and between the transit corridor, the transit-oriented development, and the neighborhoods close to the corridor.
13. Consider parking and traffic implications of proposed development patterns.
14. Consider design standards to better define the public realm and promote quality. Development standards should allow for a range of development proposals, with density ranges set at reasonable levels to allow for flexible growth over the coming years without being overly prescriptive.
15. Mixed-use development projects are more likely to occur with public sector participation. One form of public sector participation is enhancing infrastructure to support mixed-use development (an example is to improve the pedestrian character of Willamette Street from 24th Avenue to 30th Avenue). Another form of public sector participation is to facilitate development via incentives for developers.
16. Educate, provide incentives, and reduce unnecessary obstacles, so developers will embrace this theme.
17. Continually evaluate previous multiple-use center efforts to inform us of lessons learned.
18. When adopting Metro Plan amendments, rely only on those assumptions for projected housing capacity that ensure this theme can be accomplished.

Attachment C

INFILL COMPATIBILITY STANDARDS TASK TEAM – PROJECT GOALS STATEMENT

Unanimously approved by the ICS Task Team

Create and adopt land use code standards and processes that:

(a) Prevent residential infill that would significantly threaten or diminish the stability, quality, positive character, livability or natural resources of residential neighborhoods; and

(b) Encourage residential infill that would enhance the stability, quality, positive character, livability or natural resources of residential neighborhoods; and

(c) So long as the goal stated in (a) is met, allow for increased density, a variety of housing types, affordable housing, and mixed-use development; and

(d) Improve the appearance of buildings and landscapes.

Attachment D

CROSS-REFERENCE FROM DRAFT THEME RECEIVED FROM BOB CHADWICK TO RECOMMENDED THEME

Plan a network of full-service transit corridors for Eugene. Plan for gradual redevelopment to high-quality, economically viable mixed-use buildings and multiple use neighborhoods, in core commercial areas and within a quarter mile of key transit corridors (while protecting established residential neighborhoods).		1. Plan a network of high-capacity, multi-modal transit corridors for Eugene. Create a list of the streets and their extents which are considered transit corridors desirable for mixed-use development. Include a process for adding or removing street segments from that list.
Include areas, and focus attention, where success is most likely, ~~using pilot programs when feasible to explore and demonstrate possibilities.~~		2. Plan for gradual development and redevelopment to create high-quality, economically-viable, multiple-use centers (including mixed-use buildings, where appropriate) within roughly one quarter to one half mile of identified transit corridors and within the downtown commercial area.
In these mixed-use buildings and neighborhoods, provide a variety of housing types and affordability adapted to evolving demographics and living trends in our community. ~~Avoid gentrification.~~ Develop with a texture of building types, sizes, and local character.		3. A primary purpose of this strategy is to achieve increased residential density while protecting and enhancing neighborhood livability. To that purpose, the development of multiple-use centers shall be consistent with the goals adopted by the Infill Compatibility Standards Task Team.
Educate, provide incentives, and reduce obstacles, so property owners will embrace the effort and be supported with the assistance and flexibility needed to be successful.		4. These multiple-use centers should foster active, walkable community living by providing a mix of residential, commercial, retail, and public uses in close proximity to one another – in many cases within a single building. (This type of development is often referred to as "Transit-Oriented Development".)
~~The WEC Vision for West Eugene provides a strong example, focused around West 11th Avenue, of a corridor plan that addresses the needs of that area.~~		5. These multiple-use centers should be clustered in discrete locations along transit corridors to facilitate distinct neighborhood identity and to avoid creating long strip developments. Additionally, each corridor has unique characteristics and should be given localized consideration and treatment in planning and, as necessary, in the land use code.
Each transit corridor has unique characteristics and should be given localized consideration and treatment in planning, and, as necessary, in the land use code.		
Improve walking and bicycling infrastructure to fill gaps and provide safe and convenient connections within and between neighborhoods, services, and transit corridors.		

A

		6. Focus attention on areas where success is most likely. 7. Development should embrace the unique character of the encompassing area, and endeavor to enhance the quality and livability of existing and new neighborhoods. Where appropriate, create transition zones between mixed-use development areas and adjacent neighborhoods. Respect the character and scale of existing low-density neighborhoods. 8. These new multiple-use centers should provide ample, active open space and gathering areas for community interaction. 9. Develop with a texture of building types, sizes, and local character. 10. Mixed-use buildings can play a key role in adding vibrancy and density to multiple-use centers and in transitioning to lower-density residential areas. 11. Encourage a variety of housing types, sizes, configurations, and affordability to facilitate diverse ownership and rental options. 12. Expand and improve walking and bicycling infrastructure to fill gaps and provide safe and convenient connections within and between the transit corridor, the transit-oriented development, and the neighborhoods close to the corridor. 13. Consider parking and traffic implications of proposed development patterns. 14. Consider design standards to better define the public realm and promote quality. Development standards should allow for a range of development

	A	proposals, with density ranges set at reasonable levels to allow for flexible growth over the coming years without being overly prescriptive. 15. Mixed-use development projects are more likely to occur with public sector participation. One form of public sector participation is enhancing infrastructure to support mixed-use development (an example is to improve the pedestrian character of Willamette Street from 24th Avenue to 30th Avenue). Another form of public sector participation is to facilitate development via incentives for developers. 16. Educate, provide incentives, and reduce unnecessary obstacles, so developers will embrace this theme. 17. Continually evaluate previous multiple-use center efforts to inform us of lessons learned. 18. When adopting Metro Plan amendments, rely only on those assumptions for projected housing capacity that ensure this theme can be accomplished.

Attachment E

MUD MEMBERS' COMMENTS

Comments from Larry Banks

These comments reflect the individual member's opinions and have not been edited or formally discussed by the MUD subgroup.

General:

As conversation and consideration evolved on the topic of "Multiple Use", I began to view two different types of development or zoning "categories" that may warrant different treatment within the overall umbrella of this "Multiple-Use theme". One would be land *currently* zoned as non-residential, where we would add residential or change to mixed-use designation. The other is land surrounding the mixed-use land which may be currently zoned as low-density residential but may warrant *change* to a higher-density residential to support the goals or enable market feasibility of the multiple-use center. It is my opinion that the mixed-use zoned land should be afforded fewer restrictions than the residentially zoned lands.

On section 13: *"Consider parking and traffic implications of proposed development patterns."*

After further consideration, section 13 appears somewhat vague, may not convey adequate direction or embody sufficient feasibility, or in fact may already be required by other code provisions. I believe that the intent is to consider and mitigate significant traffic or parking impacts on existing neighborhoods as a result of proposed development proposals.

On section 18: *"When adopting Metro Plan amendments, rely only on those assumptions for projected housing capacity that ensure this theme can be accomplished."*

My dissenting vote on this item was based on my feeling that this section was more of a general planning process statement, and that it was not completely germane to the vision of Mixed-Use Centers along Transit Corridors and a "creative solution fostering a best possible outcome". I think the intent of the section may be noble and there may be merit in a general sense, but in our limited time was not clear to me how it added to the vision of a mixed use center.

MUD MEMBERS' COMMENTS

Comments from John Belcher

These comments reflect the individual member's opinions and have not been edited or formally discussed by the MUD subgroup.

General:

All members of this group contributed to our proposal but our facilitators Paul Conte and Carolyn Jacobs did yeoman work and Larry Banks provided the base document that guided the rest of our work.

On section 3: *"A primary purpose of this strategy is to achieve increased residential density while protecting and enhancing neighborhood livability. To that purpose, the development of multiple-use centers shall be consistent with the goals adopted by the Infill Compatibility Standards Task Team."*

This section generated far more discussion than any other. For me to support the section I needed it to clarify that this is one purpose and therefore there are additional purposes to this strategy (and indeed Envision Eugene) than solely protecting and enhancing neighborhood livability. For me it is equally important to encourage economic vitality, to the degree practicable protect farm and forest land and finally to support social diversity in Eugene. All are important and the viability of our final recommendation should be measured by how we balance all of them.

On language related to VMT:

There was consideration at one point of including the phrase: "overall vehicle miles travelled (VMT) can be reduced if development emphasis is placed in areas closer to the downtown core."

I successfully moved to strike the phrase for the following reasons:

1. No evidence is presented to support that assertion.
2. These multiple use centers are the likely mechanism to develop 20 minute neighborhoods throughout the City. We shouldn't deny North Eugene, West Eugene and South Eugene the opportunity to have 20 minute neighborhoods by only allowing multiple use centers in the proximity of downtown.
3. Increased density along the length of transit corridors has synergistically improved transit use and improved transit options make living along transit corridors more desirable (as along the MAX corridor in Portland).
4. When we focus on one area as desirable for development, we a priori de-emphasize the rest. Multiple use centers appear to be the most acceptable way to accommodate our 34,000 projected new residents so why would we create impediments to their development by implying that some transit corridors are less desirable for development than others. The more people we accommodate in multiple use centers, the less we will have to expand the UGB which will have an even greater impact on VMT. And if we don't accommodate these

folks in Eugene, far more VMT will be generated by folks commuting to Eugene from Dexter, Harrisburg, Veneta and beyond.

On section 18: *"When adopting Metro Plan amendments, rely only on those assumptions for projected housing capacity that ensure this theme can be accomplished."*

Section 18 is the only section not supported by either everyone on the committee or all minus one. In fact, this section passed by only one vote. I personally voted no because I don't understand what it means nor do I understand its implications.

Additionally it is the only section in the theme specifically intended for the entire Envision Eugene process rather than specifically for this theme. Therefore should be discussed by the entire CRG body and then we should decide whether we want to accept it as a general principle for our final document. If through that discussion I come to understand it better, I too may be able to support it.

Thanks again to everyone on the committee and I hope you give our thoughts serious consideration.

MUD MEMBERS' COMMENTS

Comments from Rob Bennett

These comments reflect the individual member's opinions and have not been edited or formally discussed by the MUD subgroup.

On section 3: *"A primary purpose of this strategy is to achieve increased residential density while protecting and enhancing neighborhood livability. To that purpose, the development of multiple-use centers shall be consistent with the goals adopted by the Infill Compatibility Standards Task Team."*

I feel like I was the most outspoken opponent of the second sentence in this section. My position is that the balance of neighborhood protections for mixed use development or redevelopment should be materially different from those afforded neighborhoods when the proposed development is within the low density primary neighborhood area. My understanding is that in most cases mixed use development in Eugene is projected to occur in what are now primarily commercial areas with the goal of adding housing, very different from the other way around.

Can you imagine even the most trustworthy, confident, and experienced development company risking the substantial initial capital required in the planning stage of a project trying to actually understand what some neighborhood group's or the public's subjective judgment of what "significantly threaten or diminish the stability, quality, positive character, livability..." really means and how a proposed project's basic scale and design would be judged?

My strong belief is that little or no development would occur and if this language prevailed we should not consider this type of housing initiative in our projections for added housing supply.

Thank you for the opportunity to comment.

MUD MEMBERS' COMMENTS

Comments from Paul Conte

These comments reflect the individual member's opinions and have not been edited or formally discussed by the MUD subgroup.

General:

The MUD subgroup comprised individuals with a wealth of knowledge and experience across a wide range of interests. Members included neighborhood leaders with decades of collective experience dealing with neighborhood issues related to development, a developer with many years experience in successful residential and commercial projects, a representative of the Home Builders Association of Lane County, a representative of Lane Transit District who's been on the "front-line" of the West Eugene Extension of EmX project, a LEED-certified principal in a prominent architecture firm, and a current Planning Commissioner who has served in that role during many of the years the City has grappled with growth issues.

As part of their work developing a recommended theme, this group tackled head-on one of the most important and challenging issues related to future growth – protecting neighborhood livability. Reaching consensus-minus-one agreement wasn't easy and at times seemed out of reach. However, the group finally found common ground by building on the "field-tested" foundations of the Infill Compatibility Standards process, which City Council initiated.

My personal thanks goes out to all eleven MUD subgroup members for their perseverance and patience.

On section 3: *"A primary purpose of this strategy is to achieve increased residential density while protecting and enhancing neighborhood livability. To that purpose, the development of multiple-use centers shall be consistent with the goals adopted by the Infill Compatibility Standards Task Team."*

This section elicited some of the deepest discussion among the MUD subgroup members. The language that was finally supported by all but one member directly connects the "multiple-use centers" strategy with the principles that are at the heart of the Infill Compatibility Standards (ICS) strategy that City Council initiated. These principles seek to meaningfully protect and enhance neighborhoods and to encourage increased residential density by creating well-designed housing in the right locations.

The ICS goals rest on the understanding that neighborhood livability and successful medium- and high-density housing are complementary, rather than conflicting, goals. They are not "tradeoffs" that need to be "balanced." In other words, to be broadly successful, the "multiple-use centers" strategy must occur in the context of healthy, attractive surrounding areas, or people won't choose to live in such developments. Conversely, well-planned multiple-use centers have enormous potential to increase the neighborhood commercial, social, educational and transportation resources available to nearby residents, thus enriching these neighborhoods and making them even more livable.

The MUD subgroup desired to connect the "multiple-use centers" strategy to an established city process, rather than craft new language; and therefore section 3 references the adopted ICS Task Team goals. However, the language of the ICS Task Team goals (see Attachment C) applies the core principles specifically to infill development, while section 3 of this theme applies to development in multiple-use centers. The appropriate application of section 3 can be understood most clearly by simply recasting the ICS goals statement, replacing "residential infill" with "development in multiple-use centers":

Create and adopt land use code standards and processes that:

(a) Prevent development in multiple-use centers that would significantly threaten or diminish the stability, quality, positive character, livability or natural resources of residential neighborhoods; and

(b) Encourage development in multiple-use centers that would enhance the stability, quality, positive character, livability or natural resources of residential neighborhoods; and

(c) So long as the goal stated in (a) is met, allow for increased density, a variety of housing types, affordable housing, and mixed-use development; and

(d) Improve the appearance of buildings and landscapes.

On section 18: *"When adopting Metro Plan amendments, rely only on those assumptions for projected housing capacity that ensure this theme can be accomplished."*

Section 18 was the only section about which MUD members ended up almost evenly divided on whether to include or not.

This section addresses a highly-technical, legal issue, that is nonetheless essential to enable agreed-upon themes to be implemented. However, from our subgroup's discussion, my sense is that some MUD subgroup members were hesitant to support a recommendation without fully understanding the issue. As I've urged throughout ECLA and Envision Eugene, I think it's very important for staff to explain the related implications of adopted Metro Plan amendments and findings. I hope staff will provide all CRG members with a clear explanation of this important connection.

I believe a majority of MUD subgroup members also felt this was a point that would apply across the board to all "themes" and accordingly would be better expressed in a more general context than in this specific theme. I believe the members who supported including this section would agree to it being removed from this theme, if it were incorporated in a more encompassing consensus statement by the CRG.

I heard the third main objection to including this section as a feeling that we should have faith that staff will take care of this issue in the normal course of their EE work. I hope this would be the case; and if it were, the section would simply be a reminder that might not be necessary. However, in the ECLA and EE work to date, there's evidence that staff has not adequately considered the implications of capacity assumptions. As just one example, potential assumptions about increasing capacity in R-1 areas developed as "transition" areas could foreclose the possibility of appropriate development standards in some transition areas that are part of a "mixed-use center" strategy.

Thus, while no harm will result from including this section (either in this theme or in a more general context), there could be very significant problems as the result of overlooking the nexus between adopted assumptions about residential capacity and future development standards. Including this section helps ensure that mistake doesn't occur.

MUD MEMBERS' COMMENTS

Comments from Pat Walsh on behalf of the Home Builders Association of Lane County Oregon

These comments reflect the individual member's opinions and have not been edited or formally discussed by the MUD subgroup.

The Home Builders Association of Lane County Oregon are in principal in agreement with the recommendations suggested by CRG subcommittee assigned to review Multi-Use Development along transit corridors.

HBA is pleased that there was general agreement on most points discussed and with the subcommittee's overall commitment to functional, attractive multi-use developments along transit corridors that are most likely to be successful, and enhances the surrounding detached single-family and multi-family neighborhoods in the area.

However, we recognize that the recommendations agreed to by the subcommittee are a starting point for further discussion concerning refinement and implementation of the recommendations.

We believe the challenges ahead lie in the details and definitions for multi-use development along transit corridors and the appetite by financial institutions to loan money to developers for such projects, as well as the marketplaces acceptance as renters and owners of these high-density developments as feasible locations to live.

Oregon
Kate Brown, Governor

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July 8, 2016

Kurt Yeiter, Sr. Transportation Planner
City of Eugene
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RE: Eugene CA 16-2 and MA 16-1; Lane PA 1340 (DLCD File # Eugene 007-12)

Thank you for giving the department the opportunity to review the draft Eugene (only) Transportation System Plan (TSP). As described in your notice to the department the city intends to adopt, and the county proposes to co-adopt, the Eugene 2035 Transportation System Plan for the Eugene planning area as set forth in Metro Plan, the adopted comprehensive plan for Eugene. In adopting the Eugene 2035 TSP, the city will have its own local TSP separate from TransPlan, which currently serves as the TSP (for Eugene) and Regional TSP (for the Central Lane MPO). The Eugene 2035 TSP has new policies and level of service standards in compliance with OAR chapter 660, division 12 (the "Transportation Planning Rule," or TPR). Concurrent City Code, TransPlan, and Eugene-Springfield Metropolitan Area General Plan (Metro Plan) text amendments will be adopted to maintain consistency with the new TSP.

In general, the TSP is well written, should be easy for the public to use and understand, and generally meets the requirements of Goal 12 – Transportation, and the TPR. That said, there are several items the department would like to bring to your attention that will either need to be addressed now through this adoption, or will have to be addressed in the future when the city moves to adopt a new urban growth boundary for Eugene as part of Envision Eugene.

1. On page 2, Volume 1 of the TSP, the document states that TSP Volume 1 is the portion of the plan that is "adopted by City Council ordinance and acknowledged by the Oregon Department of Land Conservation and Development". However TSP "Volume 2 is not adopted as part of the *2035 TSP* but provides useful information regarding the basis for the decisions represented in Volume 1."

   Comment: OAR 660-012-0020 sets forth the required elements of a TSP and requires that the city, and county, adopt both volumes to meet the requirement of this division. The department recommends that the city and county adopt by ordinance both Volume 1 and 2.

2. On page 10, the TSP states: "In satisfaction of the TPR's requirement to increase transportation choices and reduce reliance on the automobile (OAR 660-012-0035), the *2035 TSP* supports and advances the alternative performance standards approved by LCDC in 2001 and adopted as part of *TransPlan."*

   Comment: In accordance with OAR 660-012-0035(7), the *2035 TSP* includes the benchmarks contained in TransPlan approved by LCDC in 2001 (Attachment C). While

referencing the LCDC approved performance measures (PMs), the Eugene 2035 TSP does not include any analysis of whether PMs have been effective in meeting established benchmarks. Based on the text of the 2035 TSP, the department is under the assumption that the evaluation of the existing PMs in meeting established benchmarks will occur as part of the update of the Regional Transportation System Plan. Depending on the results of that analysis, the 2035 TSP may need to be amended to reflect the results of that analysis which could include new PMs and benchmarks (that would need to be approved by LCDC), new policies and revised implementation measures.

3. The 2035 TSP goes on to state that it "builds upon the lessons learned since 2001, and recognizes that there are new, innovative ways to decrease vehicle miles of travel. To that end, the *2035 TSP* uses terminology that, at times, slightly differs from the terminology adopted in 2001, but nevertheless advances the achievement of the standards approved by LCDC in 2001. For example, the City no longer uses the term 'nodal development' in its land use and transportation planning efforts. Instead, the City uses terms such as 'key corridors' and "20-minute neighborhoods. Despite a shift in terminology, the underlying concept, goals, and benefits of nodal development remains unchanged" (pg. 10).

   Comment: Unfortunately, without an analysis and reporting as to how the existing PMs are working to meet the established benchmarks in Attachment 3, it is unclear to the department how changing terminology will meet the benchmarks and existing PMs. Any change to the existing PMs and benchmarks will need to be approved by the LCDC.

4. The draft plan states, "While reflective of Eugene's current planning work, the 2035 TSP is a component of the Metro Plan and is being concurrently adopted as part of the Metro Plan (pg. 10). The *2035 TSP* was crafted to conform to the Metro Plan's land use diagram and *Envision Eugene, A Community Vision for 2032* (2012)" (pg. 15) and "it is anticipated that the 2035 TSP will eventually serve as a component of the Envision Eugene Comprehensive Plan (EECP) and will be adopted, with amendments, as the transportation chapter of the EECP" (pg. 10).

   Comment: Based on the above text from the 2035 TSP, the department understands that the TSP conforms to the Land Use Diagram of the Metro Plan, will replace TransPlan as the TSP for Eugene, and will be adopted as a functional plan to the Metro Plan. While the 2035 TSP supports the Envision Eugene "Vision," if the Land Use Diagram for EECP is different from the existing Metro Plan diagram, a new transportation model run may be needed and the projects identified in the 2035 TSP may also need to be revised when the 2035 TSP is adopted into the EECP.

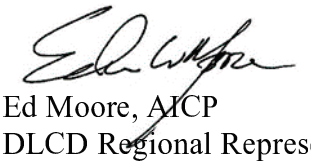
5. On page 41 of the 2035 TSP it states, "These alternatives address all modes of travel and also include programs that would reduce vehicular travel demand. Further, these potential system alternatives avoid principal reliance on any one mode of transportation and increase transportation choices."

   Comment: Table 3.2 (pg. 41 – 42) outlines the review criteria that were used to evaluate transportation alternatives. In reviewing the criteria, it does not appear that the LCDC-approved PMs were included as criteria on which to base the selected transportation alternative. The 2035 TSP should either explain how the LCDC-approved PMs were used

when evaluating transportation alternative, or the transportation alternatives analysis should be revised to included consideration of the PMs.

Thank you for giving the department the opportunity to review and comment on the draft Eugene 2035 TSP. Please enter this letter into the record of all proceedings. Should you have any questions, please feel free to contact me at 971.239.9453 or by email ed.w.moore@state.or.us.

Respectfully,



Ed Moore, AICP
DLCD Regional Representative, South Willamette Valley

c. Robin Hostick, Eugene Planning Director, AIC
Rob Inerfeld, Eugene Transportation Planning Manager
Matt Crall, DLCD Planning Services Div. Manager
Rob Hallyburton, DLCD Community Services Div. Manager
Bill Holmstrom, DLCD Transportation Coordinator
Gary Fish, DLCD Land Use/Transportation Planner

YEITER Kurt M

From: Will & Joyce Eaton <jw.eaton@frontier.com>
Sent: Friday, July 08, 2016 2:03 PM
To: YEITER Kurt M
Cc: WillEaton; *Eugene Mayor, City Council, and City Manager
Subject: TSP 2035: Comments for the Public Record

2016 July 8

I wish this to be a part of the public record with regard to the TSP 3035 planning process.

A letter came to my attention in which you outlined some "new policies [that] were recommended" with regard to the TSP. I wanted to comment on a couple of them, as they have more wide-reaching implications than is immediately apparent, and also on the proposed decrease in LOS. My comments come from having been a cyclist, a driver of a motor vehicle, and a pedestrian. They are also influenced by decisions made on the "pilot" project on South Willamette Street.

Two of them involve giving priority to bicycles and pedestrians:

"If a road that's designated in the TSP for bicycle or pedestrian use routes is reconstructed or traffic control devices reconfigured (stop signs, traffic lights, etc.) priority will be given to expedite the efficient flow of bicycles and pedestrians.

If a right-of-way is wide enough to meet the minimum standards for accommodating all modes of transportation additional width will first be allocated to bicycle and pedestrian facilities specified in this plan before it is allocated to motor vehicles."

While these recommendations are out of context, I want to make it clear that, from my standpoint, whatever mode of transport I'm using, I believe strongly that top priority should be given to the efficient and expedient flow of emergency vehicles above anything else. That would hardly seem necessary to say, but in the South Willamette project, ***delays in emergency response times were explicitly accepted as a trade-off for other things, including bicycle lanes.*** I suspect that there are people in the activist bicyclist community who feel that that is completely justified, but I do **not** feel that way, and moreover, ***I feel that such a decision was completely irresponsible.*** [Emergency vehicles have apparently been slowed down in the South Willamette area during the busy times of day (morning, noon, and evening high-traffic periods) because they have reduced options to get around other traffic (of any kind).]

All of that becomes irrelevant, however, if you accept lowering the Level Of Service (LOS), which you have apparently publicly stated would delay emergency response. If the City wants to enhance its "national reputation" by risking the lives or health of a few people (while at the same time promoting Vision Zero for cyclists), then that is a decision that the City Council has to make, and make very carefully. As I have said, I believe that such a decision is completely irresponsible.

The third recommendation involves the relationship between motor vehicles and cyclists:

"require that motorists maintain a minimum separation distance between a cyclist and a vehicle"

That phrasing almost certainly comes from the bicycle activist community, or their influence, because of its skewed presentation. I regard the situation as a *mutual* responsibility: motorists and cyclists *both* need to respect the necessity for a safe separation distance between each other. The responsibility is not to be entirely placed on motorists, but on *both parties.* Sometimes it will be necessary for the motorist make allowances and at other times it will be necessary for the cyclist to accept responsibility. ***What is required is a cooperative attitude, and any phrasing should reflect that.***

That is part of a broader issue of clarifying and setting rules for motorist-cyclist interactions. There are clear rules of the road for motorists, which are set forth in the Oregon Drivers Manual, and those can be added to for the clarification of interactions between them and other methods of travel.

Unfortunately, there does not seem to be any such presentation for cyclists, although I have always believed that they were governed by the same rules as motor vehicles, when on roadways (in bicycle lanes or not). There is no "Oregon 'Bicyclist' Manual" (which would have to cover tricycles and other forms of human-powered vehicles). The City needs to needs to take the initiative in putting out such regulations, given that it is committed to a strong bicycle presence.

Please remember that I have cycled all over Eugene, as well as driven a motor vehicle, and walked. I have nothing against bicycles or other human-powered vehicles, or against those that use them. What I object to is an attitude that such people somehow have "special rights". I have never felt that way, whether on a bicycle, in a motor vehicle, or as a pedestrian. I understand such an attitude, but I reject it.

Sincerely,
Will Eaton
P.O. Box 51616
Eugene, OR 97405

<u>I want to have the above comments included in the public record.</u>

YEITER Kurt M

From: Bob Passaro <bob.passaro@gmail.com>
Sent: Friday, July 08, 2016 1:48 PM
To: YEITER Kurt M
Subject: Comment on Eugene TSP for planning commission members

Members of the City of Eugene
and Lane County Planning commissions:

My name is Bob Passaro. I've lived in Eugene since 1998, all but one of those years in Ward 1, at the corner of 17th and Lawrence.

I want you to know I strongly support the goals and direction of the Transportation System Plan that you are currently considering.

First, I want to emphasize one point you may have heard, but that bears repeating: Much of the foundation of this plan, especially parts that represent change from the past, would appear to be city staff's effort to actually implement policy direction they've been given by the City Council — particularly the Climate Recovery Ordinance and the Vision Zero resolution.

We certainly need to have a transportation plan the complies with the policy that council has established. To do otherwise makes no sense.

Let's take one goal of the plan, for instance: tripling the number of trips by foot, bike or transit. My understanding is that this isn't just a random number. It's the best estimate of what we need to do to achieve the goals of the Climate Recovery Ordinance.

Tripling the number of non-car trips surely sounds like an ambitious goal. It is. But if anybody tries to tell you it's unrealistic, I want you to consider that these kinds of levels have been achieved elsewhere, in towns not terribly unlike Eugene.

Consider the following city:

- Home to about 180,000 people.
- A county seat and commercial hub of its county.
- Industry includes beer brewing, and fruits/vegetable production.
- Bisected by a river.
- Has a temperate coastal climate, only occasionally below freezing but with 160 days of precipitation per year.
- Home to a major university of 26,000 students.

Sounds a bit like Eugene, doesn't it? It's not. It's a town called Odense, Denmark. And 27 percent of all trips in the city are by bicycle (and that doesn't include transit or pedestrians). Odense even has a somewhat larger footprint than Eugene, so it's not exceptionally dense.

In Eugene, we have something like 8 percent bike commuting.

Sure, it's a different culture, but Odense achieved this by investing in infrastructure and also putting a good deal of energy into encouraging and educating people to consider alternatives to the automobile.

To me, the TSP is about just that: Giving more people more options to get around town. We don't need everyone to sell their cars and get on a bike. I own a car, and I intend to keep it. Yet, we simply need more people to have more and better options that allow them to sometimes leave the car home.

We'll never solve traffic congestion by simply building bigger roads. Can you imagine the expense and disruption of, say, widening Coburg Road? Better to provide more people more safe, comfortable and efficient ways to traverse that corridor. It benefits even those who will never ride a bike or walk or take a bus, because every time a person walks or takes a bike for a short trip, that's one fewer car on the road and one fewer car hunting for a parking spot.

One person in one car is a terribly inefficient use of a valuable public asset: the right of way. We need to use this space wisely. The TSP points us in the right direction. It will require funding, of course, to implement. But it is a good start.

Please recommend its passage to the City Council and County Commission. Thank you for all the work you do on behalf of our community.

Bob Passaro
395 W. 17th Ave.
Eugene
--

Bob Passaro, partner
Figoli Quinn & Associates
figoliquinn.com
541-684-0691

YEITER Kurt M

From: Jil Mestler <jmestler5@gmail.com>
Sent: Friday, July 08, 2016 1:18 PM
To: YEITER Kurt M
Cc: Rick Mestler
Subject: Fwd: Arcadia Reclassification Comment from a Homeowner

Hello Kurt,

Regarding the possible re-designation of Arcadia street as a "neighborhood collector" street:

Our family of 5 also lives off Rosemont Way and after very careful consideration, purchased the property based on the location and in particular that it was in a convenient neighborhood yet still "off the beaten path" from traffic. Each year when I pay our property tax bill that is nearly $7000 (and climbing each year) yet we have easily accepted that we are paying for our location and understand why our property value is so high. I am certain making Arcadia a "neighborhood collector" with heavy traffic, noise, pollution and increased traffic safety issues would dramatically decrease both the property value and quiet livability of the neighborhood we intentional bought in to- to avoid exactly what would be coming with the re-designation of Arcadia.

Like many other families, members of my family run, walk dogs and the surrounding streets every day of the year and are very familiar with the neighborhood patterns. We reiterate the points made by several of our other neighbors already and encourage you to once again consider some of the many reasons they have also shared as reasons to keep the current designation of our local streets:

• Arcadia, King Edwards Court, and Kingston Way should remain designated as “local streets.”
• The City proposal to designate these streets as "neighborhood collectors" will increase car, truck, and bus traffic in both the short and long run, which will reduce the safety and livability of the neighborhood.

• Two Neighborhood Collectors already exist within a short distance of this neighborhood (Van Duyn and Bailey Lane); therefore, another neighborhood collector is not needed to accommodate buses now or in the future.

• The original street plan approved by the City for this neighborhood never contemplated that any street or group of streets would be designated as a neighborhood collector

• The streets in the proposed designation change are narrow, tree-lined, have moderate to significant curves, and were designed for a sustainable community-- not for commerce. The narrow, winding streets are not compatible with buses and commuters to use the streets as a cut-through.

• The neighborhood has dozens and dozens of adults and children who bike, skateboard, roller blade, jog, walk dogs, push strollers, take care of personal and community garden areas, etc. throughout each day. The personal safety of pedestrians will be significantly compromised with any incremental traffic that will accompany the proposed street reclassification.

• Traffic from Arcadia to Harlow is already backed-up with multiple cars waiting to turn in both

directions. Increasing cars, trucks, and buses from Harlow to Arcadia will make it even more congested and dangerous.

• Noise has already increased significantly with the I-5 flyover, and more traffic and buses will further increase noise and air pollution and negatively impact livability and safety.

Thank you for your consideration,

Jill and Rick Mestler
3396 Rosemont Way

Hello,

My name is Ron Ewert. My address is 3366 Rosemont way and 1193 Regency Way. We occupy these adjoining properties which are right on Arcadia Drive. I attended the planning meeting/hearing a couple weeks ago and shared my thoughts. After the meeting, we had the pleasure of meeting with one of the Directors of the program. Is this you Kurt?

We were excited to see a stop sign go in this morning on Regency Drive where it crosses Arcadia! Thanks for that! It may save lives. We have had both car and bike vs. car accidents on this corner.

We are still very concerned about the re-designation of Arcadia to a "Neighborhood collector" street, because it might open the door to increased traffic on a road that is already experiencing a very high volume of traffic. The word "bus" is used in the designation of a neighborhood collector. The gentleman we chatted with after the meeting assured us that nothing was planned on Arcadia at this time, but once it's re-classified, what's to keep LTD and a future city planner from running a bus down our small residential street?

The neighbors on the older part of Arcadia, off of Harlow road do not have sidewalks and kids on bikes are often weaving from the grass to the street and dodging cars that come down this street. The speed bumps have helped, but sidewalks are desperately needed for safety. If the purpose of reclassifying the street is so that the city is then justified in doing the sidewalk upgrade, without significant cost to the homeowners, then that might makes sense. However, the word "bus" needs to be removed as a future possibility for anyone I know in the neighborhood to support the recommended re-classification.

If nothing is truly planned on Arcadia as far as improvements, then I would recommend just putting in stop signs, and sidewalks to make the street safer and leave the designation of the street the same. It's just common sense!

Thanks for your thoughtful consideration!

Ron Ewert

YEITER Kurt M

From: Cindy Allen <cindyallen21@yahoo.com>
Sent: Friday, July 08, 2016 12:31 PM
To: YEITER Kurt M
Subject: TSP remarks

I believe that a larger portion of TSP money should be put
into the highways, far too much has been allocated for bikes...
which are impractical in Eugene for much of the year.
Thank you.
Cindy Allen
858 Fox glenn Avenue
Eugene, Oregon 97405

YEITER Kurt M

From: Max Schwanekamp <max@celearningsystems.com>
Sent: Friday, July 08, 2016 12:17 PM
To: YEITER Kurt M
Subject: Eugene TSP comment

Hi,

I live at 3151 Storey Blvd. I just want to write in support of the improvements to Lorane Highway, specifically:

I strongly support #29 adding an uphill bike lane. On an almost daily basis, my teenage son and I each experience the fear of a car rapidly approaching and swerving around dangerously while biking uphill on Lorane from the Market of Choice area. As a driver I'm often stuck behind someone else biking uphill, since Lorane is a popular route. It's amazing that the configuration of Lorane from Washington to Chambers is even legal. It's only a matter of time before a bicyclist is injured or killed or there is a head-on collision between cars avoiding a bicyclist.

I also strongly support #323, adding a sidewalk to Lorane for similar reasons as listed above for #29. There should in fact be a sidewalk on all of Lorane extending from the UGB all the way down to Washington/29th. So many times I've had to pass pedestrians on the road who are forced to clumsily stand on the edge of the road.

Residents will complain about the assessment for improvements to Lorane, but it was only a few years ago that I and others paid the assessment for the Crest/Storey street improvements and everyone benefitted from that too. Lorane "Highway" should be made into a complete street, or at least close enough to one that people can walk, bike or drive on it without fearing for their lives or the lives of others just for being there.

--
Max Schwanekamp
541-517-9064

YEITER Kurt M

From: Ron-Janet Bevirt <beznys@gmail.com>
Sent: Friday, July 08, 2016 11:00 AM
To: YEITER Kurt M
Subject: TSP 2035

To Planning Commission, Lane County Planning Commission, Lane County Commissioners, Mayor, City Council, City Manager, Planning Department

The TSP 2035 (transportation plan for the next 20 years) is schizophrenic: on one hand a giant handful of candy is tossed to the all-powerful bicycle lobby and on the other is an enormous expenditure of funds to ease traffic congestion on Beltline. Both are popular with the appropriate constituencies. What Eugene City government proposes is business as usual: a transfer of public tax funds to Eugene's ruling elite: the construction industry.

How can the inconsistencies of creating auto congestion on City streets by removing on-street parking to add bike lanes, removing traffic lanes to add bike lanes exist in the same plan, which encourages motor vehicles by seeking to ease automobile congestion on Beltline? How can a proposal be under consideration to spend enormous amounts of money to create traffic congestion, (causing more pollution), and ease traffic congestion (encouraging more cars) exist in context with the Climate Recovery Ordinance, which mandates carbon neutral city operations by 2020 and community fossil fuel use reduced by 50% by 2030?

Follow the expenditure of Public tax money. The conjoined twins: bicycle lobby/sustainability zealots are so enchanted by the wolf's pro-environmental, green couture that they do not see the wolf. The wolf is gobbling up tax dollars, while the happy dupes eat their candy, dance, and sing.

Inconsistencies are not important to City government. The money just needs to keep flowing toward those who benefit from development i.e. the owners of government. Shut up peasants, pay your taxes, ride your bicycle, be happy. Your leaders know what is best for you. Trust your leaders, trust your leaders…..it's all going to be wonderful.

A central feature related to proposed changes should be a thorough involvement, and ability to change/influence the plan by the affected residents. A central flaw in public policy implementation by the Planning Department is seeming to have "public" input, without "those most affected" really understanding what it being put in place. Since government is supposedly serving the public interest, why are the text and pictures of all Planning proposals in the form of manipulative advertising/propaganda, instead of clearly stating the pros and cons of proposed changes? If Planning genuinely intended to get public input, they should have proposed changes grouped by neighborhoods and Planning representatives should appear before neighborhood groups to discuss the proposed changes for each neighborhood. Many, many changes are being proposed simultaneously. It often seems that the teams working on each issue have had no contact/coordination among them. The result is that government speaks in conflicting voices. All the appropriate environmental "happy talk" is broadcast, but proposals do not walk in the footsteps described by the "happy talk." Neighborhoods are composed of people, the public; when public policy changes are imposed on them, often contrary to the wishes of the residents, and without them being fully informed of or about the proposed changes and without the ability to give input, modify, change, or stop what "experts", zealots, lobbyists, those who will financially benefit from the proposed changes, and those who do not live in the affected area think are great ideas to be tried out on those folks that live over there. Government supposed serves the People. Our democratic ideals are failing, when the members of government and those most-directly guiding governmental outcomes assume the role of "master" and the people become viewed and treated as "subjects". There is no overall public conversation guiding the issues our governmental leaders are promoting, such as density versus livability and the most-sensible responses to climate change. The Climate Recovery Ordinance boldly proposes a 50% reduction in Community fossil fuel use by 2030. It seems extremely worthwhile to have a community-wide

conversation to develop a plan that ties all the threads together with the funding available to support the plan. Electric automobiles, bicycles, public transit, roads, streets, paths, sidewalks, affordable housing for those working at lower wages, housing for other disadvantaged groups and other issues all need proper consideration and weight in the allocation of available funds. The present system of flailing wildly in many, seemly uncoordinated, directions simultaneously is not the most sensible way to formulate public policy.

The TSP proposes many projects including out-dated costs. I recently attended Eugene City Budget hearings. No over-arching consideration of the budget, budget goals, and larger issues took place. Instead lots of time was spent on, important, but lesser issues. The TSP splashes out a massive number of proposals and costs unknown until the project is completed. This does not make sense, no matter how the value or concept of each project might be viewed from varying points of view. The cost of each proposal needs to be weighed against other uses for the money. How does spending $10,000 or $37,000 for this project compete with putting a roof over someone's head? Some sensible conversation needs to be had at the neighborhood level between the potential benefits of this project versus other larger municipal goals.

There are elements in the plan, like the Lorane Highway, that have (several times previously) had a wooden stake driven through its heart. Why has this zombie returned? It is not the specific issues pro and con for this project that is important, but the fact that it is even being proposed. This is a prime example of some interest group getting a foolish idea included, without appropriate rejection by Planning vetting/oversight. This proposal is a well-documented dead idea. It should not be a zombie that keeps rising up.

Kisses are blown in all appropriate directions (Triple bottom line etc), but agenda-driven implementation determines the actual, specific outcome in each case. That is why the residents of specific areas need to have power in final determinations. The neighborhoods know best what is right for the livability of their neighborhood. Why is that concept so difficult for planners and members of government to understand? The TSP will become part of the Metro Plan, which makes it part of the "foundation" of policy.

TSP 2035 is "glacial" in size and irrevocable movement forward. Thus the myriad tiny parts become important. For instance, one project in my neighborhood: PB256, W 30th to W 31st. Access presently does not exist because of steep terrain; maybe this is a wonderful idea, but again, is spending $66,000 (or whatever it will actually cost when built) for this project appropriate in comparison to other ways to spend the money?

The bicycle community had a huge input, which other interests, such as the general area residents and tax-payers did not have input, due to, whatever, inattention, lack of information, or indifference. Never-the-less, should public policy-making be limited to the most-organized, most-informed, most zealous about their beliefs? I love bicycles, but there are vastly more automobiles on the streets and roads than bicycles. Moving toward the future, we certainly need to encourage bicycles, but we need to recognize that creating automobile congestion to advantage bicycles is not the most sensible plan. Decisions about accommodating all means of transport on the streets/roads needs a more-appropriate conversation than has taken place previously relating to TSP 2035. An examination of those who have participated includes many members of various lobbies. Were members of neighborhood organizations equally well-represented there?

Downgrading the LOS from D to E for all City streets is utterly foolish.
We have traffic congestion in some places during rush hour. This does not mean that we should throw up our hands in defeat and downgrade all City streets. When there are disease epidemics, we work to stop them not say, "Well lots of people are going to die, so let's just accept it." Instead, we fight to limit the spread, seek ways to solve the problems. Lowering the LOS supports increased congestion, more pollution, and is contrary to the goals of the CRO. Again, developers would benefit from downgrading the LOS from D to E by absolving them of systems development charges. Systems development charges should go to projects like installing and maintaining sidewalks.

Where sidewalks are put in, this should not be imposed on the adjacent property owner. Since "walkability" is a priority topic, we should support sidewalk repair, maintenance, and construction as municipal projects, not as something imposed on the property owner.

The TSP has no plans for encouraging the purchase of electric cars or discouraging polluting vehicles. Many places have vehicle pollution testing. This is a state goal that we should be promoting.

As it stands TSP 2035 is another top-down imposition of huge and unknown expense on a largely unknowing Public. This plan should not be moving toward implementation, and instead be exposed much more widely to the Public. Some of the basic assumptions regarding prioritizing bicycle travel at the expense of automobiles (producing congestion and pollution), and massively spending money to encourage automobiles on Beltline (encouraging auto use, but reducing congestion), need to be given much more time in the Public conversation in the context of the Climate Recovery Ordinance and the neighborhoods need to understand what are the implications of the parts of TSP that directly effect them.

Please include these comments in the Public Record.

Ron Bevirt
2915 Charnelton St.
Eugene

DATE: March 11, 2016

TO: Commissioner Jay Bozievich, West Lane District 1

FROM: Becky Taylor, Senior Transportation Planner, Lane County
Julia Kuhn, PE, Senior Principal, Kittelson & Associates, Inc.
Stephen Vorhes, County Counsel

SUBJECT: **BEAVER-WILKES CONNECTION**

As part of the continuing review and development of the Lane County Transportation System Plan (LCTSP) and other Metro and regional transportation plans, staff has performed additional research related to the Statewide Planning Goal requirements for urban transportation facilities outside urban growth boundaries (UGBs). Specifically, we have developed the following information that may assist you in discussions with your constituents related to the likelihood of receiving state approvals for a new street connection between Beaver Street and Wilkes Drive outside of the UGB. This memo describes the State's Goal Exception requirements and how we believe that a new street connection might/might not comply with these requirements.

Land Use and Natural Resource Context

The potential Beaver-Wilkes corridor is generally located outside the UGB. The corridor is identified in TransPlan and the LCTSP as a future roadway project not planned for construction during the 20-year planning period. Future roadway projects are shown on an illustrative map, which states: "The map reflects the general location of future projects…and should be used for reference only." As shown in Figure 1, the lands east of the UGB in this area over which the project is proposed are designated for agricultural use and are protected by Statewide Planning Goal 3. These agricultural lands are predominantly high-value farmland soils (Class 1), which is the highest priority for retention. It may be helpful to note that the City of Eugene is not considering these lands in any future UGB expansion scenario (i.e. the 20-year supply for Envision Eugene and the 50-year urban reserve analysis) in order to protect these high value agricultural resources, as well as potential mineral and aggregate resources in the same area.

Another point to note is that the lands surrounding the UGB in this area are within the floodplain. Although development is currently allowed in the floodplain, subject to special development standards, state and federal requirements are expected to become more

stringent in the future. The open waterway that follows the UGB is a protected Goal 5 Natural Resource in the Metro Plan.

Transportation Improvements on Rural Lands
Oregon's Transportation Planning Rule (TPR) contains specific provisions for transportation improvements on rural lands. These are documented in Oregon Administrative Rule (OAR) 660-012-0065 and 660-012-0070. The state reviews all proposed Goal Exceptions for adherence to these criteria and other relevant statutory or administrative rule requirements. To assist in your discussions with constituents, we have outlined each of the TPR criteria and how the Project Management Team (PMT) believes that the Beaver-Wilkes corridor might/might not comply and areas where we'd need additional research to address the relevant issue.

It is important to note that OAR 660-012-0065 *does* allow the provision of bikeways, footpaths and recreational trails outside the UGB without a Goal Exception. Otherwise, the OAR is specific that any other transportation improvements are subject to a limited set of conditions; a new road "…serving local travel needs shall be limited to that necessary to support rural land uses…" (Subsection 3(o)). Any roadways serving urban land uses are subject to the criteria in OAR 660-012-0070.

As an aside, in the Coburg TSP co-adoption process, the city presented a conditional provision assuming the proposed UGB was not upheld by the state. In this case, the City requested an east-west connector roadway whose provision would be dependent on either: (a) application for and approval of a Goal Exception enabling an urban facility outside the UGB; or (b) demonstration that the facility would only serve rural land uses. The Board directed Lane County staff to determine if there is a rural need (e.g. for freight and emergency access, which would be allowed on rural lands) instead of an urban need (e.g. city traffic, which would require an exception on rural lands) for this corridor. This work is being done as part of Lane County's TSP Update process.

Exceptions for Transportation Improvements on Rural Land
The following matrix highlights the provisions from OAR 660-012-0070 that must be addressed as part of any Goal Exception proposal and how the PMT views that a Beaver-Wilkes corridor street outside the UGB might/might not meet these. We have also noted areas where additional research would likely be needed to address the criteria. Please note that any Goal Exception proposal requires that Lane County "provide facts and reasons supported by substantial evidence in the record of the local exceptions proceeding." The matrix is intended to be a framework to help determine if this substantial evidence may/may not be available.

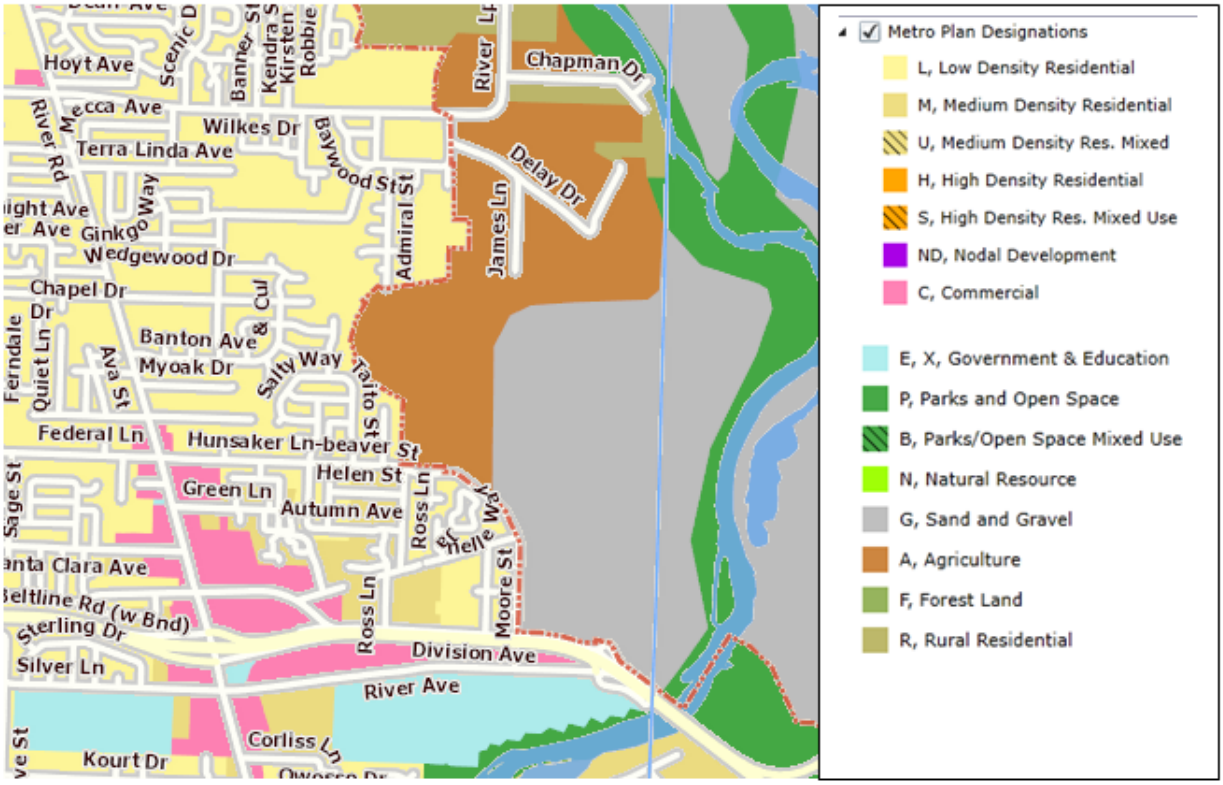
OAR 660-012-0070 subsections critical to an exception	Staff Response
Subsection (4) The exception shall provide reasons justifying why the state policy in the applicable goals should not apply. Further, the	This provision requires that the State, Regional, County and/or City TSP provide the justification for the Goal Exception. It further

exception shall demonstrate that there is a transportation need identified consistent with the requirements of OAR 660-012-0030 which cannot reasonably be accommodated through one or a combination of the following measures not requiring an exception: a) Alternative modes of transportation; b) Traffic management measures; and c) Improvements to existing transportation facilities.	requires investment in existing infrastructure, the provision of multimodal facilities and the implementation of Transportation Demand Management (TDM) and Transportation System Management Operations (TSMO) strategies prior to considering any new road outside the UGB. In the case of Beaver-Hunsaker, neither the draft Eugene TSP nor TransPlan provide the policy justification for providing a roadway outside the UGB to serve urban uses. Both have strong policy language prioritizing multimodal projects and better management of the existing system first and foremost. Further, both the Eugene TSP and the Beltline Facility Plan identify River Road to the north of Hunsaker as operating within applicable performance standards through the year 2035. Both do identify the potential need to add vehicular capacity at the River Road/Hunsaker intersection (likely through turn lanes). However, this need does not extend to the north. We believe that the existing and proposed policies as well as the technical transportation analysis provided on various efforts to-date would not provide the substantial evidence needed to address compliance with these criteria.
Subsection (5): The exception shall demonstrate that non-exception locations cannot reasonably accommodate the proposed transportation improvement or facility. The exception shall set forth the facts and assumptions used as the basis for determining why the use requires a location on resource land subject to Goals 3 or 4.	As noted above, no determination of need to support a roadway outside the UGB has been established in the ongoing planning efforts. As properties continue to develop within the UGB in this area, local connectivity needs can be addressed as part of provision of new streets to serve the new and existing neighborhoods within the UGB.
Subsection (6): To determine the reasonableness of alternatives to an exception under sections (4) and (5) of this rule, cost, operational feasibility, economic dislocation	This provision is only applicable if we were able to identify an alternative outside the UGB that could meet the exception criteria through the provision of substantial evidence. If we

and other relevant factors shall be addressed.	were to identify such an alternative, we would need to provide a detailed evaluation on why the existing infrastructure and policies do not address a determined need. We would also need to perform a detailed comparison of cost, operational feasibility, economic impacts and other relevant factors determined applicable between the proposed roadway outside the UGB and those options available within the UGB to serve the same purpose.
Subsection (7): The exception shall: (a) Compare the long-term economic, social, environmental and energy consequences of the proposed location and other alternative locations requiring exceptions. The exception shall describe the characteristics of each alternative location considered by the jurisdiction for which an exception might be taken, the typical advantages and disadvantages of using the location for the proposed transportation facility or improvement, and the typical positive and negative consequences resulting from the transportation facility or improvement at the proposed location with measures designed to reduce adverse impacts; (b) Determine whether the net adverse impacts associated with the proposed exception site, with mitigation measures designed to reduce adverse impacts, are significantly more adverse than the net impacts from other locations which would also require an exception. A proposed exception location would fail to meet this requirement only if the affected local government concludes that the impacts associated with it are significantly more adverse than the other identified exception sites. The exception shall include the reasons why the consequences of the needed	The Beaver-Wilkes corridor would be located on resource lands, thus requiring analysis and a determination of the least productive lands and a review of alternative locations. As noted above, the agricultural lands that a proposed corridor would traverse contain Class 1 soils, which are the most productive. In addition to the surrounding farmlands, there are known potential gravel resource lands in the area and the ability to sustain these resources and the long-term economic impact of the general area would need to be considered. This is a criterion in which additional research is needed to provide the level of detail necessary to demonstrate a roadway outside the UGB would not adversely impact prime farmlands or the known potential gravel resource lands.

transportation facility or improvement at the proposed exception location are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed location. Where the proposed goal exception location is on resource lands subject to Goals 3 or 4, the exception shall include the facts used to determine which resource land is least productive; the ability to sustain resource uses near the proposed use; and the long-term economic impact on the general area caused by irreversible removal of the land from the resource base	
Subsection (8) The exception shall: (c) Adopt as part of the exception, facility design and land use measures which minimize accessibility of rural lands from the proposed transportation facility or improvement and support continued rural use of surrounding lands.	This section is established to ensure that the provision of a roadway outside the UGB does not facilitate access to rural lands and increase the likelihood of future requests to bring additional lands into the UGB so as to avoid further degradation of Goal 3 or Goal 4 resource lands. Any new roadway would be unable to facilitate local connectivity and would need to be access controlled along its entire length outside the UGB. These requirements may be counter to the local residents' desires to increase connectivity in this area.

Figure 1:
Excerpt of Metro Plan Land Use Designations Map (2004 Update)



Northeast Neighbors Comments on TSP 2035

Joint Lane County/Eugene Planning Commission Public Hearing

June 21, 2016

Submitted by John Faville
2216 Marie Lane, Eugene 97408
Representing the Northeast Neighbors
Neighborhood Association (NeN)

NeN has been involved throughout the TSP process, attending meetings and providing verbal and written comments. We appreciate the fact that our recommendations have influenced TSP 2035. Projects we initiated have been included; others have been modified or given priority based on our input.

Our proposals below extend our previous comments. We show specifically where in our area dramatic growth is occurring and how key projects can be modified to better address the needs of existing and new residents.

This document is supported unanimously by the NeN Board and reflects extensive outreach meetings with our residents and with 4-J School District, Arlie and Company, and the primary management companies and developers who are active in our area.

EUGENE'S NORTHEAST NEIGHBORHOOD

1. Our neighborhood is defined by clear boundaries: Beltline on the south, the Willamette on the west, and the urban growth boundary on the north and east.
2. Our area has experienced very rapid recent growth but has not received needed improvement to the transportation infrastructure.
3. To orient those unfamiliar with our area, there are three key north-south transportation routes: Coburg Road, Gilham Road, and North Delta Highway.
4. This document will document the specific growth along each and will provide comments and recommendations. (**These recommendations are summarized on page 7.**)

OVERVIEW OF GROWTH IN NEN AREA

- As of 2011, the area had 4152 housing units (9201 people), according to the City of Eugene 2011 Neighborhood Analysis.
- Growth has been very rapid since 2011. **Based on completed construction and planned development, housing units will have increased 37% by the end of 2017**:

Housing units added since 2011	
Built from 2012 through June, 2016	693
Currently approved, with planned construction through 2017	646
At preliminary planning stage for 2017 start of construction	200
Total added units by end of 2017	**1539**
% increase since 2011	**37.1%**

[Details are in Exhibit A.]

    - These numbers do not include the properties that are currently applying for annexation in order to be developed or the extensive buildable acreage that is currently being marketed to developers.
    - As documented by the Buildable Lands assessment done as part of Envision Eugene, there is sufficient area with potential for development to continue this growth pace well into the future.
- BUT, there has been NO investment in transportation infrastructure to accommodate the recent growth or to prepare for the development now approved and under construction.

COBURG ROAD—SUGGESTIONS FOR TSP 2035

- Coburg Road is the transit corridor for nearly all of our recent development:
    - Crescent Village: 263 apartment units opening in 2016 and 276 planned for 2017 construction
    - County Farm Road: 225 apartment units, 101 units of affordable housing (Bascom Village), and a 28 unit small lot development currently under construction—all since 2013
    - Chad Drive: E-1 flexible commercial zoning as of 2015, VA Clinic opened 2016
- Two greatly needed projects are already designated Within 20 Years. We ask that they be scheduled as soon as feasible because they are needed by the large number of new residents:
    - MM-6: "Improve frequent transit service and multimodal travel along Coburg Road and transit connections to Springfield."
    - MM-12: "Upgrade the north/south section of County Farm Road to major collector standards, including two travel lanes, sidewalks on both sides of the road, and planting strips."
- **An equally important project is listed as Upon Development, UD-4: "Extend Shadow View to Coburg Road via Spectrum Avenue to serve future development consistent with neighborhood collector standards, including two travel lanes, sidewalks on both sides of the road and planting strips."**
    - In other words, a multi-use route connecting the northern end of Crescent Village directly to Coburg Road.
- **We ask that project UD-4 be re-categorized as Within 20 Years and that the proposed multi-use connector be extended from Crescent Village all the way to Parkview Drive.**
    - This is a project that NeN conceived and has built support for. It accommodates growth at Crescent Village and acknowledges that Village as the focal point for a 20 Minute Neighborhood (as envisioned in Envision Eugene). With the growth that is occurring there, the existing retail base will increase, making the Village an even more desirable destination.
    - Additionally, NeN has built support for developing Striker Field, abutting the north side of Crescent Village, as a park for the neighborhood, thus a 20 Minute walkable/bikeable destination.

- **We offer several reasons for this re-categorization from Upon Development to Within 20 Years:**
    - The development it would serve, Crescent Village, has already occurred or is approved for construction.
    - The property to the north is owned by 4-J School District, which has held the property for decades and has no plans to develop it. We should not have to wait for 4-J to develop its site. NeN has been in communication with 4-J, and 4-J is considering a proposal for a land swap and a donation of a 60 foot right-of-way that would support this connector and the development of Striker Field as a neighborhood park.
    - In other parts of the city, intended neighborhood collectors are not required to be contingent on development.
- **It's equally important that UD-4 be extended so that the connection with Crescent Village will continue all the way to Parkview Drive/County Farm Road:**
    - The TSP 2035 Street Classification Map [Exhibit B] already shows this extension, creating a neighborhood collector linking Crescent Village with the residents on the west side of Coburg, including the 354 units of dense housing along County Farm and the established neighborhoods that surround it.
    - Project MM-6 will place an important transit stop at the location where this proposed extension to the connector would intersect with Coburg. This stop will serve a very direct route to downtown. The multi-use connector will allow safe access, unlike the current situation. In fact, we would like to see a major off-road transit stop at this location so traffic would not be slowed.
    - Whether this intersection is signaled or a roundabout, it will help address congestion on Crescent and will foster a model 20 Minute Neighborhood.
- **In addition, we propose a traffic signal and crosswalk at the intersection of Shadow View with Crescent.** The apartments and senior living on the south side of Crescent will benefit from easier access to Crescent Village.
- **Finally, we ask that the City clarify the status of a possible EMX stop at the NW corner of Shadow View and Crescent.** In 2004, the developers of Crescent Village showed a future EMX station here. The City approved the Tentative PUD with a condition that if the developer intends to provide a transit station, sufficient square footage must be provided or the transit station should be deleted from the Final PUD plans. NeN supports including an EMX stop near Shadow View and Crescent. LTD and the City of Eugene must coordinate quickly or the opportunity will be lost.
- **It's important to look at projects MM-6, MM-12, our proposed changes to UD-4, signalization at Shadow View, and the EMX stop as a total system. They work together to create a very viable 20 Minute Neighborhood centered on Crescent Village.**
- **We also suggest an additional Within 20 Year project, the completion of Matt Drive.** This street should be an important link between Bascom Village's affordable housing and public transportation along Crescent. At present .however, there is a short unfinished gap where the needed right-of-way overlaps with established properties with residences. The Complete Streets policy would suggest that this gap should he closed. If

the property owners are unwilling to deed the right-of-way (which runs along the rear of their lots), invocation of eminent domain should be considered.

GILHAM ROAD—SUGGESTIONS FOR TSP 2035

- Gilham Road is a critical north-south route through our neighborhoods. Importantly, it links many established neighborhoods with schools (Gilham Elementary and Cal Young Middle School) and students walk and bike along its entire length. However, the section north of Ayres Road is unsafe, lacking sidewalks or bike lanes. (KEZI even ran a news segment documenting the lack of safety.)
- **A TSP 2035 project does begin to address this problem: UD-18 "Upgrade North Gilham Road consistent with neighborhood collector standards, including two travel lanes, sidewalks on both sides of the road, bike lanes, and planting strips."**
- We believe this project is flawed in two regards:
    1. It is categorized as Upon Development, an ambiguous designation, particularly since most of North Gilham has already been developed. Plus, key remaining undeveloped portions are not likely to be developed in the foreseeable future (per discussion with the owners). **Therefore we ask that project UD-18 be re-categorized as Within 20 Years.**
    2. It only extends as far north as Ashbury Drive, leaving the majority of Gilham north of Ayres unimproved. Gilham is designated a neighborhood collector only as far north as Ashbury, which may be the excuse for stopping improvements there, but that is not an adequate reason.
        - Existing residences are numerous north of Ashbury. An additional 89 are currently approved, with many already under construction. Also, a well-used park/playground (Creekside) is located north of Ashbury.
        - Stopping short in the provision of safe access creates danger, particularly for students.
        - **Therefore we ask that the re-categorized UD-18 cover the full northern extent of Gilham Road, connecting seamlessly to Mirror Pond Way.**
- Gilham north of Ayres has a complex jurisdiction, part County and part City of Eugene. NeN has been working with elected officials to resolve jurisdiction. We ask that our extended version of this project be included in TSP 2035 while NeN pursues resolution.

COBURG ROAD/BELTLINE INTERCHANGE—SUGGESTION FOR TSP 2035/BELTLINE FACILITY

- Commute time congestion at this interchange is already a topic of complaint among our residents. Congestion for traffic flowing up Coburg into this interchange from the south is at least partially addressed in TSP 2035 project MM-4. But nothing is planned to alleviate congestion flowing in or out of our area.
- Our congestion on Coburg north of the interchange is sure to increase because:
    - High-density housing continues to be built along this route.

  - The E-1 rezoning has made Chad more accommodating to commercial development.
  - The Coburg/Crescent/Chad nexus is becoming a major health care hub: the VA Clinic on Chad, a planned post-operative skilled nursing facility on Crescent, hospices being built, doctor offices under discussion.
  - The 150 unit Stone Bridge Apartments now under construction at the east end of Chad across from the VA Clinic will add further traffic along Chad.
- The Beltline Facility Plan does not address our access to this interchange. Nor does TSP 2035 address the current and future congestion our area faces here.
- **In the absence of proposed alternatives, we would like to put forth a proposal for both the Beltline Facility committee and TSP 2035 to consider:**
  - The traffic congestion on our side of the interchange is created primarily by commercial activity along Chad, added to by dense housing at Crescent Village.
  - We propose the creation of a single access lane from Chad, through currently undeveloped land directly to Beltline, giving westbound traffic easy access.
  - This access lane will be convenient for commercial traffic on Chad and traffic from Crescent Village, which can come down Shadow View to reach it.
  - This eased access to Beltline will alleviate congestion at the interchange and will support current and encourage future commercial development along Chad.

NORTH DELTA HIGHWAY—SUGGESTIONS FOR TSP 2035/BELTLINE FACILITY

- The North Delta/Beltline interchange is addressed in the Beltline Facility Plan in two steps, both categorized as Within 20 Years and included within MM-3: "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."
- The first step will eliminate the south-east loop of the interchange, which gives eastbound travelers a route to North Delta, but causes back-ups. The proposed alternative, direct access to North Delta at a signal light, promises to make travel there easier and safer for our residents.
- The second step will have huge impact on our area: the arterial bridge route will connect at Green Acres Road, where there is already traffic congestion.
- The increased pressure on the Green Acres/North Delta intersection needs to be determined. Attached charts [Exhibit C] show anticipated weekday PM peak hourly trips by arterial bridge traffic, with 1255-1315 westbound and 450-500 eastbound. (These were developed April 2014 by consultants on the Beltline Facility project, at NeN's request.) The charts show the points of origin and the endpoints of both traffic streams. They suggest strongly a dramatic increase in traffic at the North Delta/Green Acres juncture and along Green Acres.
- No planning by the Beltline Facility Plan or TSP 2035 analyzes or addresses the impact of the arterial bridge on local streets.

- Plus, farther north on North Delta, the largest subdivision in Eugene in many years is being planned, roughly 200 units on the portion of RiverRidge Golf Complex that lies east of North Delta. (The even larger portion to the west has also been on the market. This western section is roughly twice the size of the eastern section, suggesting the potential for an additional 400 units, if and when development occurs).
- A traffic impact analysis will evaluate the impact of the 200 units currently being proposed. We believe that simultaneously with that analysis, **TSP 2035 and Beltline Facility should conduct a comprehensive analysis to look at the impact of all the anticipated changes (development plus arterial bridge) on our local streets.** Doing so will help avoid taking short-term steps rather than addressing a long-term issue.
- Who will bring a global perspective to the impact of planned changes along North Delta Highway? Beltline Facility Planners, TSP 2035, or the Eugene Planning Department? It is not clear who is in charge.
- A final request: noise walls for any improvements to the on-ramps or off-ramps.

SIDEWALK POLICY ISSUE THAT CITY COUNCIL SHOULD ADDRESS:

- **Sidewalk policy needs to conform to Complete Streets standards by requiring that sidewalks be completed at the time of development and that gaps in the sidewalk created by adjacent properties be filled in, making the entire street safe.**
    - Whether to create sidewalks is often left up to the developer, leaving stretches where sidewalks are needed.
    - Even when a developer is required to place sidewalks along the developed site, adjacent stretches are often left without sidewalks.
        - For one instance, Bascom Village was required to complete a sidewalk along its frontage on County Farm Road, but there is still a 100 foot gap along existing properties before the sidewalk resumes. This gap hampers safe access to transit.
        - For another, Sterling Woods II is currently required to complete sidewalks where it abuts Gilham Road, but a lengthy unimproved gap extends along the property to the south of Sterling Woods before sidewalks resume at Ayres.
        - This makes no sense. Leaving gaps leaves pedestrians unsafe. Some owners of such undeveloped properties are willing to deed the required right-of-way. (We have spoken to some.) In other cases, a process of eminent domain may be required.
- City Council action needs to ensure sidewalk policy contributes to pedestrian safety, rather than being compromised by the checkerboard pattern of new development.

SUMMARY OF NEN's RECOMMENDATIONS

RECOMMENDATIONS FOR TSP 2035

1. **The Shadow View to Coburg connector (UD-4) should be re-categorized as Within 20 Years and the connection should be extended through to Parkview Drive.**
    - The primary development (Crescent Village) has already occurred, so the project should not be contingent on any future development.
    - The extension through to Parkview will create a model 20 Minute Neighborhood, centered on Crescent Village's retail and fed by the apartments in the Village, the extensive multi-unit housing on the east side of County Farm Road, and the large established neighborhood around it.
2. **A traffic signal and crosswalk should be placed at Shadow View and Crescent.**
    - Placing a traffic signal and crosswalk at Shadow View and Crescent will extend this 20 Minute Neighborhood to the south side of Crescent.
3. **The EMX stop at Shadow View and Crescent should be included in planning.**
    - The EMX stop further establishes Crescent Village as a neighborhood hub.
4. **The upgrading of North Gilham Road (UD-18) should be re-categorized as Within 20 Years and extended to the north end of Gilham.**
    - Development is filling in very rapidly on both side of the northern Gilham.
    - The absence of sidewalks creates danger for pedestrians, particularly the students walking to nearby schools. KEZI has already run a segment on the risks of not upgrading this road.
5. **The completion of Matt Drive should be added as Within 20 Years.**

JOINT RECOMMENDATIONS FOR TSP 2035 + BELTLINE FACILITY PLAN

6. **Congestion on the north side of the Coburg/Beltline interchange needs to be addressed, given rapid growth in multi-unit housing and commercial activity.**
    - Neither of these planning initiatives addresses this problem.
    - We suggest a solution: an added access lane from Chad to Beltline, located in undeveloped land, giving easy access for westbound travelers.
7. **An assessment is needed of the impact that planned major changes along North Delta Highway will have on local streets.**
    - The proposed arterial bridge will have enormous impact on local streets.
    - Development of RiverRidge Golf Complex will add significant traffic.
    - An immediate comprehensive assessment is required so that any steps taken now will fit into future change created by the arterial bridge.

RECOMMENDED ACTIONS BY CITY COUNCIL

8. **City Council action should bring sidewalk policy into alignment with Complete Streets.** It could do so by requiring that sidewalks be completed at the time of development and that gaps in the sidewalk created by adjacent properties be filled in, making the entire street safe.

EXHIBIT A: Development in the NeN Area Since 2013—summary view

Name & Location of Development	Acres & Zoning		Status	Hous Un
ALONG GILHAM ROAD			**149 homes built or approved since 2013**	
Bridge Way Pud--west of Gilham, north end	3.48	R1/PD	18 lot PUD--expected construction start 2016	1
Alder Woods Pud--south of Bridge Way Pud	3.69	R1/PD	17 lot PUD--initial homes under construction	1
Country Haven--north end of Walton	10.16	R1	38 lots--multiple homes currently being built	3
Heitman Custom Homes--on Norwich	3.0	R1	10 lots--8 finished	1
Estates at Meadowview--east side of Gilham	2.94	R1	14 lots--initial homes being built	1
Nordic Homes--3527 Gilham, east side	1.96	R1	4 half-acre lots--initial home being built	4
Kersey Annexation--east side, north of Ayres	2.95	AG	Seeking annexation to allow new construction	
Sterling Woods II--west of Gilham	9.77	R1/PD	36 lots subdivision--2016 construction start	3
Saunders Village--on Elkhorn, off Metolius	1.23	R1/PD	12 unit PUD--likely break ground summer 2016	1
ALONG NORTH DELTA HWY			**200+ homes--break ground 2017**	
River Ridge--east side of N Delta Hwy	55	R1/R2	200 or more lots in varying sizes--preliminary plan	20
CRESCENT/COBURG/CHAD RESIDENTIAL			**1190 high-density units built or planned since 2013**	
Crescent Village Apartments--2013	13.2	R4/ND	263 units --planned opening in March 2016	26
Crescent Village Apartments--2016		GO/R4/ND	276 units planned--expected construction 2017	27
Crescent Village Townhomes		R4/ND	Future B townhomes--22 finished by July 2105	2
Hillview Estates--3325 Coburg Road	0.97	R1	6 lot subdivision--3 homes completed 2015	6
Baptist Temple--3455 County Farm Rd.		R1	Planned conversion to senior housing	
Heritage Meadows I--Lakeview Drive	6.55	R2/SR	149 unit apartment complex--completed 2013	14
Heritage Meadows II--Lakeview Drive	1.08	R2/UL	Two 12-unit apartment buildings completed 2015	2
Lakeview Apartments--Lakeview Drive	2.35	R2	52 units in row houses--completed Fall 2014	5
Crescent Park Senior Living--2951 Coburg	5.8	R1/ND	Assisted care facility 119 units--opened 2015	11
Bascom Village--Parkview at County Farm	5.22	R2	Affordable housing--101 units, first tenants 2015	10
Hayward Subdivision--2910 County Farm	3.22	R2	28 units with small lots--under construction	2
Stone Bridge Apts--across from VA clinic	6.21	R2	150 units approved-- 2016 start of construction.	15
CHAD/COBURG/CRESCENT COMMERCIAL			**Development accelerating under flexible zoning**	
E + I zone changes, code amendments			Into effect June 15, 2015	
VA Clinic--3355 Chad	14.26		235 employees--January 2016 opening	
Eugene Christian School--2895 Chad Drive	4.16		Up to 400 students--day care nursery--open 2013	
Parties to Go--2645 Suzanne Way	1.17		40,812 sq ft 2-story, multi-tenant--completed 2015	
Prestige Senior Living--2880 Crescent	1.17		106 bed skilled nursing facility--approved 4/14/16	
Pete Moore Hospice--4010 County Farm Road	4.85		Plans for hospice with 12 patient rooms	
Coburg Storage--3700 Coburg,	3.27		70,000 sq ft of storage units approved March 2016	

EXHIBIT B: Street Classification Map May 2016--showing NeN area

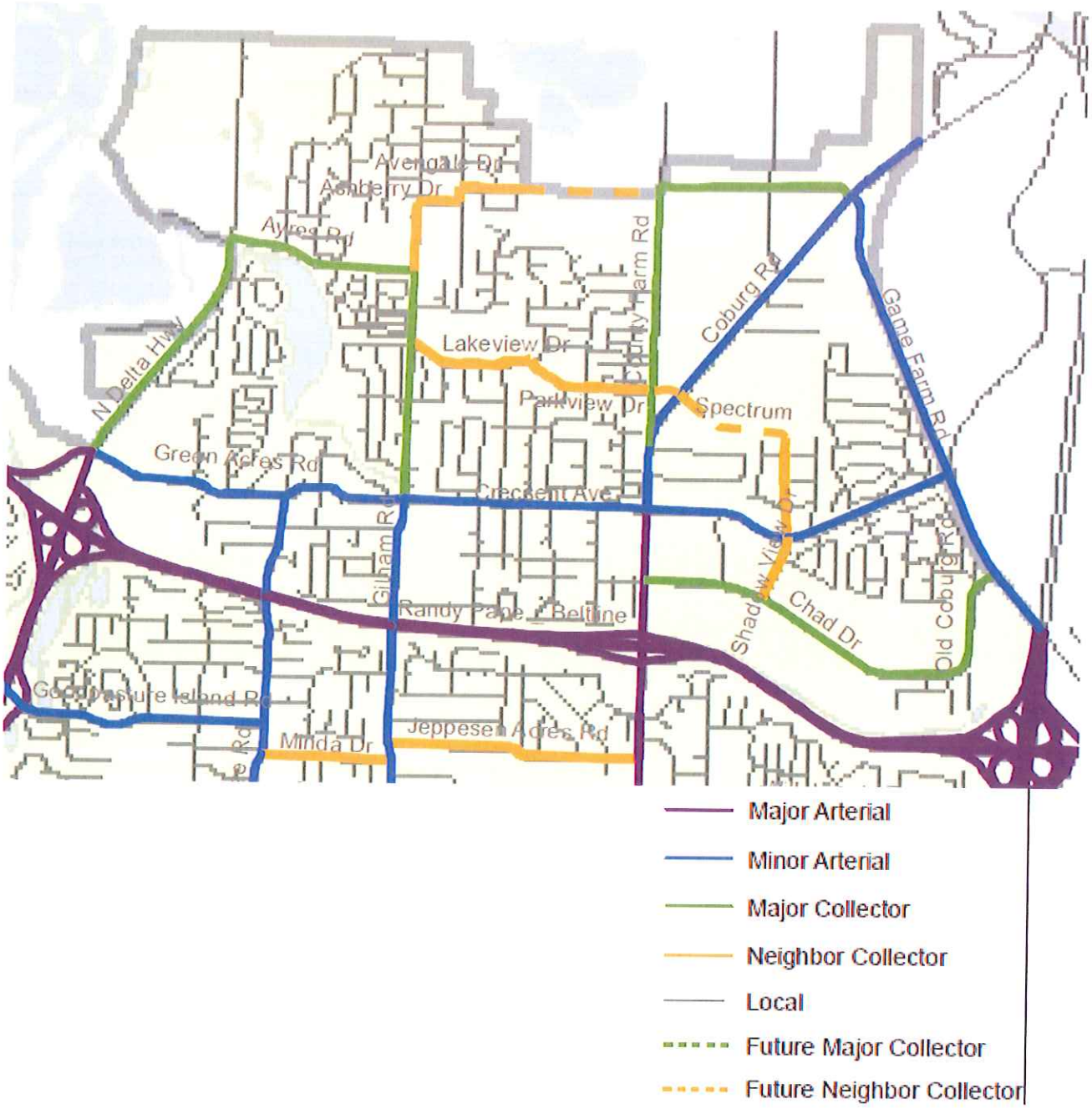
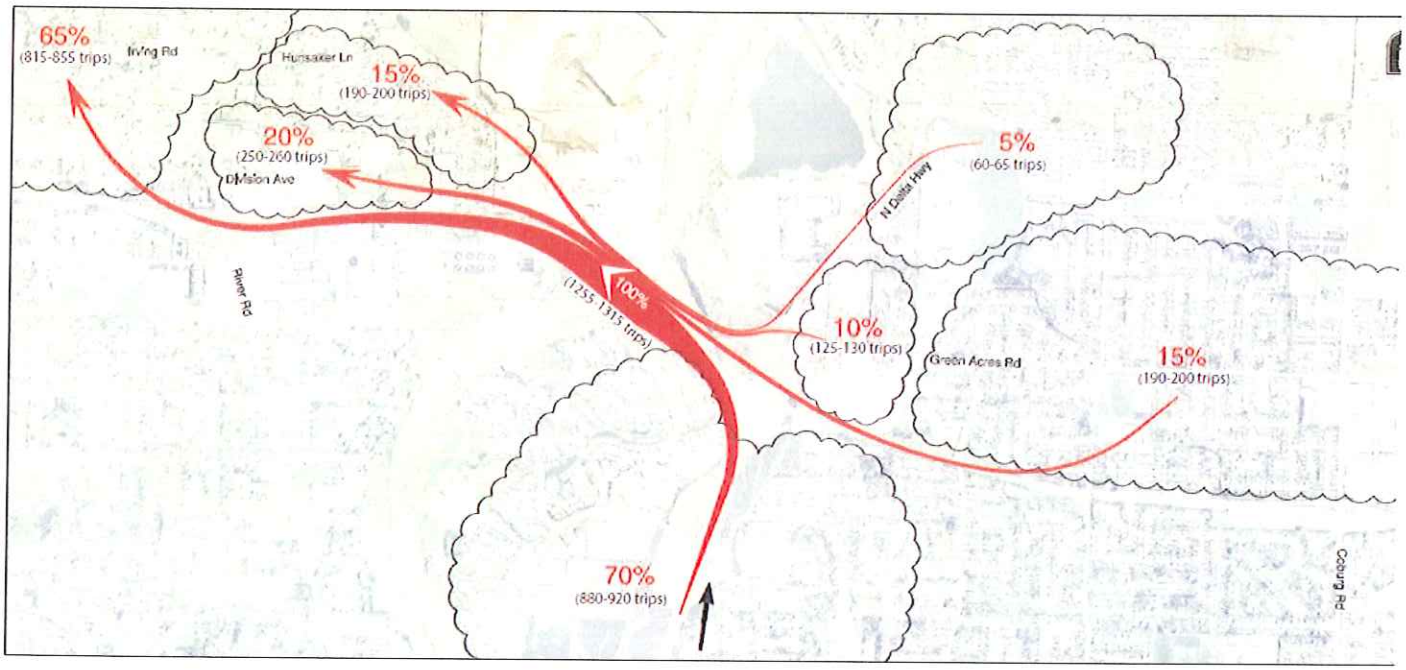
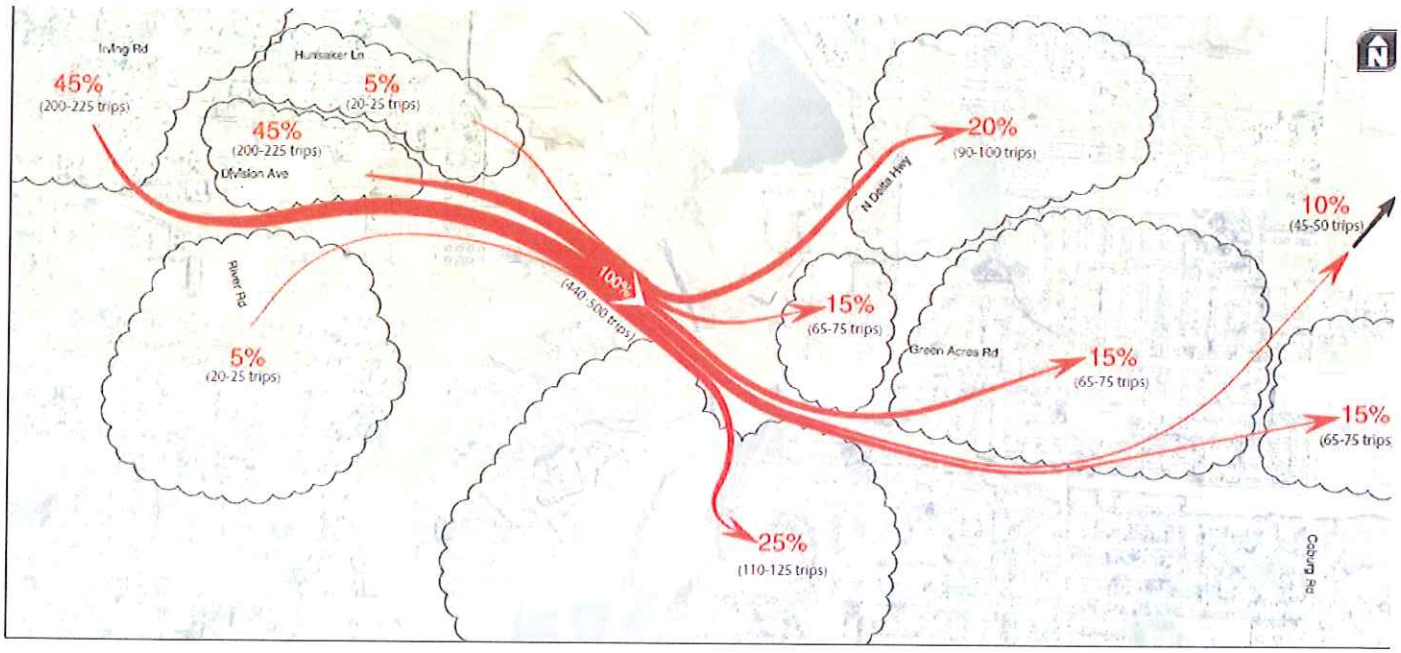


EXHIBIT C: Arterial Bridge Local Traffic Impact



WESTBOUND LOCAL ARTERIAL TRAFFIC
WEEKDAY PM PEAK HOUR
EUGENE, OREGON

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING



EASTBOUND LOCAL ARTERIAL TRAFFIC
WEEKDAY PM PEAK HOUR
EUGENE, OREGON

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

Eugene Sustainability Commission

City of Eugene, Oregon - Sustainability Commission
125 East 8th Avenue, 2nd Floor
Eugene, OR 97401

June 21, 2016

City of Eugene, Oregon – Planning Commission
125 East 8th Avenue, 2nd Floor
Eugene, OR 97401

Dear Planning Commissioners:

The Sustainability Commission has been following the Transportation System Plan as it developed, and we are pleased to see that staff has responded to our comments and concerns. The final draft TSP is much better aligned with the Climate Recovery Ordinance than earlier versions were, though it still falls short of fully integrating the Climate Recovery Ordinance and the MPC Scenario Planning work. If we achieve the goals laid out in the TSP, Eugene will have made great strides toward sustainability, Climate Recovery and achieving the goals of Envision Eugene. We applaud staff for creating this ambitious and important plan.

We remain concerned, however, that the TSP will not actually achieve Eugene's ambitious goals . The revised goals include:

- tripling the percentage of trips made on foot, by bicycle and on transit;
- reducing fossil fuel consumption by 50%; and
- ending over-reliance on single-occupant automobiles.

Achieving these goals would transform Eugene's transportation system--and in the process, support sustainable land use, economic development, greater social equity, improved health, and neighborhood livability. On the other hand, an unsuccessful TSP that fails to achieve these goals will compromise Eugene's future prospects. We believe that the TSP would be more likely to achieve its goals if it included a commitment to implement the plan in a strategic, results-oriented fashion. The current TSP includes many strong policies, action items and infrastructure projects, but the approach is "shotgun style". Bike/ped facilities will be added incrementally, LTD will gradually add transit facilities, some streets will be re-configured as "Complete Streets," Demand Management programs might be used here and there, and so on. To achieve Eugene's goals, the TSP needs a framework aimed at results. That framework should include at least four things:

1. A robust set of specific 5-year benchmarks, and strategies to "up the ante" if those benchmarks are not being achieved.
2. An accelerated timeline for the active modes projects that are anticipated to be most effective in changing travel behavior

3. Strategic "bundling" and marketing of efforts to achieve a synergy of effects.
4. A re-examination of Belt Line options in the context of the Climate Recovery Ordinance

First, the TSP needs stronger benchmarks. The current draft identifies 5-yearbenchmarks for active mode share and "priority bikeway miles", but it does not include important measures such as the amount of fossil fuel used, or traffic-related fatalities/injuries. The 2016 Benchmarking Report of the Alliance for Bicycling and Walking provides an example of benchmarks that include a specific, measurable factors that affect transportation choices. Adopting this benchmarking system would enable Eugene to track whether we're reaching TSP goals--and if not, the benchmarks would suggest how to get back on track. We recommend using this report, as well as climate-specific measures, to track and report progress toward transportation goals.

Secondly, the timeline for projects should better serve the goals. Since increasing use of active transport is critical toward all of the stated TSP goals, the major bike/ped projects, especially the "missing links", should be completed within the first 5-10 years. We have historically invested in automobile infrastructure that allows anyone to drive anywhere at any time. If we want people to choose to walk, bike or use transit, we need similar complete systems for these modes. We must complete the bike/ped system, as defined in the Pedestrian/Bicycle Master Plan and refined by BPAC (Bicycle-Pedestrian Advisory Committee), as quickly as possible. The TSP project list should be front-loaded to complete the most important bike/ped/transit projects first, and resources allocated to make it happen.

Third, the TSP should indicate how to combine proposed actions into bundles that will work together synergistically. For instance, there are a variety of proposals involving the downtown/University/Whiteaker area. They include:

- Bike Share, to induce people to try riding a bike for errands, or from an EmX stop to their final destination.
- Protected bikeways on High Street or 13th Avenue, and safer and more attractive sidewalks, which might make walking and bicycling appeal to people who currently drive and then try to find a place to park.
- A Smart Trips education/marketing program, to encourage travel by bus, bike or walking.
- Demand Management programs like parking management, free bus passes or incentives, to motivate people to find alternatives to driving.

All of these proposals are in the TSP, and each could have a small effect on promoting active travel. But if all of them were combined within a short time frame, they could transform how we get around in the core of the city. Combining infrastructure, education, incentives and technology in key geographic locations throughout the City, and implementing a vigorous marketing strategy to promote the transformation of mobility, will help more people use and benefit from the City's investments. So we appreciate the ambitious vision of the TSP. We encourage the addition of robust benchmarks, accelerated active transportation projects, and strategic bundling of actions to achieve that vision of a more sustainable Eugene.

Finally, the issue of Belt Line. A single road project--namely MM-3, for a new arterial bridge and auxiliary lanes/ramps on Belt Line at the Willamette River--costs more than the entire range of bike/ped projects. Another $28.1 million is proposed for additional lanes and improvements to Belt Line between Roosevelt and West 11th. Additional funds, presumably from ODOT, would

later be spent replacing the existing Belt Line bridge over the Willamette.

It is true that the new arterial bridge might include sidewalks and bike lanes. It's also true that there is a footnote saying that cost figures will be updated based on the results of a NEPA analysis. Nonetheless, the implicit endorsement of a huge project to facilitate vehicular travel in the Belt Line corridor seems inconsistent with the TSP's goals of reducing reliance on automobiles, advancing sustainability, increasing resilience to climate change and being context-sensitive, and could make compliance with the Climate Recovery Ordinance much more difficult. In addition, it is far from clear that ODOT will be able to fund its share of the project. Finally, there has been very little opportunity for the public to weigh in on the possibility of building a new river crossing, adding lanes to Belt Line, or investing hundreds of millions of dollars in this corridor. For these various reasons, we recommend against including the Belt Line projects in the TSP Project List .

We recognize that Belt Line has both safety and operational problems, and that the current bridge is at the end of its lifespan. But such a huge project, with significant economic, social and environmental costs to be borne by current and future residents, should not be included in the Transportation System Plan until there has been explicit and informed community discussion and approval.

Thank you for your attention, and your work for the people of Eugene.

Sincerely,

The Sustainability Commission

Comments from Allen Hancock regarding Eugene TSP:
(2244 Alder Street)

Recommended Policy:

"Priority uses for our public right-of-way shall be for public purposes including moving goods and people, festivals, landscaping, stormwater collection, etc."

"The storage of private property ~~on~~ in the public right-of-way is a second priority."

Allen Hancock
Allen.Duma@gmail.com

PEAK TRAFFIC AND TRANSPORTATION TRIAGE

C

Mark Robinowitz • PeakTraffic.org

Whether you focus on Peak Energy, Climate Chaos or what is euphemistically called the "Great Recession," each of these aspects of reaching the limits to growth mandate an end to highway expansion. We cannot afford to built more roads when we cannot maintain what we already have. The transition from cheap, abundant oil to expensive, hard to get oil is reducing the amount that people drive and damaging the economic system that requires endless growth to function. Peak Energy is starting to reduce the physical ability to grow traffic levels, regardless of economic circumstances. Burning fossil fuels pollutes the thin film of the atmosphere, with health consequences and environmental impacts, including global warming. Ecology, energy and money are interconnected and inseparable, and each require a holistic integration with the others to address any of them.

Energy depletion is not merely about personal transportation. Driving less will be uncomfortable, but eating less would be far more difficult. Most food eaten in the US crosses time zones, some travels across international borders. As fossil fuels decline we need to grow food where it is eaten. Relocalizing food production, growing food in cities, community gardens, suburban "food not lawn" efforts, and protection of farmland from asphalt and concrete are all needed to cope with oil depletion.

George H.W. Bush's highway law - the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) - requires that Federal aid highway plans are designed for traffic conditions two decades in the future, not current traffic congestion. It's anyone's guess what energy (and therefore, traffic) levels will be in the 2030s, but under any physically possible scenario the flow rates of petroleum and other fuels will be considerably less than they are today, since conventional fossil fuels have peaked globally. There will still be oil extraction in the 2030s but at levels less than current rates, and the future fuels will be the dirtier, more expensive, difficult to extract "bottom of the barrel" supplies. Hyper efficient cars, public transit, car sharing, relocalizing production of food and other goods could mitigate these impacts but not prevent them. **Transportation planning needs to focus on maintaining the enormous road networks already built, not expanding them further for travel demand that will not materialize on the energy downslope. The category of investment euphemistically called "modernization" should be dedicated toward quality train service, not super wide superhighways.**

The National Environmental Policy Act (NEPA) mandates a "Supplemental" Environmental Impact Statement must be prepared if there are "new circumstances" not anticipated when the scoping process was conducted. Surely reaching the global peak of petroleum production is relevant for a transportation project allegedly designed for travel long past the peak of petroleum.

If FHWA included Peak Energy into environmental analyses for highway projects, this could create a seismic shift in transportation planning across the United States, allowing for honest public discussion about energy and transportation policies. There are several ways this shift could happen: a successful Federal lawsuit forces FHWA to include Peak Energy, the start of gasoline rationing makes transportation planners consider alternatives, or a change in national policies (probably the least likely in the near future).

Peak(ed) Energy and Peak(ed) Vehicle Miles Traveled are "new circumstances" that are relevant for proposed transportation projects.

Council on Environmental Quality regulations
40 CFR 1502.9:
Draft, final and supplemental statements.
(c) Agencies:
(1) Shall prepare supplements to either draft or final environmental impact statements if:
(i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or
(ii) **There are significant new circumstances or information** relevant to environmental concerns and bearing on the proposed action or its impacts.

Federal Highway Administration regulations
23 CFR 771.130:
Supplemental environmental impact statements.
(a) A draft EIS, final EIS, or supplemental EIS may be supplemented at any time. An EIS shall be supplemented whenever the Administration determines that:
(1) Changes to the proposed action would result in significant environmental impacts that were not evaluated in the EIS; or
(2) **New information or circumstances relevant** to environmental concerns and bearings on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS.

"These forty million [poor] people are invisible because America is so affluent, so rich; because our expressways carry us away from the ghetto, we don't see the poor."
— Martin Luther King, "Remaining Awake Through a Great Revolution"
March 31, 1968 (five days before his assassination)

OREGON HIGHWAY PLANS

www.PeakTraffic.org/oregon.html

In 2008, Governor Kulongoski's Transportation Vision Committee report called for $18 billion in new and widened state highways. An updated estimate might be over $20 billion.
1000 Friends of Oregon, Oregon Environmental Council, and Environment Oregon were part of this committee, but they were window dressing to show all points of view were supposedly considered.
If these groups had a minority report to dissent from the highway promotion, they kept it very quiet.

National highway plans include over a trillion dollars in expansions. Details at PeakTraffic.org

"Transportation Vision Report" - no longer on line archived: www.sustaineugene.org/tvreport_final.pdf
a few highlights:

$4.2 billion: Columbia River Crossing, wider I-5, up to 16 lanes on Vancouver, WA side
approved December 2011, not under construction
Oregon legislature appropriated $450 million 2013

$1 billion: Sunrise freeway, Clackamas County
approved December 2010, $130 million available to build a segment, construction started 2013

$1.3 billion: I-5 / I-84 reconstruction, Portland

$2.1 billion: I-5 to Hwy 99, Tualatin-Sherwood
part of stopped Portland Western Bypass in 1990s

$2 billion: I-5 widening south of Portland

$600 million: I-5 widening, Salem to OR 34
Albany-Jefferson widening now slated at $500 m.

$670 million: Salem Willamette River bridge

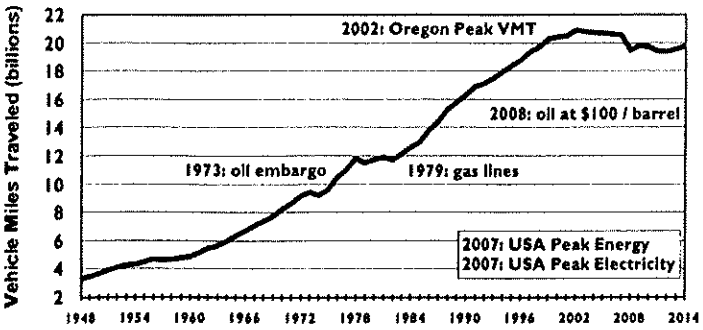
$550 million: Newberg Dundee bypass
paves farmland, approved June 2010
construction of $262 million segment started 2013

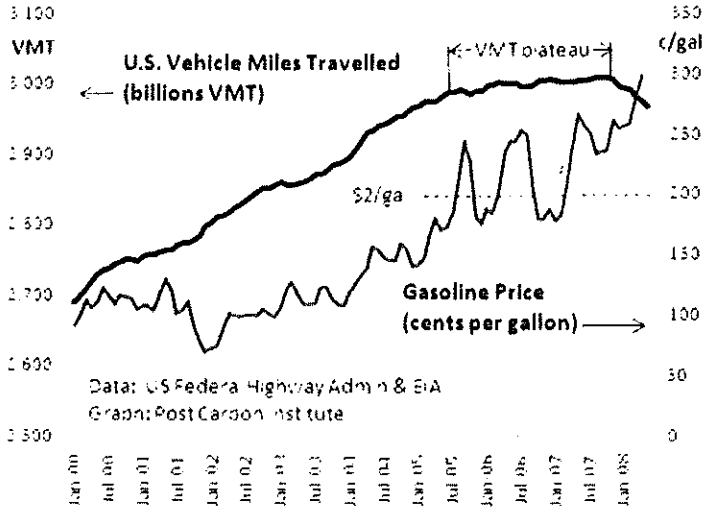
$100 million: North Corvallis Bypass
OR 34 to north Corvallis, including new river bridge

$200 million: Route 126 upgrade, Springfield
wider mainline, interchanges at 52nd & Main Street)

Oregon State Highways VMT 1948 to 2014

data source: www.oregon.gov/odot/td/tdata/pages/tsm/vmtpage.aspx
chart: Mark Robinowitz - Peak Choice.org - PeakTraffic.org - SustainEugene.org





ALASKA PIPELINE: PEAK & DECLINE

low flow shutdown threshold for Arctic winter estimated to be between 300 and 500 thousand barrels / day (109 million to 182 million / year)

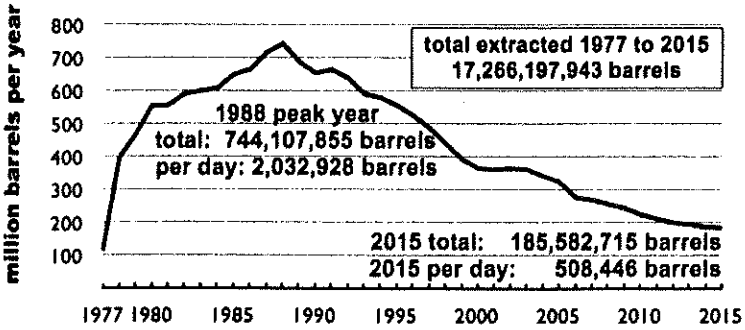


chart: www.PeakChoice.org/peak-alaska-pipeline.html
data: www.alyeska-pipe.com/TAPS/PipelineOperations/Throughput

$250 million: Beltline widening, Eugene
widen Beltline to 11 lanes at the Willamette river

$375 million: Route 62 freeway bypass, Medford
approved May 2013, $450 million, only about $100 million appropriated to build a segment

$870 million: US 97 upgrades, Bend-Redmond