Exhibit A
To Administrative Order 58-15-21

CITY OF EUGENE

Americans with Disabilities Act Transition Plan for Accessibility in Public Rights-of Way

2015

Official Responsible for Transition Plan Implementation:
Kurt Corey, P.E.
City of Eugene
Public Works Executive Director
101 E. Broadway, Suite 400
Eugene, Oregon 97401
(541)682-6826

City of Eugene, Oregon
Americans with Disabilities Act Transition Plan for Public Rights-of-Way

Acknowledgements

Project Oversight/Project Sponsor

Mark Schoening, Public Works / Engineering
City Engineer

Project Management Oversight

Fred McVey, Public Works / Engineering
Engineering Data Services Manager (Retired), Information Team

Project Manager

Nancy Burns, Public Works / Engineering
Management Analyst, Information Team

ADA Transition Plan for Public R/W Oversight Committee

Erica Abbe, Central Services / City Manager's Office
Equity Accessibility Analyst

Reed Dunbar, Public Works / Engineering
Associate Planner, Transportation Team

Travis Hargitt, Planning & Development / Community Development
Parking Program Manager

Eric Johnson, Public Works / Maintenance
Surface Operations Manager

Tom Larsen, Public Works / Maintenance
Traffic Engineer

Wayne Masoner, Public Works / Maintenance
R/W Technical Supervisor, Surface Operations

Matt Rodrigues, Public Works / Engineering
Principal Civil Engineer, East Project Team

Jenifer Willer, Public Works / Engineering
Civil Engineer, Darwin Project Team (Pavement Preservation Program Manager)

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City of Eugene, Oregon
Americans with Disabilities Act Transition Plan for Public Rights-of-Way

Acknowledgements 0
1. Introduction 2
1.1 Goals & Objectives 2
1.2 City ADA Transition Plan History 2
2. Legal Requirements 2
2.1 Federal 2
2.2 State 4
2.3 City 4
3. Pedestrian-Accessible Facilities within the Public Rights-of-Way 5
3.1 Specified in ADA Guidelines 5
4. Methods to Remove Barriers to Pedestrian-Accessible Facilities 5
4.1 Project Types Generating Barrier Removal Activities 6
4.2 ADA Exceptions 7
5. Factors that Influence Barrier Removal Schedules 7
5.1 Prioritization Criteria 7
5.2 Funding Sources 8
6. Transition Plan Schedules 9
6.1 Initial Schedule for Curb Ramps and Accessible Pedestrian Signals 9
6.2 Future Implementation Schedule 10
7. Official Responsible for Transition Plan Implementation 10
8. Public Outreach and Participation 10
8.1 Draft Transition Plan 10
8.2 Procedures for Requests for Barrier Removal and Grievances 11
9. Appendices 12

1. Introduction

1.1 Goals & Objectives

The City of Eugene ("the City") Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way ("the Plan") is created as a plan separate from the City's existing ADA Transition Plan in order to better address accessibility specifically within the City's public rights-of-way (R/W) for persons with disabilities. In addition, the Plan recognizes the goals of the Architectural and Transportation Barriers Compliance Board's (Access Board) proposed guidelines for the design, construction, and alteration of pedestrian facilities in the public R/W as published for public comment on July 26, 2011 (and published with corrections on July 29, 2011) in the Federal Register, 36 CFR Part 1190, Docket No. ATBCB 2011-04. (2011 Notice of Proposed Rulemaking or NPRM).

The City's commitment to safe and equitable pedestrian accessibility within the R/W is expressed in various plans and documents (outlined below) and considers the Plan to not be just a fulfillment of a federal requirement, but rather an instrument by which the City can provide a richer mobility experience, to the extent possible, to persons with disability within the community.

1.2 City ADA Transition Plan History

Upon the adoption of the Americans with Disabilities Act of 1990, the City embarked on a comprehensive accessibility evaluation of its facilities. To date three such evaluations have been undertaken and completed in 1992, 2000, and 2008. After extensive public input, Phase 1 of the City's existing ADA Transition Plan, including a three fiscal-year schedule for completing prioritized accessibility projects, was approved in 1993. Subsequent phases of the existing Plan have been prepared and implemented and the existing Plan in 2012 represents Phase 7. While a schedule for curb ramp installation has always been a part of each phase of the existing Plan, the City is pleased to publish a companion ADA Transition Plan that more specifically and comprehensively addresses accessibility within the R/W. Upon adoption of the Transition Plan for the Public Rights of Way, the City will have two ADA Transition Plans, one specific to accessibility outside the R/W and one specific to accessibility within the R/W.

2. Legal Requirements

Discrimination against persons with disabilities is prohibited on federal, state, and local levels and enforced with enacted laws and regulations and approved/accepted policy plans and documents. A summary of those edicts most closely related to the funding, design, construction, and alteration of pedestrian facilities in the R/W to ensure access by pedestrians with disabilities is provided below. The following is a summary of various federal, state, and local ADA-related plans and documents.

2.1 Federal

Title VI of the Civil Right Act of 1964, [42 U.S.C. 2000d-1]

Title VI prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal assistance.

Section 504 of the Rehabilitation Act of 1973 [29 U.S.C. 794]

Section 504 prohibits discrimination against individuals with disabilities under any program or activity receiving federal financial assistance. The DOT routinely provides such assistance to state and local governments for the development of transportation networks.

Section 109 of Title I of the Housing and Community Development Act of 1974 [42 U.S.C. 5309]

Section 109 prohibits discrimination on the basis of race, color, national origin, sex or religion in programs and activities receiving financial assistance from the U.S. Department of Housing and Urban Development's (HUD) Community Development and Block Grant Programs.

Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)

The ADA prohibits discrimination against individuals with disabilities and Title II of the ADA applies specifically to state and local governments. The Department of Justice (DOJ) issues Title II regulations, with the exception of those regulations specific to public transportation and related accessibility standards for the design, construction, and alteration of facilities which are issued by the Department of Transportation (DOT). The DOT's current ADA standards became effective in 2006.

Title II of the ADA [298 CFR Section 35.150(d)]

Title II requires that a public entity of 50 or more employees complete a "self-evaluation" by which the entity must develop a grievance procedure, designate an individual to oversee Title II compliance, develop a transition plan if removal of barriers is necessary to achieve compliance, and to retain the self-evaluation for three years. The transition plan should contain, at a minimum, the basic components listed below:

1. List of physical barriers in the R/W that limit accessibility of persons with disabilities;
2. Description of methods to be utilized to remove the barriers;
3. Schedule for taking the necessary steps to achieve compliance (requirement for curb ramps specifically); and
4. Name of official responsible for transition plan implementation.

An opportunity for public comment on the transition plan shall be made available to interested persons, including those with disabilities or organizations representing individuals with disabilities. A copy of the transition plan shall be made available for public inspection.

The Department of Justice published revised regulations for Title II of the ADA in 2010. These 2010 regulations adopted the revised, enforceable accessibility design standards called the 2010 ADA Standards for Accessible Design (2010 Standards) and permitted the 1991 Standards to be used until March 14, 2012.

Access Board's Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of Way (2011 NPRM[1], 36 CFR Part 1190, Docket No. ATBCB 2011-04)

The Access Board's proposed guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way are to ensure these facilities are accessible and usable by pedestrians with disabilities. These guidelines were first published for public comment on July 26, 2011, with corrections issued on July 29, 2011, and the comment period was reopened on December 5, 2011 per requests from the National Association of Counties, the National League of Cities, and the U.S. Conference of Mayors (to close February 2, 2012). When the guidelines are adopted by the US Department of Transportation (DOT), with or without additions and modifications, they will become the accessibility standards with mandatory compliance issued by other federal agencies implementing the ADA, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act.

[1] Notice of Proposed Rulemaking (NPRM)

In the interim the DOT's Federal Highway Administration (FHWA) has advised, in response to an inquiry from the City (April, 2012), that "...While the FHWA has not issued any guidance document on this issue, we are advising ... that either the 2005 Revised Draft Guidelines for Accessible Public Rights-of-Way (2005 PROWAG[2]) or the 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (2011 NPRM) should be considered best practices for new construction and alteration of facilities within the public rights-of-way in order to ensure ADA compliance."

It is specifically noted in the guidelines that the proposed guidelines do not address existing facilities unless they are included within the scope of an alteration undertaken by the agency. This standard has been typical of all previously adopted or proposed guidelines in that the guidance only applies to new or altered facilities.

2.2 State

Oregon Revised Statutes Chapter 447 - Standards and Specifications for Access by Persons with Disabilities (sections 447.210 to 447.310)

477.310 Standards for Curbing: Provided for the construction of curb cuts or ramps and minimum standards for those items whenever a curb or sidewalk is constructed or replaced at any point in a block which gives reasonable access to a crosswalk.

2.3 City

Eugene Code (EC) Chapter 7 - Public Improvements

7.090 Temporary Work: Specifies that construction activities shall not impede safe and accessible pedestrian movement and that when such activities block public sidewalks that ADA-accessible routes shall be provided. Temporary events and facilities such as street fairs, parades, and vending carts must also meet accessibility criteria.

7.365 Americans with Disability Act (ADA) Ramp Standards: Outlines the requirement for privately engineered public improvements to include the design and construction of (or provide funding for) ADA access ramps within and adjacent to the development site. Owners of single corner lots and lots facing t-intersections are also required to construct ADA access ramps as part of their sidewalk construction.

Public Improvement Design Standards (PIDS) Manual

Initially adopted in 2007 by Administrative Order and most recently updated in 2011, this manual imposes requirements and restrictions with respect to the design, location, and construction of public improvements as per EC 7.085. Details of ADA–compliant design standards and references to ADA-related publications are provided throughout the manual.

Standard Specifications for Construction – February 2, 2015

The City's current specifications for construction are comprised of the 2015 Oregon Standard Specifications for Construction (Oregon Specifications) as modified by City drawings and Amendments.

Eugene Arterial and Collector Street Plan (ACSP) – 1999

Most recently updated in 1999, this plan supports provision of facilities for people with disabilities in all street improvement and construction projects. The City's standard plans and

[2] Public Rights-of-Way Accessibility Guidelines (PROWAG)

specifications are applied to each specific project to achieve the best possible fit with existing conditions and still meet or exceed ADA.

Design Standards & Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways – 1999
This adopted document, included as an appendix to the ACSP and included as Appendix F in the PIDS Manual (see above), provides the standards by which the referenced facilities must comply including new construction, reconstruction, and upgrades to same.

3. Pedestrian-Accessible Facilities within the Public Rights-of-Way

3.1 Specified in ADA Guidelines

Compliance with the ADA is expected to be met for all permanent and temporary facilities located in the R/W when either newly constructed or altered, and when elements are added for pedestrian use. The types of facilities cited by the Access board that must be readily accessible and usable in the R/W by pedestrians with disabilities are listed below:

- Sidewalks, pedestrian overpasses and underpasses, and other pedestrian circulation paths including requirements for pedestrian access routes, alternate pedestrian access routes when pedestrian circulation paths are temporarily closed, and protruding objects along or overhanging pedestrian circulation paths;
- Pedestrian street crossings, medians and pedestrian refuge islands, including requirements for curb ramps or blended transitions, and detectable warning surfaces;
- Pedestrian street crossings at roundabouts, including for detectable edge treatments where pedestrian crossing is not intended, and pedestrian activated signals at multi-lane pedestrian street crossings;
- Pedestrian street crossings at multi-lane channelized turn lanes at roundabouts and at other signalized intersections, including requirements for pedestrian activated signals;
- Pedestrian signals, including requirements for accessible pedestrian signals (APS) and pedestrian pushbuttons;
- Transit stops and transit shelters for buses and light rail vehicles including requirements for boarding and alighting areas at sidewalk or street level, boarding platforms, and route signs;
- Pedestrian at-grade rail grade crossings, including requirements for flangeway gaps;
- On-street parking that is marked or metered, and passenger loading zones;
- Pedestrian signs, including requirements for visible characters on signs and alternative requirements for Accessible sign systems and other technologies;
- Street furniture for pedestrian use, including drinking fountains, public toilet facilities, tables, counters, and benches;
- Ramps, stairways, escalators, handrails, doors, doorways, and gates.

4. Methods to Remove Barriers to Pedestrian-Accessible Facilities

A variety of processes by which capital facilities in the R/W are designed, constructed, and altered provide opportunities to address removal of barriers to pedestrian accessibility for persons with disabilities. Some processes are generic to all types of facilities while others are tailored to a specific facility as outlined below:

4.1 Project Types Generating Barrier Removal Activities

Capital and Maintenance Pavement Resurfacing Projects

23 CFR 151 requires that whenever streets, roadways, or highways are altered, Agencies shall provide curb ramps where the street level pedestrian walkways cross curbs. On July 8, 2013, the U.S. Department of Justice and the Department of Transportation issued a Joint Technical Assistance memo further explaining the requirements to provide curb ramps when streets are altered through resurfacing projects.

City streets in need of resurfacing via the City's active Pavement Preservation Program (PPP) undergo rigorous multi-agency and multi-departmental evaluations to ensure ADA compliance during the course of project scoping, preliminary and final design, construction, and inspection. The capital resurfacing program is the primary source for new and altered ramps in the City.

The Public Works Maintenance resurfacing program primarily focuses on streets that have not been constructed to a City standard as they are generally in poor condition and capital funds are not available for these streets by policy. Due to their nature, they rarely have pedestrian facilities that would trigger retrofit requirements. If there are existing pedestrian facilities that do not comply with the 2011 NPRM guidelines on the Maintenance resurfacing project, they are required to be retrofitted to meet accessibility guidelines.

New Development and Redevelopment within the Public Right of Way

As private and public agencies construct new public facilities or reconstruct or alter existing public facilities, those facilities need to be constructed to meet current accessibility guidelines. Examples of these types of projects are:

- *Privately Engineered Public Improvement (PEPI)* - The City permits public improvements to be privately engineered and constructed via the PEPI permit process. Such improvements are typically development driven; whereas, City capital projects are typically community driven. PEPI plans are submitted to the City for review, approval, and inspection and are subject to the same evaluation for ADA compliance as pavement resurfacing projects.
- *Building Permits* – Private property owners that obtain building permits through the City's Planning Department are required to reconstruct pedestrian facilities altered or impacted by the permitted work to meet ADA compliance requirements.
- *Utility Permits* – Utility companies obtain a right of entry permit in order to construct and maintain facilities located in the City right of way. In the course of the utility's work, if existing pedestrian facilities are altered or impacted, those facilities are required to be reconstructed for ADA compliance.
- *Other City Projects* – Other City capital or maintenance projects that alter existing facilities may also trigger reconstruction of pedestrian facilities for ADA compliance and are subject to the same evaluation for ADA compliance as pavement resurfacing projects.

In Response to Hazards

Public Works' Maintenance Division staff addresses pedestrian safety and mobility concerns that may arise from ad hoc hazards affecting accessibility in the R/W for persons with disabilities. Hazards are typically identified by field inspections by code enforcement staff in the Public Works Maintenance Division pursuant to Eugene Code 7.375 based on notifications from other departments and requests from the public.

Requests/Complaints

Requests and complaints from the community regarding ADA accessibility in the R/W for persons with disabilities are triaged and assigned to the appropriate division within the Public Works Department for evaluation and recommendation of appropriate action.

According to City Code, section 7.357, "the owner of land abutting a sidewalk shall maintain the sidewalk and driveway approaches in good repair and safe condition." While public sidewalks are inspected periodically by City staff, the City primarily relies on public requests or complaints to investigate sidewalk condition and initiate corrective action. Public request may be made in the same process as described in section 8.2, below.

4.2 ADA Exceptions

Where existing physical constraints make it impracticable for altered facilities to fully comply with new construction requirements; compliance is required to the extent practicable within the scope of the project. Examples of potential physical constraints described in the NPRM include, underlying terrain, right of way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature. Cost alone is not considered a constraint. The Department of Justice regulations have deemed, "the additional cost of alterations to provide an accessible 'path of travel' to the altered area disproportionate when it exceeds 20 percent of the cost of the alteration to the 'primary function' area. (See 28 CFR 35.151(b)(4)(iii))." (2011 NPRM Section by Section Analysis page 21)

The determination of a physical constraint and compliance to the maximum extent practicable is made on a case-by-case basis and the justification(s) for the decision must be well-documented. For Capital and PEPI projects, this documentation must be included in the design exception request process and requires approval of the City Engineer.

5. Factors that Influence Barrier Removal Schedules

5.1 Prioritization Criteria

The City has established a three-tier prioritization strategy for addressing barrier removal in the public right-of-way. The prioritization reflects the adjacent land uses that generate higher levels of pedestrian trips and responds to the network needs of pedestrians. Given limited funding, prioritization allows the City to address barrier removal in locations that are well-traveled first, and respond incrementally to complete barrier removal in the pedestrian network over time. Establishing discrete priorities also increases the likelihood of attaining funding sources, such as grants, since funding agencies generally award funding based on a local assessment of need.

Priority 1: State/Local Government and Public Use Facilities

- State/Local Government Buildings
- Hospital/Medical Clinics
- Schools
- Public Parks
- Public Transit Systems
- Access to Shared Use Paths
- High Use Areas or Facilities that serve Alternatively-Abled Populations

Priority 2: Places of Public Accommodation and Employment

- Major Commercial and Retail Sites
- Major Employment Sites; e.g. Downtown
- High-Density Multi-Family Housing Developments
- Places of Public Assembly

Priority 3: Other considerations: Facilities that don't fall into the above priorities, may still be improved based on other considerations, including but not limited to, individual service requests, geographic connectivity, and project/funding requirements.

Regarding curb ramps, 28 CFR Section 35.150 which specifies requirements for agency Transition Plans, requires that the Transition Plan schedule give "priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas." This regulation is reflected in Priority 1 and 2 described above.

This three-tier prioritization schedule was used initially to develop the overall Transition Plan schedule and will continue to be used by the City in planning and scheduling individual projects.

5.2 Funding Sources

Typical funding sources for barrier removal are as follows:

Curb Ramp and Accessible Pedestrian Signal Installation Programs

Typically funded by federal Community Development Block Grant (CDBG) money. CDBG-eligible activities are identified in the Housing and Urban Development (HUD) Consolidated Plan, a five-year plan with one-year action plan increments established by the cities of Eugene and Springfield (see section 9.3). Applications and funding approval are made on an annual basis, but because this is a competitive program, the City is not guaranteed to receive funding from this source every year.

Pavement Resurfacing (Pavement Preservation Program) Projects

23 CFR 151 requires that whenever streets, roadways, or highways are altered, to provide curb ramps where the street level pedestrian walkways cross curbs. On July 8, 2013, the U.S. Department of Justice and the Department of Transportation issued a Joint Technical Assistance memo expanding on the requirements to provide curb ramps when streets are altered through resurfacing projects. It is the City's policy to fund curb ramp improvements from the same source funding the alteration that triggers the requirement for curb ramp installation. Pavement resurfacing projects have been funded through a variety of sources including revenues from Local Gas Tax, Local Bond Proceeds, Road Operation Funds, Transportation Systems Development Charges (impact fees), and Federal/State Regional Grants.

Other Sources

While the above two sources fund a majority of the barrier removals within the public right-of-way, other sources used by the City of Eugene have included Safe Routes to Schools, other federal/state and special grants, Public Works Maintenance Division operations funding, Parking Services, and private development.

6. Transition Plan Schedules

6.1 Initial Schedule for Curb Ramps and Accessible Pedestrian Signals

Title II of the ADA specifically requires a schedule for elimination of barriers to accessibility due to curb ramps. This current Plan schedule primarily focuses on sidewalk (curb) ramps and pedestrian signals.

Based on the inventory of the ramps, 12,392 ramps do not meet the guidelines described in the 2011 NPRM. Of the ramps that do not meet the 2011 NPRM guidelines, 4,080 are located in Priority 1 areas and 3,569 are located in Priority 2 areas. This inventory data needs additional refinement to incorporate:

- Maximum extent feasible design
- Technical limitations of data collection equipment (level of accuracy)

Regarding pedestrian signals, 228 signalized intersections do not have accessible pedestrian signal devices within the Urban Growth Boundary. Of the signalized intersections without accessible devices, 131 are located in Priority 1 areas and 83 are located in Priority 2 areas.

The City of Eugene is committed to a reasonable and responsible schedule to bring the remaining curbs and signalized intersections into ADA compliance. Most of this work will take place as alterations included in capital projects. The current Capital Improvement Program (CIP) (FY 16 – 21) identifies several sources of funding for capital projects for the next five year period. The following capital projects and programs identified in the CIP (FY 16 -21) are potential sources for curb ramp and APS alterations and construction:

- Neighborhood Transportation Livability
- Traffic Operations Improvement Program
- Traffic Signal Improvements and Upgrades
- Pavement Preservation Program
- Pavement Preservation Program – Transportation Bonds
- Amazon Active Transportation Corridor Project
- Northeast Livable Streets Project
- Services for New Development/Grant Matching Funds Transportation

As discussed in Section 4, above, regarding methods for barrier removal, in addition to the capital program identified, other sources for curb ramp and APS alterations and construction are private development and maintenance activities.

Based on this variety of sources, the following schedules were developed for curb ramps and APS:

Time Period	Estimated # of Curb Ramps per year	Estimated # of APS added to intersections per year
2015 – 2021	350	6
2021 – 2053	200	6
2053 – 2071	200	0
Total Ramps (2015 – 2071)	12,392	-
Total APS	-	228

Time Period	Estimated # of Curb Ramps per year	Estimated # of APS added to intersections per year
(2015 – 2053)		

6.2 Future Implementation Schedule

The City intends to review and evaluate the transition plan, the schedule and the ADA program for the right of way on an annual basis. The review and evaluation will include the following tasks:

- Annually update curb ramp and APS inventory data as projects are completed. All projects are inspected during construction and upon completion of the work to ensure compliance;
- Annually assess progress on an end-of-calendar year schedule and make any recommendations to administratively update schedules and Plan documents;
- Review requests for service and grievances received throughout the year and evaluate decision making and responsiveness;
- Post annual evaluation results to the public website.

7. Official Responsible for Transition Plan Implementation

Kurt Corey, P.E.
City of Eugene
Public Works Executive Director
101 E Broadway, Suite 400
Eugene, OR 97401
541-682-6826

8. Public Outreach and Participation

8.1 Draft Transition Plan

An opportunity for public review and comment on the transition plan was made available to interested persons, including those with disabilities or organizations representing individuals with disabilities. The City's self-evaluation and input received during the public comment period will be retained for three years.

There were three primary goals for the public outreach activities prior to adopting the plan:

1. Meet Title II requirements for public comment opportunity.
2. Inform public about City's plan and processes regarding removal of barriers to accessibility within the right of way. Provide information to assist interested parties to understand the issues faced by the City, alternatives considered and planned actions.
3. Obtain public comment to identify any errors or gaps in the proposed accessibility transition plan for the public rights of way, specifically on prioritization and grievance processes.

A Plan review and comment period between May 4, 2015 and May 31, 2015 was provided prior to final Plan preparation for adoption. In order to inform the public about the availability of the

Transition Plan for review, a paid advertisement was placed in two local newspapers of record, a news release was distributed to local media, announcements were made in various City newsletters, and copies of the Plan or internet hyperlinks were provided at a number of locations, including with several key audiences.

One comment was received during the public comment period and indicated that the draft plan did not meet the reviewer's expectations. There were two primary themes of the comment that are summarized as follows: Addressing the installation of speed humps or bumps on streets that don't have sidewalk should be included in the Plan and whether there should be public hearings prior to the adoption of the Plan. Engineering staff personally contacted and met with the commenter to discuss the specifics of the street of which he was concerned. A copy of the comment is attached in the appendix.

As noted above, the City uses the 2011 NPRM for design standards within the rights-of-way. Within the section-by-section analysis of the proposed rulemaking, the U.S. Access Board requested information from the public on this issue of "shared streets" that do not have curbs or delineated sidewalks and design features to facilitate wayfinding along these streets, but no design guidance or standards were included in the proposed rulemaking. Nor are there other applicable standards addressing this issue at this time.

There are a variety of potential barriers that may be present or occur within the public rights-of-way. This Plan does not preclude responding to barrier removals, but does describe a specific schedule for barrier removal relating to sidewalk access ramps and accessible pedestrian signals. While future updates to this Plan may include schedules to remove or address other barriers within the rights-of-way, this current Plan will remain focused on the two elements selected at this time.

A public hearing was not scheduled for adoption of this Plan. It is proposed that this Plan be adopted by Administrative Order of the Public Works Director. This method of adoption does not require a public hearing process nor is one required by Title II of the ADA that sets forth the requirements for agency transition plans.

8.2 Procedures for Requests for Barrier Removal and Grievances

Entities subject to Title II of the ADA are required to "adopt and publish a grievance procedure" as part of the Transition Plan. Public Works has developed a two-tiered approach in order to comply with the requirement for grievance procedures. The first tier is a "Request for Service" and the second tier is a "Grievance".

A Request for Service (RFS) is used to request accommodations or barrier removal. A request for service may be filed in a variety of methods – in person, by telephone, by mail and on-line:

- Call (541)682-4800
- Email: **pwmaintenance@ci.eugene.or.us** or **adaplan@ci.eugene.or.us**
- Online: **www.eugene-or.gov (City of Eugene website)**, selected "Contact Us" at the top of the page

The request will be recorded in Public Works' Maintenance Management System (MMS). The recording of the request is critical for recordkeeping and to evaluate the Department's response to ADA-related requests.

- Initial acknowledgement of the request for service will occur within 5 business days of receipt of the request.
- The investigation and response to the request will occur within 30 calendar days from the date of acknowledgment.

An ADA Grievance is used to report denial of access to a City facility, program, service or activity. A Request for Service must be filed prior to submitting a grievance and within 180 calendar days of the Request for Service response. Like the Request for Service, the City is required to keep detailed records and follow a strict timeline to ensure complete recordkeeping and evaluation of the Department's response to the grievance. The grievance will be recorded in the Public Works' MMS.

- Initial acknowledgment of the grievance will occur within 5 business days of receipt of the grievance.
- Initial staff contact and interview for information gathering will occur within 15 business days from the date of acknowledgment, although the complainant may decline to participate in the interview.
- A written decision will be made within 15 business days from the initial staff contact/interview by the Public Works Section (Team) manager or designee. In addition, the decision will be provided in a format requested by the grievant.
- If staff determines additional time is needed in order to make an informed decision, the decision timeline may be extended in 15-business day increments upon notification to the grievant.

Grievance decisions may be appealed to the Public Works Director or designee (Public Works Maintenance or Engineering Division Managers).

- The Public Works Director, or designee, will meet with the grievant within 15 calendar days of the date of the appeal, unless declined by the grievant.
- The Public Works Director, or designee, will issue a written decision within 15 calendar days of the meeting (or date meeting is declined) with the grievant. The decision will also be provided in a reasonable format requested by the grievant. This decision is final.

See Appendix 9.4 for additional criteria and procedures to be used in responding to Requests for Service and Grievances.

Any requests for service or grievances regarding issues within the right-of-way initially submitted to the Human Rights and Equity staff will be forwarded to Public Works staff.

9. Appendices

9.1 Priority Map Barrier Removal

9.2 (Reserved)

9.3 Record of Public Outreach

9.4 Requests for Service and Grievance Criteria and Procedures and Forms

9.5 Annual Plan Updates

9.6 Summary of State/Local Plans and Documents

9.7 Selected ADA Definitions as published by Access Board

9.8 Excerpt, Adopted 6-year Capital Improvement Program (CIP) for Curb Ramps and APS

9.9 Administrative Order to Adopt Eugene ADA Transition Plan for Public Rights-of-Way *(Insert upon adoption)*

Appendix 9.1

Priority Map Barrier Removal

Appendix 9.2

(Reserved)

Appendix 9.3
Record of Public Outreach

news release

May 4, 2015

CONTACT: Nancy Burns, ADA Transition Plan Project Manager, 541-682-6887

From Public Information Section, 541-682-5523 or 541-954-2938

FOR IMMEDIATE RELEASE

Public Works Draft ADA Transition Plan Available for Review

The City of Eugene Public Works Department has conducted an evaluation of its public rights of way and drafted a transition plan that outlines how the organization will continue to comply with ADA regulations and provide to the extent possible safe access within the rights of way for all individuals.

Upon the adoption of the Americans with Disabilities Act of 1990, the City embarked on a comprehensive accessibility evaluation of its facilities. To date three such evaluations have been undertaken and completed in 1992, 2000, and 2008. After extensive public input, phase 1 of the City's existing ADA Transition Plan, including a three fiscal-year schedule for completing prioritized accessibility projects, was approved in 1993. Subsequent phases of the existing plan have been prepared and implemented, with the existing 2012 plan representing phase 7. While a schedule for curb ramp installation has always been a part of each phase of the City's existing plan, the intent of the current project is to ultimately draft a separate companion plan that more specifically and comprehensively addresses accessibility within the public rights of way.

As part of this new draft transition plan, Public Works collected detailed data on over 15,000 sidewalk ramps and 250 pedestrian signals to develop transition schedules specific to these facilities. In addition to the inventory of ramps and pedestrian signals and schedules, the transition plan for the public rights of way also includes a system of barrier removal prioritization, information on how to request barrier removals from the right-of-way facilities, and an appeals process.

An electronic copy is available on the City website at www.eugene-or.gov/adaplan. Paper copies of the draft transition plan for facilities in the public rights of way are also available at multiple locations: the Human Rights and Neighborhood Involvement Office (*99 West 10th Ave, Suite 116*), the Downtown Library (*100 West 10th Avenue*), the City Manager's Office (*125 East 8th Avenue, 2nd Floor*), and Public Works Maintenance Office (*1820 Roosevelt Boulevard)*.

The draft plan is available for public comment through May 31, 2015. Comments and questions may be submitted by e-mail to adaplan@ci.eugene.or.us or by calling (541)682-5277. Comment forms are also available at locations with paper copies of the plan. Assistance in filling out a comment form is available at the Human Rights and Neighborhood Involvement Office (*99 West 10th Ave, Suite 116*).

# # #

Administration, Finance, Recreation, Information Services, Planning and Development, and Cultural Services Administration (with the team name Elite Feet). Members of the City Council are encouraged to participate, either by forming a team or joining one of the existing City teams.

City teams have fared well in past competitions. Last year, more than 1,900 people representing 175 teams participated in the Business Commute Challenge. In just one week, the BCC participants reduced more than 68,987 drive-alone miles, and reduced more than 70,200 pounds of carbon dioxide.

Visit the website at www.commutechallenge.org for a list of activities and to sign up to participate. For more information, contact Claudia Denton, BCC team captain for Public Works Engineering, Claudia.M.Denton@ci.eugene.or.us, or 541-682-5059, or contact Point2Point directly at commutechallenge@ltd.org.

Public Works Draft Americans with Disabilities Act Transition Plan Available for Review

The City of Eugene Public Works Department has conducted an evaluation of its public rights-of-way and drafted a transition plan that outlines how the organization will continue to comply with Americans with Disabilities Act (ADA) regulations and provide, to the extent possible, safe access within the rights-of-way for all individuals. This plan will be a separate companion plan to the City's existing ADA Transition Plan.

In compliance with the Americans with Disabilities Act of 1990, phase 1 of the City's existing ADA Transition Plan was adopted in 1993, and included a three fiscal-year schedule for completing prioritized accessibility projects. Subsequent phases of the existing plan have been prepared and implemented. The existing plan represents phase 7.

As part of this new draft companion transition plan, Public Works collected detailed data on over 15,000 sidewalk ramps and 250 pedestrian signals to develop transition schedules specific to these facilities. In addition to the inventory of ramps and pedestrian signals and schedules, the transition plan for the public rights-of-way also includes a system of barrier removal prioritization, information on how to request barrier removals from right-of-way facilities, and an appeals process.

The draft plan is available for public comment through May 31. An electronic copy of the draft transition plan is available on the City website at www.eugene-or.gov/adaplan. Paper copies of the draft transition plan for facilities in the public rights-of-way are also available at multiple locations: the Human Rights and Neighborhood Involvement Office (99 West 10th Avenue, Suite 116), the Downtown Library (100 West 10th Avenue), the City Manager's Office (125 East 8th Avenue, Second Floor), and Public Works Maintenance Office (1820 Roosevelt Boulevard). For more information, contact Nancy Burns, ADA Transition Plan project manager, at 541-682-6887.

Love Food Not Waste Program Supports Seed to Supper

Seed to Supper is a comprehensive, five-week beginning gardening course that gives novice, adult gardeners the tools they need to successfully grow a portion of their own food on a limited budget. The curriculum was written by the Oregon Food Bank and Oregon State University's Extension Service, and this year, for the first time, FOOD for Lane County is offering the classes at partner agencies. Huerto de la Familia will be offering classes in Spanish starting in May and FOOD for Lane County will also offer a class in Spanish later this year and a few other classes this fall.

Volunteer educators who are either Master Gardeners or experienced vegetable growers are trained to teach the five-week class series. Classes are held at FOOD for Lane County partner agencies, including food pantries and low-income housing sites. Students have to attend four out of the five classes to receive a certificate of completion and some donated garden supplies, including Love Food Not Waste compost, Down to Earth organic fertilizers, seeds, and vegetable starts.

For more information about this partnership, please contact Waste Prevention and Green Building Analyst Stephanie Scafa at 541-682-5652.

FOR THE RECORD

Deaths

Bates — Elsie Jean Bates, 84, of Eugene, died April 29. Arrangements by Andreason's Cremation & Burial Service in Springfield.

Corgain — Donna Rae Corgain, 63, of Eugene, died May 2. Arrangements by Major Family Funeral Home in Springfield.

Dodson — Fred Dodson, 90, of Pleasant Hill, died May 3. Arrangements by Musgrove Family Mortuary in Eugene.

Gadomski — David Gadomski, 73, of Springfield, died April 29. Arrangements by Andreason's Cremation & Burial Service in Springfield.

Green — Philetus R. Green, 74, of Veneta, died April 25. No service is planned. Arrangements by Andreason's Cremation & Burial Service in Springfield.

Harness — Herman Dean Harness, 85, of Veneta, died April 29. A celebration of life will be from 3 p.m. to 6 p.m. Saturday, May 9, at Fletchall Hall in Junction City. Arrangements by Murphy-Musgrove Funeral Home in Junction City.

Kaufman — Norman L. Kaufman, 99, of Eugene, died May 4. Arrangements by Musgrove Family Mortuary in Eugene.

Miller — Patricia Ruth Miller, 71, of Florence, died May 1. Arrangements by Andreason's Cremation & Burial Service in Springfield.

Miller — Curtis Felix Miller, 81, of Eugene, died May 4. Arrangements by Musgrove Family Mortuary in Eugene.

Osterbuhr — Peggy Rose Osterbuhr, 75, of Blue River, died April 29. A celebration of life will be at 1 p.m. Thursday, May 7, at the Upper Mckenzie Community Center in Blue River. Remembrances to the St. Jude Children's Research Hospital. Arrangements by Andreason's Cremation & Burial Service in Springfield.

Peckham — George M. Peckham, 93, of Springfield, died April 30. No service is planned. Arrangements by Musgrove Family Mortuary in Eugene.

Perrin — Mark Wayne Perrin, 73, of Eugene, died May 2. Arrangements by Musgrove Family Mortuary in Eugene.

Stone — Nola June Stone, 60, of Veneta, died April 28. Arrangements by Andreason's Cremation & Burial Service in Springfield.

Vacchio — Michael Patrick Vacchio, 62, of Springfield, died May 1. Arrangements by Andreason's Cremation & Burial Service in Springfield.

Wilson — Dennis Wilson, 61, of Springfield, died April 28. Arrangements by Andreason's Cremation & Burial Service in Springfield.

Blood Center

Donors needed today

O Positive 43
O Negative 23
A Positive 20
A Negative 11
B Positive 5
B Negative 5
AB Positive 1
AB Negative 1

Lane Blood Center, 2211 Willamette St., is open Monday to Wednesday from 10 a.m. to 6 p.m., Thursday and Friday from 8 a.m. to 3:30 p.m. and Saturday from 8 a.m. to noon. 541-484-9111. **Bloodmobile:** University of Oregon Lillis Plaza, East 13th Avenue and Kincaid Street, 10 a.m. to 4 p.m. 541-484-9111.

COMMUNITY

Eugene-Springfield Newcomers Club — 10 a.m. Thursday at Westminster Presbyterian Church, 777 Coburg Road; Bart Swanson of Allstate will discuss insurance possibilities for older people; 541-485-3632.

Internet Security for Small Business — 6 p.m. Thursday at Eugene Public Library, 100 W. 10th Ave. DJ Wyrick of Secure My Lifestyle will use recent corporate data breaches to detail the potential effects on entrepreneurs and their businesses. Co-sponsored by the library, Lane Community College Small Business Development Center and SCORE. Free, Information: 541-682-5450 or www.eugene-or.gov/library.

Rubicon Society — noon Thursday at the Kowloon Restaurant and Lounge, 2222 Martin Luther King Jr. Blvd., Eugene. Local and state issues.

Author talk — 6 p.m. Thursday at the Downtown Eugene Public Library, 10th & Olive, Author and teacher Diana Abu-Jaber will speak as part of the Northwest Women Writers Symposium. Information: 541-682-5450 or www.eugene-or.gov/library.

SCOTT LANDGREEN

Age: 65
Previous elected experience: None
Occupation: Retired small-business owner
Website: None

EILEEN NITTLER

Age: 47
Previous elected experience: None
Occupation: Social worker at Holt International Children's Services
Website: eileennittler.com

Board: Candidate raises Berman issue

Continued from Page A3

bers, Nittler said, the board still needs to work to earn back some parent's trust.

Landgreen has not returned requests from The Register-Guard for comment.

Landgreen, 65, worked as a teacher for 22 years in California and Australia before starting his own parcel delivery service in Eugene. He was president of the North Eugene High School booster club when his son was a student there, and he worked with a state program that helps students obtain training and education after high school.

Landgreen also worked as a YMCA director of health and fitness.

Nittler criticized the board's decision last year to not publicly evaluate Berman for both the 2013-14 school year and the current year.

Emails obtained by The Register-Guard show that board members secretly negotiated with Berman for him to leave, in order for him to avoid receiving a negative performance evaluation from the board.

Although the board will need to meet behind closed doors for some "human resources things," Nittler said, "school board members are accountable to the public.

"The process needs to be out in order to keep (the public's) trust in us," she said of evaluating Berman. "We'll have to discuss things (publicly) that are uncomfortable."

As of Monday, Nittler's political action committee, Elect Eileen Nittler, has raised $8,895. Her two biggest donors are the Portland-based nonprofit organization Stand For Children, which has provided $2,392 in campaign services, and state Rep. Val Hoyle, D-Eugene, who has provided $1,452 in campaign signs. Stand for Children's mission is to increase state and local funding for public schools.

Landgreen has not formed a political action committee.

—

Follow Josephine on Twitter @j_woolington. Email josephine.woolington@registerguard.com.

CALENDAR

Eugene

TODAY

Eugene Water & Electric Board — 5:30 p.m., EWEB Board Room, North Building, 500 E. Fourth Ave. Leaburg Dam roll gate, riverfront property update, system development charges review process. 541-685-7328. An executive (nonpublic) session on litigation and real estate transactions will precede the regular meeting.

Human Rights Commission Homelessness Work Group — Noon, Sloat Room, Atrium Building, 99 W. 10th Ave. Youth homelessness event, decriminalization, work plan. Kneubeck@comcast.net.

Sustainability Commission Economic Development Subcommittee — 5 p.m., First National Taphouse, 51 W. Broadway. Work planning. 541-682-5017.

City Council — 5 p.m., Bascom/Tykeson Room, Public Library, 100 W. 10th Ave. Donation for Kathmandu recovery. 541-682-5408.

Budget Committee — 5:30 p.m., Bascom/Tykeson Room, Public Library, 100 W. 10th Ave. Public comment/proposed FY2016 budget. 541-682-8417.

WEDNESDAY

Sustainability Commission Carbon Fee Subcommittee — 1 p.m., Room 210, Atrium Building, 99 W. 10th Ave. Work planning. 541-682-5017.

Eugene School Board — 5:15 p.m., Education Center, 200 N. Monroe St. ESS visioning process. At 6:30 p.m., executive (nonpublic) session on labor negotiations. At 7 p.m., regular board meeting to disapprove Eugene Sudbury School's charter school application. 541-790-7737.

City Council Boards and Commissions Interviews — 5:30 p.m., Saul Room, Atrium Building, 99 W. 10th Ave. 541-682-8497.

Springfield

TODAY

Planning Commission — 7 p.m., council chambers, City Hall, 225 Fifth St. Joint public hearing with hearings official on Willamette River Greenway setback line in Glenwood. 541-726-3610

Joyce Alice Hunt

1927 - 2015

Joyce was born July 31, 1927 in Pleasant Hill, Oregon to Hazle (Webb) and Cecil Wheeler, descending from pioneer families. She attended Pleasant Hill schools and Northwest Christian College in Eugene. She married Darl M Hunt on July 01, 1950. They were married almost 65 years. They lived in Eastern Oregon and worked for the Forest Service and Port Orford, Oregon where she was briefly a minister's wife in 1955. They moved to Pleasant Hill and then built a new house on inherited land in 1966 – a place she loved. She also worked in local stationary stores. She had 4 children – Greg (Elvie), Gayle, Gary (Paula) and Glen (Lori). She had 13 grandchildren, 3 step-children, and 13 great-grandchildren.

She loved gardening, flowers, art projects, travel and especially activities with family.

She is also survived by siblings – Verden, Gwen, Carol and Celia and cousin Oreta and many other family members.

She was the perfect example of a Christian woman. She died April 29, 2015. A memorial service will be 2 pm May 06, 2015 at the Trent Church of Christ (Dexter). Contributions may be made to the church.

Please sign the guest book at www.registerguard.com/legacy

Ronnie Layne Murphy

1950 - 2015

Ron L. Murphy, 64, Died unexpectedly on Monday, April 27, 2015.

Ron was born on July 21, 1950 in Belton TX, the youngest of five boys. He graduated from Villa Park High School in Villa Park, CA and also received his Associates Degree from Fullerton College in Fullerton, CA. He was drafted into the Marines in January 1970 and served his country in honor until January 1972 which included a tour in Viet Nam.

Ron started working on cars in his teens and this passion became his life occupation until the time of his death. Ron never met a stranger and will be remembered for his warm smile, his hardy laughter, and his quick wit.

Spending time with family, going camping, fishing with his brothers, watching Sci-Fi, the Oregon Ducks play and following Nascar were some of his favorite ways to relax.

Survivors Include his wife Kay, son Shannon Corpuz of Eugene, daughter Tawnia Lemay (Ken) of Spokane, WA, brothers Houston (Carol) of Creswell, OR, Curtis (Christine) of Eugene, and Anthony (Linda) of South Dakota. He is also survived by seven grandchildren, Desree' Connor (Jeremy), Justin and Nathan Corpuz all of Eugene and Alexi, Makenzie, Shaylee, and Lyndee Lemay of Spokane, WA. One very special little angel was born the day before Ron passed away. Our first great grandson Jariah.

Ron was preceded in death by his parents, J.D. and Omega Murphy and his brother David Murphy. A Memorial Service will be held Saturday, May 9, 2015 at 10 a.m. at the Veterans Center, 1626 Willamette St., Eugene, OR.

Please sign the guest book at www.registerguard.com/legacy

Stephen Ronald Meyer

7/29/1944 - 4/24/2015

Stephen R. Meyer, 70 of Monroe died Friday, April 24th as the result of an automobile accident. He was born July 29, 1944 in San Francisco, California to parents Robert and Trudance Meyer. Mr. Meyer served in the United States Marine Corps in Vietnam. He graduated from Oregon State University with a Bachelor of Fine Arts. He married Kathryn Fanger on July 24, 1979 in Summerland, California. Mr. Meyer began his professional career at Hise Studios in Corvallis. Over the years, he owned and operated North West Photography and did wedding photography and free-lance photography. His last position from which he retired was with Oregon State University where he was responsible for journalism/media photography for the school. In his leisure time, he enjoyed riding his motorcycle, fishing and restoring old cars.

Mr. Meyer was known by fellow workers, church members and friends alike for his ability to make everyone feel welcomed whatever the situation. He is survived by his wife of 35 years, Kathryn; two sons from a previous marriage with Carol, Daniel Gaffney and Joshua Gaffney; 4 grandchildren Ashley Gaffney, Tyler (Karrin) Gaffney, Aaron Gaffney, Elias Gaffney, one great-grandchild, Autumn and many nieces and nephews.

Memorial donations in Mr. Meyer's name may be directed to the First Baptist Church Building Fund or the Wounded Warrior Project in care of McHenry Funeral Home 206 NW 5th St., Corvallis, OR 97330.

A Celebration of Life will be held at 2:00 pm, Saturday, May 9th at the First Baptist Church in Junction City. Please leave your thoughts and memories for the family at www.mchenryfuneralhome.com.

Please sign the guest book at www.registerguard.com/legacy

Vincent Lee Bitle

1948 - 2015

Vincent Lee Bitle of Yachats, OR passed away on April 22nd, 2015 at the age of 67. He had endured a lengthy bout with a number of health issues with great strength, courage and grace.

Vince was born in Vallejo, California March 10th, 1948 to Forrest James Bitle and Mary Eloise (Milone) Bitle. He was their fourth child.

Growing up in an Air Force family, Vince went to several schools before graduating from Creswell High School in 1966 as an Honor student.

Vince is a Vietnam veteran. In July of 1968 Vince went into the Army during the Vietnam War and served honorably until March of 1970. Later in his life, the scars of that war would have a profound effect on his health. The following years he received a Bachelor of Political Science degree and Phi beta kappa honors from the University of Oregon.

Vince went into the construction business working up and down the Northwest from California to Washington with his brother Jim. He was an expert carpenter, did fabrications, woodcarving, and even built his own home in Yachats. He was a handy man with many talents which also included art work, poetry, and writing. You can see some of this on his Facebook page.

In the 1980's Vince was briefly married to Lynnae Irene Newberry. Together they had two children. He loved his two daughters very much and was always proud of their accomplishments as well as his grandkids.

He is survived by his daughters Elizabeth Irene Bitle, now serving in the Army and Letha Michelle Bitle and her husband Hunter, and her children: Dru, Keegan, Lisabeth, Wyatt, and LeAnn from Helotes, Texas. He is also survived by his brothers James Bitle of Brownsville, OR and Don Bitle of Springfield, OR, some aunts, uncles, many many cousins, nephews, nieces and many friends he knew in Yachats.

He was preceded in death by his father, mother, and brother Gerald.

A memorial service has not been determined yet, but we will have one in the near future.

Please sign the guest book at www.registerguard.com/legacy

GRANT'S Hearing Centers

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6287653M03

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North Eugene Family Dental

Does a Toothache have you doing crazy things?

Emergency Appointments Available

OPEN: Monday-Friday

Phone: 541-343-5512

2550 Willakenzie Road, Ste 3
Across from Sheldon H.S.

6283474M01

The City of Eugene Public Works Department has drafted an

AMERICANS WITH DISABILITIES ACT TRANSITION PLAN

to address barriers to accessibility within the City rights-of-way.

The proposed Plan is available for review at these locations:

- www.eugene-or.gov/ADAplan
- Human Rights and Neighborhood Involvement Office (99 West 10th Ave., Suite 116)
- Downtown Library (100 West 10th Ave.)
- City Manager's Office (125 East 8th Ave., 2nd Floor)
- Public Works Maintenance Office (1820 Roosevelt Blvd.)

Comments accepted through May 31st in these ways:

- Email to ADAplan@ci.eugene.or.us
- Comment form can be completed at the above locations
- Assistance filling out a comment form is available at the Human Rights and Neighborhood Involvement Office (99 West 10th Ave., Suite 116)
- Call 541-682-5177

6289333M05

PLEASE JOIN US FOR OUR

PATIENT APPRECIATION SPA SIDE EVENT

Thursday, May 7
3pm-6pm
RSVP: (541) 687-8900

EVENT HIGHLIGHTS

- Tour the practice and meet Dr. Daniel
- Hear from past and current patients as they share their experiences and answer questions
- Meet our Allergan® Obagi® Coolsculpting® Care Credit℠ experts
- Free gift - first 20 individuals to arrive
- Sign-up with Care Credit℠ night of event - receive 10% off services valued at $1000 or more

DR. LEE B. DANIEL
AESTHETIC PLASTIC SURGERY • THE SPA SIDE

244 Country Club Road, Eugene, OR
(541) 687-8900

6288148M04

Gateway Toastmasters, drop-ins welcome, 6:30-7:45 pm, LCC Downtown, 101 10th Ave., info at toddk.pe@gmail.com. FREE.

Adult Children of Alcoholics Meeting, 7-8pm, Santa Clara Church of Christ, 175 Santa Clara Ave., Santa Clara.

Nar-Anon Meeting, 7pm, Wesley United Methodist Church, 1385 Oakway Rd. FREE.

Co-Dependents Anonymous 12-step Meeting, 7-8pm, Valley Methodist Church, 25133 E. Broadway, Veneta. FREE.

Workers of the World Meeting, 7pm, New Day Bakery, 449 Blair Blvd., iconoclasmo.scott@gmail.com. FREE.

Open Mic Poetry, 7:30pm sign-up, Cush Cafe, 1235 Railroad Blvd., call 393-6822. FREE.

KIDS/FAMILIES Baby Pop Music, 9:30am, Daisy's Place, 1244 Lawrence. FREE.

Medicare Basics, 5:30pm, Bethel Library, 1990 Echo Hollow Road. FREE.

Jewelry 101, 6:30-8:30pm, Michaels, 3318 Gateway St., 988-0506. FREE.

LECTURES/CLASSES "Redefining Realness," Janet Mock discusses Trans justice and intersectionality, 6pm, EMU Ballroom, UO. FREE.

ON THE AIR "The Point," 9-9:30am, KPOV 88.9FM. Anarchy Radio w/John Zerzan, 7pm, KWVA 88.1FM.

Taste of the World w/Wagoma continues. See Saturday.

OUTDOORS/RECREATION Obsidians: Hike Little North Santiam, 9 miles, reg. at obsidians.org.

GEARS Bike Club: Fox Hollow, 25-50 miles, 9am, Alton Baker Park. Free.

WREN's Wetland Wander: "Eight Thousand Years of Dirt!" w/Karin Baitis, 9am-3pm, reg. at 338-7046. FREE.

Wildflowers Walk w/Gail Baker,10am-noon, Mt. Pisgah Arboretum, 34901 Frank Parrish Rd., 747-3817. $5, members FREE.

Pool Hall continues. See Thursday, May 7.

SOCIAL DANCE Eugene Folk Dancers, weekly international folk dancing, 6:45pm lessons, $3; 7:45pm dance, $3, Willamalane Adult Activity Center, 215 W. C St., Spfd., 344-7591.

Bailonga: Argentine Tango Milonga, lessons and open dance, 8-11pm, Vet's Club, 1626 Willamette St. $4-$8.

SPIRITUAL Relationship w/Sacred Texts, instructional classes based on text by Dogen, 7-9pm, Eugene Zendo, 2190 Garfield St., call 302-4576. FREE.

VOLUNTEER Eugene Park Stewards Work Party, 9am-noon, Hendricks Park, 1800 Skyline Blvd., 510-4636. FREE.

WEDNESDAY

MAY 13

SUNRISE 5:49AM; SUNSET 8:30PM
AVG. HIGH 66; AVG. LOW 42

BENEFITS Oakshire Inspires, $1 of every pint sold goes to WJ Skate Park & Urban Plaza, Oakshire Pub, 207 Madison St., 654-5520.

FARMERS MARKETS The Corner Market, fresh local produce, noon-6pm, 295 River Rd., 513-4527.

Sweetwater Farm Stand, fresh farm produce, products & recipes, 4-6pm, 1243 Rainbow Dr.

Coast Fork Farm Stand continues. See Saturday.

GATHERINGS League of Women Voters Unit Meeting, 10am, East Eugene, 342-8243; 2pm, Creswell/Cottage Grove, 942-7676; 3pm, SW Eugene, 343-4728. FREE.

Nar-Anon Meeting, 12:30pm, Springfield Lutheran Church, 1542 I St., Spfd. FREE.

Parkinson's Plus Support Group, 1:30pm, 207 E. Fifth Ave., 345-2988. FREE.

Peace Vigil, 4:30pm, 7th & Pearl. FREE.

Asperger's Support Group, 6-8pm, 541 Willamette St. FREE.

Co-Dependents Anonymous, women-only 12-step meeting, 6-7pm, St. Thomas Episcopal Church, 1465 Coburg Rd. FREE.

NAMI Connection Peer Support Group for individuals w/mental illness, 6pm, NAMI Lane County Resource Center, 2411 MLK Jr. Blvd. FREE.

HEALTH "Tea Time Decadence: Baking w/Almond Flour," Jaena Barrera, noon-1:30pm, Natural Grocers, 201 Coburg Rd. FREE.

KIDS/FAMILIES Lapsit Storytime, ages birth-3 w/adult, 10am, Springfield Library, 225 5th St., Spfd. FREE.

Preschool Storytime, ages 3-6, 10am, Springfield Library, 225 5th St., Spfd. FREE.

Family Board Game Night, 6pm, Castle of Games, 660 Main, Spfd. FREE.

LECTURES/CLASSES Medicare Made Clear, 5-6pm, Oregon Insurace Lady Office, 1163 Olive St., reg. at 222-9020. FREE.

"Villages and Empires" w/archeologist Stephen Dueppen, 6pm, downtown library. FREE.

"A Photographic Memory: Seeing the Disappeared" w/Gustavo Germano, 7pm, Lillis Business Complex, UO. FREE.

Creating Nurturing Environments to Foster Healthy Child Development, 7pm, ORI, 1776 Millrace Dr., 484-2123. FREE.

"What is College For?: A Defence of the Liberal Arts" w/William Deresiewicz, 7:30pm, Straub Hall, UO. FREE.

ON THE AIR "The Point," 9-9:30am, KPOV 88.9AM.

"That Atheist Show, weekly call-in, 7pm, Comcast TV channel 29, 790-6617.

OUTDOORS/RECREATION Obsidians: Hike Amazon Hdwtrs/Spencer Butte, 6.2 miles, reg. at obsidians.org.

Accessible Aquatics, swimming classes for individuals with disabilities, 10am, Amazon Pool, 2600 Hilyard St. $7.

Pool Hall continues. See Thursday, May 7.

THURSDAY

MAY 14

SUNRISE 5:47AM; SUNSET 8:31PM
AVG. HIGH 67; AVG. LOW 42

COMEDY Lady to Lady, three hilarious women, 8:30pm, Doc's Pad, 710 Willamette St. $5.

FILM Documentary *The War Around Us*, Al Jazeera's coverage of Op. Cast Lead in Gaza, 7pm, Growers Market, 454 Willamette St. FREE.

GATHERINGS Eugene Metro Business Networking International, 11:30am, LCC Downtown Center, 101 W. 10th Ave. $12 lunch.

Downtown Public Speakers Toastmasters Club, drop-ins welcome noon-1:05pm, Les Lyle Conference Rm, fourth floor Wells Fargo Bldg., 99 E. Broadway Ave., info at 485-1182. FREE.

Doc's Pad Drag Queen Bingo continues. See Thursday, May 7.

Downtown Toastmasters continues. See Thursday, May 7.

Eugene Metro Business Networking International continues. See Thursday, May 7.

Nar-Anon Meeting continues. See Thursday, May 7.

KIDS/FAMILIES Wonderful Ones Storytime continues. See Thursday, May 7.

Mountain View Academy Open House, 7-8pm, 45 Moss St., Lowell, 735-1709. FREE.

LECTURES/CLASSES One-on-One Job Hunting Help, 4-6pm, downtown library, reg. at 682-5450. FREE.

Bike Touring 101, 6pm, OP Barn, 1225 E. 18th Ave., 346-4371. FREE.

"Start/Grow an Arts & Crafts Business," 6pm, downtown library. FREE.

LITERARY ARTS Lunch w/author Judy Cox, noon, The Book Nest, 1461 Mohawk Blvd., Spfd. FREE.

ON THE AIR "The Point," 9-9:30am, KPOV 88.9FM.

"Arts Journal," current local arts, 9-10pm, Comcast channel 29.

OUTDOORS/RECREATION GEARs Bike Club: Clearwater Trail and Springfield, 25 miles, 9am, Alton Baker Park. FREE.

Pool Hall for seniors continues. See Thursday, May 7.

SOCIAL DANCE Music & Dance Workshops w/Taller de Son Jarocho, 7-9pm, American Legion Hall, 344 8th St., Spfd. FREE.

SPIRITUAL Exploring the Healing Power of the New Testament continues. See Thursday, May 7.

THEATER *A Steampunk Sherlock Holmes* continues. See Thursday, May 7.

No Shame Workshop continues. See Thursday, May 7.

Trailer Park Palooza continues. See Thursday, May 7.

VOLUNTEER Care for Owen Rose Garden, bring gloves & small hand-weeding tools, instruction provided, noon-3pm, end of N. Jefferson St., 682-5025.

CORVALLIS

AND SURROUNDING AREAS

FRIDAY, MAY 8: *Les Misérables*, 7:30pm Friday & Saturday; 2:30pm Sunday, Majestic Theatre, 738-7469. $20-$25.

SATURDAY, MAY 9: Corvallis Farmers Market, 9am-1pm, First St. FREE.

THURSDAY, MAY 14: *Dolly West's Kitchen*, 7:30pm today through Saturday, Withycombe Hall Main Stage, OSU. $5-$12.

ATTENTION

OPPORTUNITIES

Auditions for Roving Park's upcoming musical *The Secret Garden* will be held 2-4pm Saturday & Sunday, May 9-10, at Good Sam. Ctr., 3500 Hilyard. Seeking players 9 years and older for 28 to 30 roles. For info, call 686-2738 or 343-2264.

UO Outdoor Program: Field Geology Beach Walk, 8am-4:30pm Saturday, May 9. For info, see outdoorprogram.uoregon.edu/events.

A portion of your purchase May 13-14 at Coburg Pizza benefits the animals of West Coast Dog and Cat Rescue. For flier, see westcoastdogandcat.org.

Musicians needed for Dexter Lake Farmers Market. Call 937-3007.

Eugene

City of Eugene and Eugene Urban Renewal Agency Budget Committee Meetings Notice

The City of Eugene and Eugene Urban Renewal Agency Budget Committee is preparing to review the proposed budget for fiscal year 2015-2016 (FY16) and to provide its recommendations on the budget to the City Council. The Budget Committee wants your help in setting funding priorities for our community. Please join the Budget Committee at its upcoming meetings to learn more and to speak about your priorities.

Public Testimony and Deliberation on the FY16 Proposed Budget
Tuesday, May 5, 2015 • 5:30 pm

Public Testimony, Deliberation and Action on the FY16 Proposed Budget
Tuesday, May 12, 2015 • 5:30 pm

All meetings will be held in the Bascom-Tykeson Room, Downtown Public Library, 100 W. 10th Avenue.

How You Can Get Involved

Members of the public are encouraged to express their views on the FY16 proposed budget. Public testimony will be taken at **5:30 pm at the May 5 and May 12** Budget Committee meetings. Public testimony can also be submitted by sending a written statement to the Budget Committee or City Council, c/o City of Eugene Finance Division, 100 W. 10th Ave. Ste. 400, Eugene, Oregon, 97401; submit a written statement at the meeting or public hearing; or via the Budget Committee contact form at **www.eugene-or.gov/budget**. At the top-right of the webpage, click the "Contact the Budget Committee" button.

How to Get More Information

The FY16 proposed budget is available on the City of Eugene web site at **www.eugene-or.gov/budget** starting on Wednesday, April 22, 2015. Hard copies of the FY16 proposed budget are available for public review at the City of Eugene Finance Division (100 W 10th Avenue, Suite 400, Eugene, Oregon 97401), Downtown Public Library reference desk (100 W 10th Avenue, 2nd floor, Eugene, Oregon 97401), and at the City Manager's Office (Lane County Public Service Building, 125 E 8th Avenue, Eugene, Oregon 97401), Wednesday, April 22, 2015. Budget Committee meeting materials and webcasts are available at **www.eugene-or.gov/budget** by selecting the "Get Involved" tab. Please contact the City of Eugene Finance Division at 541-682-5512 if you have any questions or need additional information.

This notice was originally published on April 15 and this revision was published on May 1 on the City's website and may be viewed at http://www.eugene-or.gov/DocumentCenter/View/19199

Eugene

The City of Eugene Public Works Department has drafted an **AMERICANS WITH DISABILITIES ACT TRANSITION PLAN** to address barriers to accessibility within the City rights-of-way.

The proposed Plan is available for review at these locations:

- www.eugene-or.gov/ADAplan
- Human Rights and Neighborhood Involvement Office (99 West 10th Ave., Suite 116)
- Downtown Library (100 West 10th Ave.)
- City Manager's Office (125 East 8th Ave., 2nd Floor)
- Public Works Maintenance Office (1820 Roosevelt Blvd.)

Comments accepted through May 31st in these ways:

- Email to ADAplan@ci.eugene.or.us
- Comment form can be completed at the above locations
- Assistance filling out a comment form is available at the Human Rights and Neighborhood Involvement Office (99 West 10th Ave., Suite 116)
- Call 541-682-5177

INDOORS AT THE FAIRGROUNDS

9am to 2pm • Saturday

May 9

24th Annual HARDY PLANT sale

FABULOUS PLANTS! GREAT PRICES!

The Usual & the Unusual in Hardy Plants:

Ferns & Natives • Heather
Shrubs • Trees • Conifers
Food Plants • Hosta • Iris
Dahlias • Rock Garden Plants
Succulents • Fuchsia
Rhododendrons & Drought Tolerant Plants

... a sale by gardeners for gardeners

Info: 541-341-1715 or www.thehardyplantgroup.org

Like · g+1 Tweet inShare Share this Page: powered by iContact

InMotion

News to Move You
May 2015

Get Moving!

Monthly Spotlight

MAY IS BIKE MONTH - Click Below for Info

Breakfast at the Bike Bridges - Coming soon to a bike bridge near you!

Enjoy **FREE** coffee, bagels, cream cheese, bike bells, bike safety checks, bike registration, friends and fun! If you're biking or walking to work, school, or for fun, come join us! Breakfast at the bike bridges will be kicked off this year with the Business Commute Challenge on **Tuesday May 12th** at the DeFazio Bridge and our regular event **Friday May 29th** at Blue Heron Bridge.

All other events will be on the **last Friday of the month from May to October 7:00AM-9:30AM.**

Do you enjoy Eugene Sunday Streets as much as you enjoy Breakfast at the Bike Bridges? Do you still have your old ESS t-shirts? We want you to wear it and help us get a photo of every Sunday Streets shirt we've had!

In This Issue:

May is Bike Month

Breakfast at the Bike Bridge 2015

Lane County Vehicle Registration Fee on Ballot in May

Attend MovingAhead Workshops in May

Sunday Streets Thanks You for Year 5!

Road Repairs Need to Happen - Sitting in Traffic Doesn't

Safe Routes to Schools VOLUNTEERS NEEDED for School Community Rides!

Public Works Draft ADA Transition Plan Available for Review

"Don't Be That Guy" Campaign

EVENTS:

2015 Business Commute Challenge

Cyclofemme Bike Ride

Event schedule:

- May 12: DeFazio Bridge (west side) with LTD's Business Commute Challenge featuring Arriving by Bikebicycle shop!
- May 29: Blue Heron Bridge behind Cesar Chavez Elementary on Fern Ridge Path featuring Patchwork Repair bicycle shop!
- June 26: DeFazio Bridge (West side) featuring Blue Heron bicycle shop!
- July 31: Greenway Bridge at Maurie Jacobs Park featuring Paul's Bicycle Way of Life bicycle shop!
- August 28: 24th Ave. and Amazon Path near the softball fields featuring Arriving by Bike bicycle shop!
- September 25: Delta Ponds Bridge just north of the river path intersection featuring Klink Cycles bicycle shop!
- October 30: Frohnmayer Bike Bridge, formerly known as Autzen footbridge, featuring the UO Bike Program!

For more information visit www.eugene-or.gov/bbb or contact Claudia Denton at Claudia.M.Denton@ci.eugene.or.us or 541-682-5059.

Like Tweet (top)

Lane County Vehicle Registration Fee on Ballot in May

In May, Lane County voters will decide whether Lane County should establish a county vehicle registration fee. The Board of County Commissioners decided to put the vehicle registration fee on the ballot because of significant funding cuts that threaten the ability of Lane County to keep its roads and bridges safe and well maintained.

If authorized by the voters, 40% of the funds will be shared with the incorporated cities throughout the county. The proposed vehicle registration fee amount is $35 per year for most vehicles and $20 per year for motorcycles and mopeds. $35 per year is equivalent to $2.92 per month. If adopted the $35 annual fee would generate approximately $11 million countywide. Approximately $6.6 million would go to the county and $4.4 million to cities based on population. The City of Eugene would receive around $2.7 million annually and Springfield would get about $1 million per year.

The City of Eugene would receive about 25% of the countywide vehicle registration fees collected. In terms of how these funds would be used, Oregon's Constitution requires taxes and fees on motor vehicle fuel and use, including vehicle registration fees, to be used exclusively for construction, reconstruction, improvement, repair, maintenance and operation within the street right of way. The City could use the funding for the following kinds of projects:

- Pavement preservation projects to address Eugene's $84 million street maintenance backlog.
- Replacement of deteriorating traffic signals to make them more durable and also make the traffic signals work better for all travel modes.
- Construction of sidewalks on the many miles of city streets that currently lack sidewalks.
- Other pedestrian and bicycle safety projects within the street right of way.

At the request of Lane County, the City of Eugene identified three specific projects that are currently unfunded, could be

Playborhood and Free Range Kids; Creating a better city for kids and families

Traffic Skills 101 Course

League Certified Instructor Seminar

Moonlight Mash Eugene

9th Annual Walkin' & Rollin'in the West Eugene Wetlands!

Kidical Mass Family Ride

Walking and Biking Groups:

Campbell Bike Group

Walk n Talkers

Cycling for Veterans

REGISTER YOUR BIKE

City of Eugene Transportation Planning:

Find us on Facebook

Area Events:
For more information on each event please use the links in the article or contact the event organizer.

Traffic Skills 101, May 9, 9am-6pm
Register Here
This class informs and covers the skills and techniques to give riders the confidence they need to ride safely and legally in traffic and on the trails. The course covers bicycle safety checks, fixing a flat, on-bike riding skills and crash avoidance techniques and includes a student manual. Recommended for adults and children above age twelve, this fast-paced, nine-hour

implemented if funding becomes available, and are in need of repair according to the City's pavement management system:

- Amazon Parkway from 24th to approximately 29th avenues, an overlay project that would cost about $440,000 and fix about 1.4 lane miles
- Franklin (westbound) from Walnut to Agate streets, an overlay project that would cost about $430,000 and fix about 1.4 lane miles
- The City portion of NW Expressway from Maxwell to about a half mile south, a reconstruction project that would cost about $1.7 million and fix about 1.9 lane miles

More information is available on the Lane County Vehicle Registration Fee web page.

Like Tweet

(top)

Featured News

Plan to Attend MovingAhead Workshops in May!

MovingAhead
STREETS AND PLACES REIMAGINED

Eugene and Springfield residents - now is the time to help shape the future of the streets you use every day! MovingAhead is your opportunity to identify improvements for people who walk, bike and take transit on some of our region's most important streets.

Our community values transportation that is safe and convenient for everyone whether on foot, bike, a bus, or in a car. A safe and accessible transportation system supports great neighborhoods and helps keep us and our economy healthy. The City of Eugene and the Lane Transit District (LTD) - with the help of other regional partners - are launching MovingAhead to determine how to improve the main streets that connect our neighborhoods, shopping areas, and jobs. MovingAhead will prioritize transit, walking, and biking projects so they can be funded and built. It will focus on the key corridors identified in Envision Eugene, Springfield 2030, LTD's Long-Range Transit Plan, and the Regional Transportation Plan.

We need to hear from you!
MovingAhead is hosting workshops in your neighborhood to gather input about how you think these streets should work in the future. Bring your family; supervised children's activities and snacks will be provided. Presentation and group activities will begin at 5:30 p.m. Can't make a meeting? Participate at **MovingAhead.org** from May 11 to June 5, 2015.

Highway 99 Corridor
Monday, May 18, 5-7:30 p.m.
Willamette High School, 1801 Echo Hollow Rd., Eugene

course prepares cyclists for a full understanding of vehicular cycling and is a great resource for cyclists from beginning to experienced. A safe bike and helmet are needed in this class. Certification, League of American Bicyclists' Road 1, is achieved upon the successful completion of this course. This class has a **$40 fee***.

League Certified Instructor Seminar, June 26-28,
Eugene Oregon
The LCI training seminar focuses on teaching and demonstration techniques used with future students both on the road and in the classroom. The seminar emphasis is on how to teach bicycle safety and skills so as to provide increased comfort and confidence for new and returning bicyclists and youth. The Seminar does not emphasize the content or specific details of the cycling course curricula. It is primarily about teaching, and each candidate will have opportunities during the seminar to practice facilitating parts of the Traffic Skills 101 curriculum, both in the classroom and in the parking lot. The seminar will be Friday evening and all day Saturday and Sunday. Generally, 1/3 of the time is on-bike, so students should be prepared to ride. Traffic Skills 101 is a prerequisite for this course.

The registration fee is $300 and includes the seminar materials.
Facebook event
link again (embedded above) for LAB
page: http://bikeleague.org/content/become-instructor
Contact:
Shane MacRhodes
macrhodes@4j.lane.edu
541-556-3553

Moonlight Mash Eugene
June TBD

Basic Info:
A social celebration of bicycling under the light of the full moon. Meets at

River Road Corridor
Tuesday, May 19, 5-7:30 p.m.
North Eugene High School, 200 Silver Ln., Eugene

30th Avenue/Lane Community College Corridor
Wednesday, May 27, 5-7:30 p.m.
Eugene Public Library, 100 W 10th Ave., Eugene

Northeast Corridors (Coburg Road, MLK, Jr. Blvd./Centennial Blvd., Valley River Center)
Thursday, May 28, 5-7:30 p.m.
Monroe Middle School, 2800 Bailey Ln., Eugene

Accessibility arrangements, interpreter and translation services can be made for all MovingAhead events with 48 hours' notice. For more information, call 682-6100 (voice) or 7-1-1 (TTY).
For up-to-date information, to join our mailing list, or to send us feedback visit MovingAhead.org

You can also contact the project team at questions@MovingAhead.org.

Eugene Sunday Streets Thanks *You* for Year 5!

On behalf of Eugene Sunday Streets and the City of Eugene, please let me extend our thanks for your support of Eugene Sunday Streets in the past. We could not create such amazing events without the help of over 200 volunteers and local community sponsors and donors for each event.

I would like to update you on this year's exciting upcoming events marking our fifth year of Eugene Sunday Streets, thanks largely to ***you***! This summer, we are anticipating our most well attended events, growing from our previous year's success. We are welcoming back popular musicians and bike demonstrations from last year and also introducing new performers, sponsors and fitness offerings, creating two dynamic and interactive free summer events!

Our first Sunday Streets will be **Sunday July 26th in the heart of Downtown Eugene, and the second, Sunday September 20th in the Friendly St. neighborhood.** The downtown route will head straight down Broadway with a stages at Kesey Square and Monroe Park. Our Friendly St. event will zig zag from Friendly St. park, to Common Grounds Community Gardens and feature musicians, a kids activity center and gardening booths. Have an idea for an activity? Please share!

For more information contact: Emily Farthing, Sunday Streets Coordinator 2015 or visit www.eugenesundaystreets.org

Sunday Streets Financial Investment Opportunity
As a dedicated supporter, we would like to invite you to further strengthen your support for Eugene Sunday Streets by making a **tax deductible donation.** With the increased size of the program, we are also in need of increased funding. Our goal is to raise $7,800 from sponsors and donors to make the 2015 events spectacular for all community members. We truly appreciate anything you donate, even if it is $10 or a few hours of volunteering. No donation is too small.
Your contribution makes a difference and with your help we will be able to keep growing Eugene Sunday Streets.
Mark your calendar for Sunday Streets Downtown on July 26th and Sunday Streets Friendly on September 20th so that you can come out and join us for these great community events.
Again, thank you for your support!

Road Repairs Need to Happen - Sitting in Traffic Doesn't

Kesey Square (Broadway and Willamette) around sunset.
more info

Cyclofemme Bike Ride
May 10 - Mother's Day
"Slow paced social bike ride celebrating women on wheels"

CycloFemme is a socially-driven grass-roots celebration of women on bikes. We are of a growing community, for a growing community. Our annual Mother's Day ride unites riders, regardless of gender, age, ethnicity or bicycle preference to share in the joy of cycling.

Ride with us in Springfield or Eugene on May 10, 2015 as we Honor the Past, Celebrate the Present, and Empower the Future of Women in Cycling. Both rides will convene in Island Park at the end for a group celebration.

Theme: Pretty skirts (interpreted by you), temporary tattoos, music, and food!

Springfield Ride: 1:30 pm, Willamalane Swim Center, 1276 G St

Eugene Ride: 1:30 pm, Owen Rose Garden, 300 N. Jefferson St.

See route information HERE.

Joint celebration at 2:45 PM in Island Park (south shelter).

9th Annual Walkin' & Rollin'in the West Eugene Wetlands!
Saturday, May 16, 2015
10 a.m. - 2 p.m.

Whether you walk, bike, scoot or trike, board, or blade, come celebrate the 25th Anniversary of American Wetlands Month.
Follow the Fern Ridge Bike Path through the last 0.5% of wetland prairie in Oregon. Learn about decades of incredible work to protect and enhance this amazing and unique ecosystem, in Eugene's back yard. Enjoy a scenic 3 ¾ mile adventure

Don't get stuck in traffic this construction season. Go to ***KeepUsMoving.Info*** to sign up for weekly updates about regional construction projects, detours and scheduled closures. Check out regional transportation options for the best way to get to your destination. KeepUsMoving.info is a partnership between the Lane Council of Governments, the cities of Eugene, Springfield, and Coburg, Lane County, ODOT, and Lane Transit District. *We're working together to keep you moving*

Safe Routes to Schools VOLUNTEERS NEEDED for School Community Rides!

Visit eugenespringfieldsrts.org or the volunteer spot
Contact Zane Wheeler for more info or to sign-up:
Zane.s.wheeler@ci.eugene.or.us or **541-682-6321**

The program teaches 5th - 6th grade local middle school students how to ride their bikes safely among traffic. The class is a 10 day curriculum that culminates with 2 days of community rides around local neighborhoods. We need volunteers to ride with us during the community rides and help maintain a safe environment for a class on bikes.

When: The below dates are scheduled for this spring. These dates may change based on class changes or weather.

- Spencer Butte Middle - May 7 & 8: 2:30-3:25
- Briggs Middle - May 7 & 8: 1:35-3:05
- Malabon Elementary - May 7 & 8: 9:30-11:30
- Monroe Middle - May 21 & 22: 10:00-11:48 & 2:25-3:15
- Clear Lake Elementary - May 21 & 22: 10:15-11:45
- Hamlin Middle - May 21 & 22: 1:23-3:05
- Prairie Mt. School - June 5: 9:00-10:00, 11:15-12:15, 1:00-2:00
- Agnes Stewart - June 4 & 5: 1:30-3:05

Like **Tweet**

(top)

Public Works Draft ADA Transition Plan Available for Review

The City of Eugene Public Works Department has conducted an evaluation of its public rights of way and drafted a transition plan that outlines how the organization will continue to comply with ADA regulations and provide, to the extent possible, safe access within the rights of way for all individuals. This plan will be a separate companion plan to the City's existing ADA Transition Plan.

As part of this new transition plan, Public Works collected detailed data on over 15,000 sidewalk ramps and 250 pedestrian signals to develop transition schedules specific to these facilities. In addition to the inventory of ramps and pedestrian signals and schedules, the transition plan for the public rights of way also includes a system of barrier removal prioritization, information on how to request barrier removals from right-of-way facilities, and an appeals process.

The draft plan is available for public comment through May 31. An electronic copy of the draft transition plan is available on the City website at www.eugene-or.gov/adaplan. Paper copies of the

starting at Euphoria Chocolate at the corner of Bertelsen Rd. and Stewart Rd., ending at the Terry St. Railroad Bridge. Win fabulous prizes by getting your Wetland Passport stamped at each booth!

Participating Organizations: City of Eugene, The Nature Conservancy, Bureau of Land Management, Lane County Parks, Long Tom Watershed Council, Lane Metro Youth Corps, Whole Earth Nature School, Oregon Department of Fish & Wildlife, Northwest Youth Corps, GEARS, and Euphoria Chocolate.

Prizes donated by: Cascades Raptor Center, Euphoria Chocolate, City of Eugene Recreation, Mt. Pisgah Arboretum, REI, Science Factory, City of Eugene Aquatics, Mountain Rose Herbs, and others.

Mark your calendar for this FREE family-friendly event! Park at:

- Euphoria Chocolate, 4090 Stewart Rd
- WREN, 751 S. Danebo Ave
- Data Logic, 959 Terry St.

For more information, call 541-338-7047 or email info@wewetlands.org

Kidical Mass Family Bike Ride
3rd Saturday of Each Month:

- May 16th

Bike Friday is the largest local bike manufacturing facility in the state, they build bikes for our local bike safety education fleet and have recently started producing a great family bike called the Haul-a-Day . Come take a field trip to the facility and see how the bikes are built.

Picnic Lunch! Bring some food and we'll add some too and provide some beverages too.

Two departure locations including our first Bethel

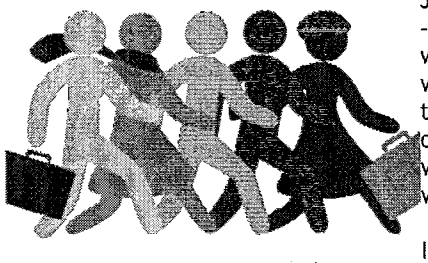
draft transition plan for facilities in the public rights of way are also available at multiple locations: the Human Rights and Neighborhood Involvement Office (99 West 10th Ave, Suite 116), the Downtown Library (100 West 10th Avenue), the City Manager's Office (125 East 8th Avenue, 2nd Floor), and Public Works Maintenance Office (1820 Roosevelt Boulevard).

For more information, contact Nancy Burns, ADA Transition Plan project manager, at 541-682-6887.

LTD recently launched a new courtesy campaign called, "Don't be That Guy." Using attention-grabbing images and humorous taglines, the campaign aims to convey some general "Don'ts" of riding the bus. Given the extremely diverse customers that we service, we felt that humor was the universal language that would convey these sometimes unpleasant messages.

Every month the message will change to a different "courtesy," such as not eating on the bus and keeping your feet off the seats. We suspect that everyone will have their favorites as they rotate throughout the year. This month we are featuring the No Smoking rule to tag along with April's Earth Day, and last month was "Cover Your Cough," for the cold and flu season.
We believe that these quirky ads will connect with our customers and remind them that Courtesy is Contagious.

2015 Business Commute Challenge! May 9-15



Join a friendly competition - workplace against workplace - to see who can walk, bike, bus, carpool, or telework during the week of May 9-15. The workplace with the most participation wins (based on size).

Individual participants can win too! The more you participate this bigger the prize you have a chance to win.
Visit commutechalllenge.org to learn more, for a list of prizes and events, and to sign-up.
The 2014 Business Commute Challenge is an event coordinated by Point2point at Lane Transit District.

walk→bike→bus→pool→WIN!

School District Kidical Mass ride!

Meet at Monroe City Park (10th & Monroe) or WREN in the West Eugene Wetlands (751 S. Danebo Ave) at 10am (WREN ride will depart at 11am after check-in out the Walkin' & Rollin' the Wetlands event)

Basic Info:
A family fun ride with trailers, trail-a-bikes, Xtracycles, tandems, oh my! We'll ride legal, safe, and hoot it up. Helmets are heavily encouraged (and legally required for the tikes under 16 years of age)
www.kidicalmass.org

Campbell Bike Group
Departs rain or shine from Campbell Center (155 High St) for a relaxed in-town ride. Helmet required, weekly attendance is not. Rides are 10-20 miles, depending on who shows up. Call Campbell Center at 541-682-5318 for more information. Wednesdays, 10:30am Oct-April, 9:30 am May-Sept.

Walk n Talkers
This self-led group walks 3-5 miles at a quick pace; there is usually a coffee stop along the way. The route varies and may have hills or rough pavement. The group walks rain or shine, year-round and departs at 9am sharp. Call Campbell Center at 541-682-5318 for more information. Fridays, 9am.

Cycling for Veterans
Every Tuesday from 5:30pm-7:30pm. Meet at Maurie Jacobs Park, SE corner of parking lot off Fir Lane. More information, call Ree: 541-337-3710. Adaptive bikes available, call Paty: 541-682-5311. Open to all veterans including disabled veterans, friends and families of veterans. Improve your health and wellness lifestyle in a supportive environment.

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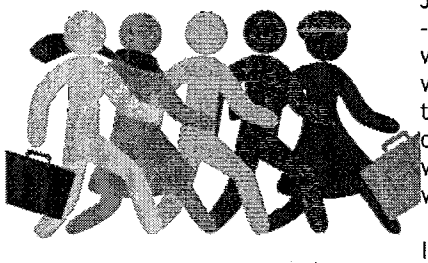

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Playborhood and Free Range Kids; Creating a better city for kids and families -
Giving Your Children Freedom, Independence, and Health
May 15th - 6pm - 8:30pm (childcare provided)

Giving Our Children Freedom, Independence, and Health; from Free Range Kids to Playborhoods, how can we as a community help families and kids rediscover childhood?

Mike Lanza, author of Playborhood will speak and then we will hold a forum and workshop session on the topic of creating a better city for kids and families and building a culture that supports childhood independence and freedom.

While the parents gather at the Hilyard Center the kids will work on some fun activities and games next door at the Amazon Community Center. It's like a date-night, except dinner is free, the drinks aren't as strong and you get to build a better community!

Join us for this special LiveMove, City of Eugene, and Safe Routes to School event!

Please register for this free event so we know how many people to expect.

Hilyard Community Center (2580 Hilyard) and Amazon Community Center, 2700 Hilyard Street
6:00-6:30pm Social
6:30-7:30pm Speaker Mike Lanza
7:30-8:30pm Forum & Workshop

Like Tweet

(top)

Want to know more? Check out upcoming volunteer events and opportunities at:

Transportation: Volunteer Web Page

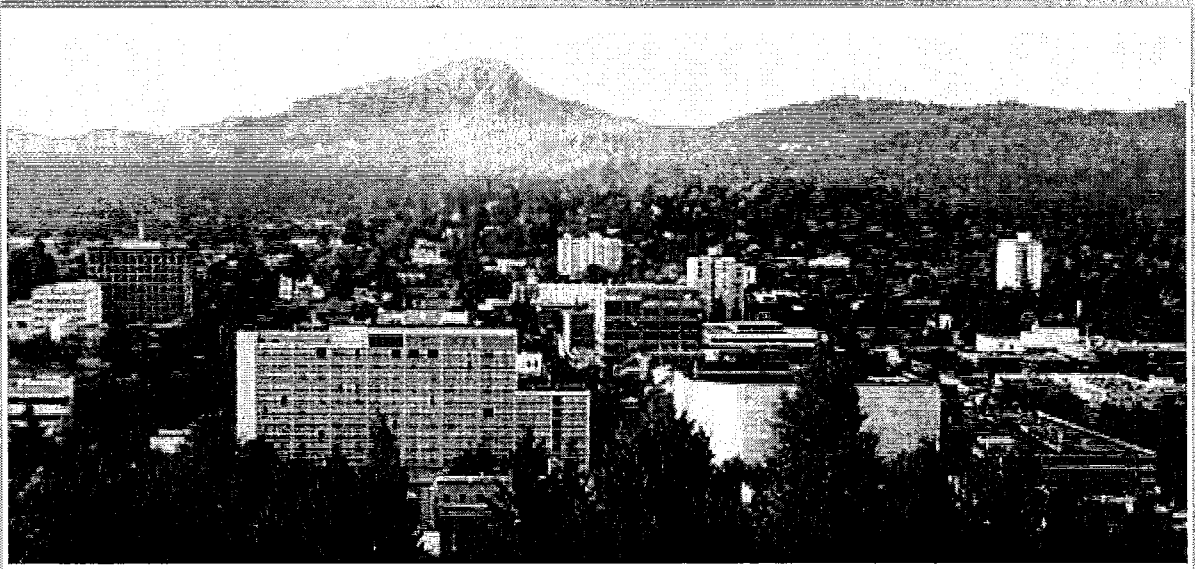
Parks & Open Spaces: Volunteer web page

REGISTER your bike with the Eugene Police. Registration is free. www.eugene-or.gov/bikeregistration

Community Bulletin

Human Rights Updates and News for Eugene's Neighborhoods

May 8 2015



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Bethel Education Foundation Compost Sale!

Saturday, May 9, 2015

Like Tweet

MovingAhead Workshops

Throughout May

Eugene and Springfield residents - now is the time to help shape the future of the streets you use every day! MovingAhead is your opportunity to identify improvements for people

MovingAhead
STREETS AND PLACES REIMAGINED

IN THIS EDITION

- Compost Benefit
- MovingAhead Workshops
- ADA Transition Plan
- Parks Update
- Playborhood!
- New Generations Film Festival
- Proposed Vehicle Fee
- Vets Camp/New Home
- Making Great Cities
- The Dignity Project

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"Too often we underestimate the power of a touch, a smile, a kind word, a listening ear, an honest

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Participate in our online workshop at MovingAhead.org from May 11-June 5. For more information about MovingAhead, visit MovingAhead.org, view a fact sheet or sign up on the mailing list.

(top)

Like Tweet

Public Works Draft ADA Transition Plan

compliment, or the smallest act of caring, all of which have the potential to turn a life around." - Leo Buscaglia

OTHER GREAT INFORMATION:

- Mayor & Council Newsletter
- City Council Tentative Working Agenda
- Eugene Police Auditor Newsletters
- Planning Commission
- UO Community Contact Newsletter

CALENDARS

- Neighborhood Associations
- Human Rights Commission
- City Calendar of Events

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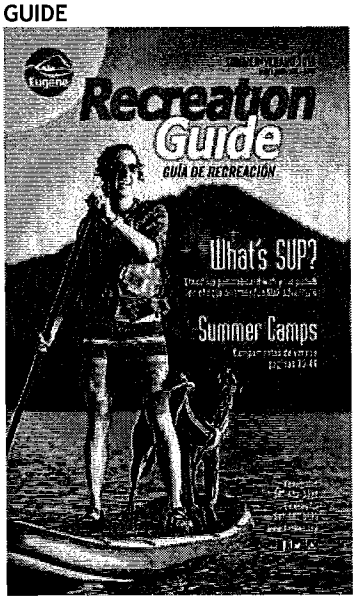
NEW SUMMER RECREATION GUIDE



See Guide>>

Now Available for Review

The City of Eugene Public Works Department has conducted an evaluation of its public rights of way and drafted a transition plan that outlines how the organization will continue to comply with ADA regulations and provide, to the extent possible, safe access within the rights of way for all individuals. This plan will be a separate companion plan to the City's existing ADA Transition Plan.

As part of this new transition plan, Public Works collected detailed data on over 15,000 sidewalk ramps and 250 pedestrian signals to develop transition schedules specific to these facilities. In addition to the inventory of ramps and pedestrian signals and schedules, the transition plan for the public rights of way also includes a system of barrier removal prioritization, information on how to request barrier removals from right-of-way facilities, and an appeals process.

The draft plan is available for public comment through May 31. An electronic copy of the draft transition plan is available on the City website at www.eugene-or.gov/adaplan. Paper copies of the draft transition plan for facilities in the public rights of way are also available at multiple locations: the Human Rights and Neighborhood Involvement Office (99 West 10th Ave, Suite 116), the Downtown Library (100 West 10th Avenue), the City Manager's Office (125 East 8th Avenue, 2nd Floor), and Public Works Maintenance Office (1820 Roosevelt Boulevard).

(top)

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Welcoming Parks for our Latino Neighbors

Bienvenidos!

'Bienvenidos' or 'welcome' is something we want Eugene's Latino community members to feel in Eugene parks. A local study done in 2012 identified that Eugene's Latino community members do not always feel welcome in Eugene parks. The Office of Human Rights & Neighborhood Involvement (HRNI), in partnership with the University of Oregon Center for Latino/a and Latin American Studies (CLLAS), is working with staff in Parks and Recreation to do specialized outreach with the Latino community as part of the Parks & Recreation System Plan. The Parks and Recreation System Plan will guide the development and operation of Eugene's parks, trails, recreation facilities and sports fields for the next 10

years. The project's outreach efforts will help us plan a park and recreation system that is welcoming to everyone in our community.

Human Rights & Neighborhood Involvement is sponsoring a special training on effectively engaging Latino and marginalized communities in civic planning and decision making; the emphasis will be on an innovative, grass-roots method using art and personal stories as a medium to engage and vision. Staff from throughout the organization and from community partner agencies will be trained along with parks and recreation staff. The training will kick off the Latino community outreach component of the PRSP update and will be followed by two weeks of intensive outreach efforts with the Latino community.

Outreach activities are varied and include many organizations and venues serving Latinos in our area, from Latino middle school youth and families learning English to Latino businesses. Please feel free to stop by our two public venues to experience the outreach in action, get to know some of your Latino neighbors and have some food and fun - 'Nos Vemos' or 'see you there':

- Plaza Latina: Saturday, May 16th between 10am-4pm (1333 W 7th, Eugene)
- Festival Latino: Saturday, May 30th between 1-6pm (418 A Street, Springfield)

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Like Tweet

Playborhood & FreeRange Kids

Creating a better city for kids and families! May 15th - 6 PM - 8:30 PM

Giving Our Children Freedom, Independence, and Health; from Free Range Kids to Playborhoods, how can we as a community help families and kids rediscover childhood? Mike Lanza, author of Playborhood will speak and then we will hold a forum and workshop session on the topic of creating a better city for kids and families s and building a culture that supports childhood independence and freedom.

While the parents gather at the Hilyard Center the kids will work on some fun activities and games next door at the Amazon Community Center. It's like a date-night, except dinner is free, the drinks aren't as strong and you get to build a better community!

Join us for this special LiveMove, City of Eugene, and Safe Routes to School event!

Please register for this free event on May 15 so we know how many people to expect (childcare provided).

Hilyard Community Center (2580 Hilyard) and Amazon Community Center, 2700 Hilyard Street
6:00-6:30pm Social
6:30-7:30pm Speaker Mike Lanza
7:30-8:30pm Forum & Workshop

(top)

Like Tweet

New Generations Film Festival

"Love Where You Live" free viewing and awards - May 23

The New Generations Film Festival is a film-making competition for middle and high school students in Eugene that values the contribution students can make to the ongoing conversation about the communities they live in. The purpose of the festival is to get students thinking about their neighborhoods, give them a forum to have their voices heard, foster an interest in continued community involvement and have fun!

The free Viewing and Awards Ceremony is May 23, 11am at the Willamette High School Powers Auditorium. Students' films will be shared with the community and winners will be announced and given prizes. It will be an excellent opportunity for the community to show support for student artist expression and the exchange of ideas across generations.

A social after the event from 12:30-1pm will give people a chance to celebrate, mingle and talk to filmmakers.

The competition is the idea of Monroe Middle School student Nathan Yeh, who with support from the City of Eugene's Youth to Make it Happen program at the Petersen Barn, the Human Rights Commission and area neighborhood associations is getting students thinking about their neighborhoods, giving them a forum to have their voices heard and fostering an interest in continued community involvement.

The theme for the festival is "Love Where You Live."The students' 1-3 minute films will be about a neighborhood highlight, issue, project, or problem they want to solve. This might include a local role model, problem faced at school, favorite location, a group working to improve their community, a cultural celebration in their neighborhood and more.

The 2016 competition will see expanded advertising into alternative middle and high schools in Eugene as well as into Creswell.

More Info>>

Vets Camp Has New Home
with Conestoga Huts and Sobriety

The Veterans Safe Spot, managed by Community Supported Shelters, is moving from Chambers and Northwest Expressway to property within the campus of the Eugene Mission. With that move, beginning in early June, residents will go from living in tents on platforms to Conestoga Huts with access to electricity and the meals, showers, and other services provided by the Mission. They will also be required to be-and to stay-sober.

The new camp will open with up to six Huts, with four others ready to go, and will be set on a large open lot that was used for the Mission's newspaper collection program, which ended about two years ago. The camp for veterans will be developed amidst the Mission's eleven buildings on its 7.5 acre property on West 1st in Eugene, but it will continue to be independent of the Mission. "What's important for us to remember is we're on Mission property but it is our own program," says Erik de Buhr, executive director of CSS.

Read More>>

(top)

Making Great Cities:
The Dollars and Sense of Downtown Development

With Keynote Presentation by Joe Minicozzi, Principal of Urban3 in Asheville, NC

Joe Minicozzi is an expert in urban economics and principal of Urban3, an Asheville-based consulting firm whose representation of economic productivity has prompted a paradigm shift in understanding the economic value of well-designed cities. Urban3's studies in the United States and Canada have helped to create a broader understanding of the market dynamics created by tax policy.

Thursday, May 21, 2015 @ 5:30 PM
The Downtown Athletic Club, 999 Willamette Street
Lecture at 6:00 PM / Light reception to follow

RSVP Required - dxoregon@gmail.com

Continuing Education Credits available for professionals

The Design Excellence Program is a volunteer-led effort by the local American Institute of Architects, and this May's program is made possible by a partnership with local community members and The Eugene Association of Realtors and Downtown Eugene, Inc. Our goal is to help support an ongoing conversation about the importance of quality in our built environment. We hope you will join us on May 21.

(top)

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Proposed Lane County Vehicle Fee Information

Potential Projects in Eugene Identified

In May, Lane County voters will decide whether Lane County should establish a county vehicle registration fee. If authorized by the voters, 40% of the funds will be shared with the incorporated cities throughout the county. The proposed Lane County registration fee amount is $35 per year for most vehicles and $20 per year for motorcycles and mopeds. $35 per year is equivalent to $2.92 per month.

Fee Details

If adopted, the county fee would be collected by Oregon DMV at the same time motorists obtain or renew their state vehicle registration. Most new vehicles are registered for a four-year period; subsequent renewals typically occur every two years. Certain vehicles would be exempt from the county fee under state law. Disabled veteran, government, school, farm, antique, special interest and recreational vehicles and heavy vehicles paying the weight-mile tax would be exempt from the fee under state law.

If adopted the $35 annual fee would generate approximately $11 million countywide. Approximately $6.6 million would go to the county and $4.4 million to cities based on population. The eight largest cities and projected revenues are: Eugene (about $2.7 million); Springfield (about $1 million); Cottage Grove (about $165,000); Florence (about $145,000); Junction City (about $94,000); Creswell (about $85,000); Veneta (about $80,000) and Oakridge (about $55,000).

Potential Projects

At the request of Lane County, the City of Eugene identified three projects that are currently unfunded, but could be implemented if funding becomes available, and

are in need of repair according to the City's pavement management system:

- Amazon Parkway from 24th to approximately 29th avenues, an overlay project that would cost about $440,000 and fix about 1.4 lane miles
- Franklin (westbound) from Walnut to Agate streets, an overlay project that would cost about $430,000 and fix about 1.4 lane miles
- The City portion of NW Expressway from Maxwell to about a half mile south, a reconstruction project that would cost about $1.7 million and fix about 1.9 lane miles

Oregon's Constitution requires taxes and fees on motor vehicle fuel and use, including vehicle registration fees, to be used exclusively for the construction, reconstruction, improvement, repair, maintenance and operation or use of public highways, roads, streets and roadside rest areas in this state.

Frequently Asked Questions>>

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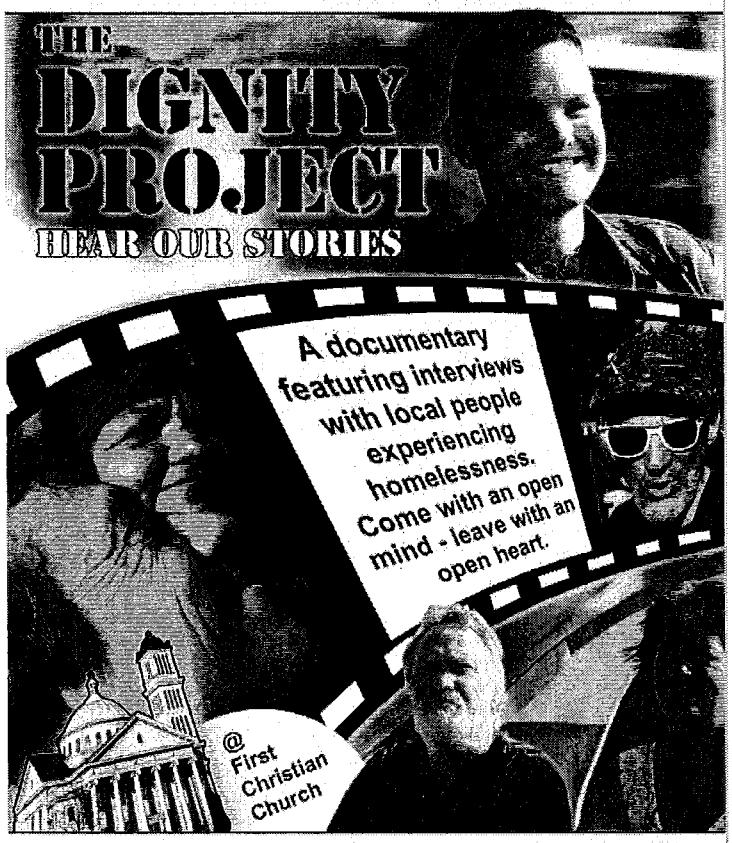
The Dignity Project

May 30, 2015

Special Premiere - Locally Made Documentary



May 30th - Doors open @ 6pm - 1166 Oak St. - Free

(top)

Comment Form *(submit through May 31st, 2015)*

Draft ADA Transition Plan to address barriers to accessibility within the City rights of way

---

Please rank the proposed prioritization criteria for barrier removal (Plan section 5.1):

- [ ] Exceeds expectations
- [ ] Meets expectations
- [x] Does not meet expectations (briefly describe why, below)

SEE ATTACH

Please rank the proposed procedures for requests for barrier removal & grievances (Plan section 8.2):

- [ ] Exceeds expectations
- [ ] Meets expectations
- [ ] Does not meet expectations (briefly describe why, below)

If there is anything else you want the City of Eugene to know about accessibility in the public rights of way, please briefly comment below and/or use the back of this form.

Thank you for your feedback. Comments will be considered and documented in a Plan appendix.

Please turn your form back into one of the following locations through May 31st, 2015:

- *Human Rights & Neighborhood Involvement Office (99 West 10th Ave., Suite 116)*
- *Downtown Library (100 West 10th Ave.)*
- *City Manager's Office (125 East 8th Ave., 2nd Floor)*
- *Public Works Maintenance Office (1820 Roosevelt Blvd.)*

You may also provide comments in the following ways:

- *Email to ADAplan@ci.eugene.or.us*
- *Assistance filling out a comment form is available at the Human Rights & Neighborhood Involvement Office (99 West 10th Ave., Suite 116)*
- *Call (541) 682-5177*

April 2015

From: Pat Langan
Sent: Monday, May 25, 2015 3:23 PM
To: CEADAPlan
Subject: ADA Transition Plan for Assessibility in Public Right-of Way

I have just reviewed what Eugene propose for removing barriers in City's public Right-of-Way. One thing I don't see addressed is City installed SPEED BUMPS or SPEED HUMPS on unimproved streets that does not have curbs and gutter, shoulders and/or sidewalk. On these streets people in wheelchairs, on bikes, or walking have to use the street paving for access. With the SPEED BUMPS, they create barriers that are impassable and very dangerous while wheelchairs have to travel out in the middle of the street trying to cross over the humps and dodge traffic. Most of the time a wheelchair need to back up over the bumps placing their back to traffic. Not a good situation. Any plan needs to include removal or provisions for a way to go around them. Either installing sidewalks of turn outs or just plain removing the bump barriers altogether.

Are there any public hearings or meetings so people can voice their concerns? If so when and where. If not, why not? Please give me an answer before your May 31st deadline for comments.

You can reach me at this e-mail address or by calling me at R. P. Langan.

Appendix 9.4

Requests for Service and Grievance Criteria and Procedures and Forms

APPENDIX 9.4
Request for Service and Grievance Criteria and Procedures

Decision Criteria

The follow criteria will be used by Public Works staff and decision-makers in evaluating requests for service and grievances:

- The Public Works ADA Transition Plan for Facilities within the Right of Way.
- Engineering principles as described in the Public Improvements Design Standards Manual and the 2011 Notice of Proposed Rulemaking for ADA Guidelines for facilities within the Right of Way (until a final rule is adopted is adopted by FHWA/DOJ).
- Existing local, state and federal laws regulating the use of public ways.
- The efficient use of the public way by the public. For example, distance to nearest accessible crossing, how long has barrier been an issue for complainant.
- The use of abutting property.
- The intensity of the use of the street by vehicles and pedestrians.
- The physical condition and characteristics of the street and abutting property.
- Construction within or adjacent to the street.

Investigation Criteria and Procedures

1. Initial Contact – A complaint may be filed in a variety of methods – in person, by telephone, mail and on-line. The complaint will be recorded in MMS and an acknowledgement of receipt will be sent to the complainant that describes the next steps to processing the complaint.
2. The complaint shall be investigated unless:
    - The complaint is withdrawn.
    - There has not been a Request for Service (RFS) made.
    - The complainant fails to provide required information after numerous requests.
    - The complaint is not timely filed.
    - Any issues that do not involve ADA barriers within the right of way will be directed to the appropriate entity. Under no circumstances is the complainant discouraged from filing a complaint.
    - Barrier is not within City's jurisdiction. (private property, ODOT, Lane County)
3. The authorized staff representative (per Transition Plan process or by delegation) will contact the complainant in order to acknowledge receipt of the complaint, introduce self and provide personal contact information, review the complaint, explain the grievance process and schedule an interview.
4. The "investigator" shall prepare a written record of the investigation which includes:
    - The name of the complainant, contact information and additional preferences for communication (in addition to the required written response).
    - Basis of complaint – i.e., Complainant's description of the barrier in the right way.
    - Remedy sought by the complainant.
    - Information needed in order to address the issue – include sources for information and key staff.
    - Estimated investigation timeline.
5. Conducting the investigation:
    - The investigation will address only those issues relevant to barriers within the right of way.
    - While the information is subject to public information laws, confidentiality will be maintained as much as possible. Oftentimes people may self-disclose personal

information that does not need to be documented, a common example would be medical information.

- MMS will be used to document a chronological record of the contacts made throughout the investigation – be sure to enter information into MMS.

Initial Contact – Request for Service

Actions:	Timelines:
Create Request for Service (RFS) in MMS using one of the applicable codes.	
Staff assigned to the selected MMS code reviews the request and acknowledges its receipt. (Document acknowledgement in the MMS record.)	Acknowledge receipt (if requested) of the request for service within 5 business days. Track phone calls through the action log notes. (E-mail, voice mail or on-line requests only)
If the incorrect MMS code was used, forward and revise the code or work group to appropriate team. Follow-up on the revision to ensure acknowledgement timeline is met.	

Response – Request for Service

Actions:	Timelines:
Create WO then investigate the request for service and respond with information	Investigation and response to the request within 30 calendar days from date of acknowledgement.
Close WO in MMS	Once issue has been solved or addressed

Initial Contact - Grievance

Actions:	Timelines:
Record grievance in MMS. • Note a request for service must be filed prior to submitting a grievance. Should be able to find the previously submitted request in MMS and make the grievance a "child" of the original request. • The grievance must be filed within 180 days of the request for service response. If not filed within this timeline, it should be re-entered as a request for service (not a grievance).	
Staff assigned to the selected MMS code, review the grievance and acknowledge its receipt. Create a WO (Document acknowledgement in the MMS record.)	Acknowledge receipt of the grievance within 5 business days.
Public Works Section (Team) Manager initiates contact and interviews complainant. Complainant may decline the interview. (Document contact and interview in MMS record)	Contact and interview complainant within 15 business days from acknowledgment.

Investigation and Response – Grievance (Section or Team Manager)

Actions:	Timelines:
Complete any additional investigation and prepare a written decision in the format requested by the complainant.	Written decision within 15 business days of interview (or date interview is declined).
If additional time is needed to investigate or respond to the complaint, notify the complainant.	Extensions in 15 business day increments are allowed upon notification.

Appeal – Grievance (Public Works Director or Division Manager designee)

Actions:	Timelines:
Public Works Director will meet with the complainant, unless declined by the complainant.	Meeting within 15 calendar days of the date of appeal.

Complete any additional investigation and prepare a written decision in the format requested by the complainant.	Written decision within 15 calendar days of meeting (or date meeting is declined).

Key: MMS = Maintenance Management System; WO = Work Order

Appendix 9.5
Annual Plan Updates

Eugene Public Works
Engineering

Date: September 22, 2016
To: File
From: ADA Transition Plan for Public R/W Oversight Committee
Re: Annual Plan Assessment (2015-16)

Background

Title II of the ADA specifically requires a schedule for elimination of barriers to accessibility due to curb ramps. The Plan schedule primarily focuses on sidewalk (curb) ramps and pedestrian signals. Based on the inventory of the ramps, 12,392 ramps do not meet the guidelines described in the 2011 NPRM. Of the ramps that do not meet the 2011 NPRM guidelines, 4,080 are located in Priority 1 areas and 3,569 are located in Priority 2 areas (See Appendix 9.1).

Regarding pedestrian signals, 228 signalized intersections do not have accessible pedestrian signal devices within the Urban Growth Boundary. Of the signalized intersections without accessible devices, 131 are located in Priority 1 areas and 83 are located in Priority 2 areas. The City of Eugene is committed to a reasonable and responsible schedule to bring the remaining curbs and signalized intersections into ADA compliance. Most of this work will take place as alterations included in capital projects. The current Capital Improvement Program (CIP) (FY 16 – 21) identifies several sources of funding for capital projects for the next five year period. The following capital projects and programs identified in the CIP (FY 16 -21) are potential sources for curb ramp and APS alterations and construction:

- Neighborhood Transportation Livability
- Traffic Operations Improvement Program
- Traffic Signal Improvements and Upgrades
- Pavement Preservation Program
- Pavement Preservation Program – Transportation Bonds
- Amazon Active Transportation Corridor Project
- Northeast Livable Streets Project
- Services for New Development/Grant Matching Funds Transportation

As discussed in Section 4 of the Plan, regarding methods for barrier removal, in addition to the capital program identified, other sources for curb ramp and APS alterations and construction are private development and maintenance activities.

Assessment

The City of Eugene has prepared the following evaluation of the transition plan. It includes the following:

A. Number of curb ramps and APS projects completed during the reporting period. All projects were inspected during construction and upon completion of the work to ensure compliance;
B. Assessment of schedules and Plan documents;
C. Reporting on the requests for service and grievances received throughout the reporting period and evaluation of decision marking and responsiveness.

A: Number of Ramps and APS projects completed during the reporting period (2015-16)

Time Period	Estimated # of Curb Ramps per year	Actual # of Curb Ramps added	Estimated # of APS added to intersections per year	Actual # of APS added
2015 – 2021	350	440	6	6
2021 – 2053	200		6	
2053 – 2071	200		0	
Total Ramps (2015 – 2071)	12,832		-	
Total APS (2015 – 2053)	-		234	

B: Assessment of Schedules and Plan Documents
No adjustments are recommended.

C: Requests for Service and Grievances (FY 2016)
ADA Grievances in the public right-of-way reported –
There were two ADA grievance in the public right-of-way reported to Public Works Maintenance Division during FY16. The first grievance was related to a raised panel within a curb ramp. The second grievance was related to the width between the edge of sidewalk and a mailbox post. Both issues were inspected and resolved with corrective action.

ADA Sidewalk Trip Hazards reported-
During FY16 there were 263 Requests for Service submitted to the Maintenance Division through public phone calls, on-line web application, and mobile devices.

During FY16 324 work orders were in process. During this period of time 274 work orders were closed and completed with various levels of inspections and appropriate actions taken. Additionally, 50 work orders are currently open and have been inspected. Further actions are required before these work orders can be closed and completed.

Conclusion
The goal of 350 ramps per year was exceeded during the reporting period. Data from the Capital Project Teams shows 518 total ramps were added/upgraded in 2015. Of these, 348 replaced existing ramps and around 80 ramps were added through new development projects in previously undeveloped areas. As such, approximately 440 ramps were replaced/added in 2015.

APS was added to six intersections during the reporting period. These include:

a. Harlow & Garden Way #4837
b. Echo Hollow & Avalon #4931
c. 28th & Friendly #4833
d. Valley River Way & Valley River Dr #4842
e. 29th & Amazon Parkway (Bike & Ped PBM)
f. Willamette/Brae Burn/46th #4802

This memo will be posted to the public website (http://www.eugene-or.gov/2416/ADA-Transition-Plan) and added to Appendix 9.5.

Appendix 9.6

Summary of State/Local Plans and Documents

Appendix 9.6
Summary of State/Local Plans and Documents

State

Oregon Transportation Plan (OTP) - 2006

Most recently updated and adopted by the Oregon Transportation Commission in 2006, the OTP is a 25-year transportation plan with a comprehensive assessment of state, regional, and local (private and public) transportation facilities and services including airports, bicycle and pedestrian facilities, highways and roadways, pipelines, port and waterway facilities, public transportation, and railroads.

Oregon Bicycle and Pedestrian Plan (OBPP) - 1995

Adopted by the Oregon Transportation Commission in 1995 and included as an element of the OTP, the OBPP provides general principles and policies used by ODOT to provide bike and pedestrian routes along state highways and serves as guidance to cities and counties in the development of such local routes.

Oregon Bicycle and Pedestrian Design Guide – 2011

Adopted as part of the OBPP and most recently updated in 2011 and included as Appendix L of the current Oregon Highway Design Manual (see below), these recommended design standards are used by the ODOT for state highway projects and are intended to meet or exceed national standards including the current ADA accessibility guidelines.

Oregon Department of Transportation (ODOT) ADA Section 504 Transition Plan – 2011

Initially issued in 1992, ODOT updated its Transition Plan in 2004 and most recently in 2011. In the current Transition Plan, the ODOT's Highway Division includes a curb ramp inventory and schedule. The plan also cites funding sources for sidewalks, curb ramps and other ADA-related facilities and states that any ODOT-administered grant programs or any projects administered by the ODOT Local Government program for projects that include these kinds of improvements must comply with the current ADA guidelines, as required. In addition, private property development along state highways is required to construct sidewalks and curb ramps, where applicable.

Oregon Highway Design Manual - 2012

This manual provides uniform standards and procedures for the ODOT, including those related to achieving ADA compliancy, and is used for all projects that are located on the state highways.

City

TransPlan - The Eugene-Springfield Transportation System Plan (TSP) - 2002

Originally adopted in 1986 and most recently updated in 2002, TransPlan is considered the Transportation Functional Plan (TFP) of the Metro Plan for the cities of Eugene and Springfield and Lane County and is adopted as the federally required Regional Transportation Plan (RTP). The first objective of TransPlan is to "...Provide adequate levels of accessibility and mobility for the efficient movement of people, goods and services within the region."

9.9650 TransPlan Policy (4) outlines the desire "...to improve transit service and facilities to increase the system's accessibility, attractiveness, and convenience for all users, including the transportation disadvantaged population."

Eugene Pedestrian & Bicycle Strategic Plan (BPSP) (TSP Strategy 4.2, Action 4.2.3) - 2008

The BPSP, created in 2008 as a 5-year plan, is intended to guide City planners and involve the community in the effort to make the city more "walkable and bikeable". It supports many community goals including one of equity to provide the same mobility opportunities to all citizens, including persons with disabilities, that they may experience the same "mobility opportunities" as those who drive vehicles.

Eugene Pedestrian and Bicycle & Pedestrian Master Plan (BPMP) – 2012

The BPMP, created in 2012 to serve as the pedestrian and bicycle elements of the TSP, has three primary objectives to 1) expand and improve the pedestrian and bicycle networks; 2) address safety and equity of all users including persons with disabilities; and 3) provide pedestrian- and bicycle- related support facilities that encourage walking and bicycling. An update to the City's ADA Transition Plan (see below) is a recommendation of the BPMP.

Central Area Transportation Study (CATS) – 2006

Completed in 1987 and most recently updated in 2006, CATS is considered a refinement of the TSP for the greater downtown and University of Oregon areas. The document promotes the development of a transportation system that provides for the safe and efficient movement of motor vehicles, pedestrians, bicycles, and transit vehicles.

City of Eugene ADA Transition Plan – Phase 7, 2008

See description in section 1.2 above.

Housing and Urban Development (HUD) Consolidated Plan

A five-year planning document developed in collaboration with the city of Springfield to meet HUD requirements to establish priorities and progress measurements for address housing, homeless, community, and economic development needs and resources. Removal of barriers to accessibility is a HUD-approved component of the Consolidated Plan and therefore eligible for Community Development Block Grant (CDBG) funding (see section 5.3).

Lane Transit District (LTD)

Lane Coordinated Public Transit Human Services Transportation Plan (Lane Coordinated Plan)

This plan was adopted by the Lane Transit Board of Directors in 2007 and most recently updated in 2009 to include elements as required by the Federal Transit Administration to ensure compliance with federal and state requirements and guidelines. The LTD EZ Access Program serves older adults and persons with disabilities with transportation that best suits their needs. The LTD ADA-compliant paratransit service RideSource is a complimentary service that provides the larger communities of Eugene and Springfield with individual prescheduled trips for persons with disability unable to use the fixed route service and has been provided since 1993.

Appendix 9.7

Selected ADA Definitions as published by Access Board

Appendix 9.7
Definitions and Acronyms
(not comprehensive)

Selected ADA Definitions as published by Access Board

Accessible: Describes a facility in the public right-of-way that complies with ADA guidelines.

Alteration: A change to a facility in the public right-of-way that affects or could affect pedestrian access, circulation, or use.

Blended Transition: A raised pedestrian street crossing, depressed corner, or similar connection between the pedestrian access route at the level of the sidewalk and the level of the pedestrian street crossing that has a great of 5 percent or less.

Curb Ramp: A ramp that cuts through or is built up to the curb. Curb ramps can be perpendicular or parallel, or a combination of parallel and perpendicular ramps.

Element: An architectural or mechanical component of a building, facility, space, site, or public right-of-way.

Facility: All or any portion of building, structures, improvements, elements, and pedestrian or vehicular routes located in the public right-of-way.

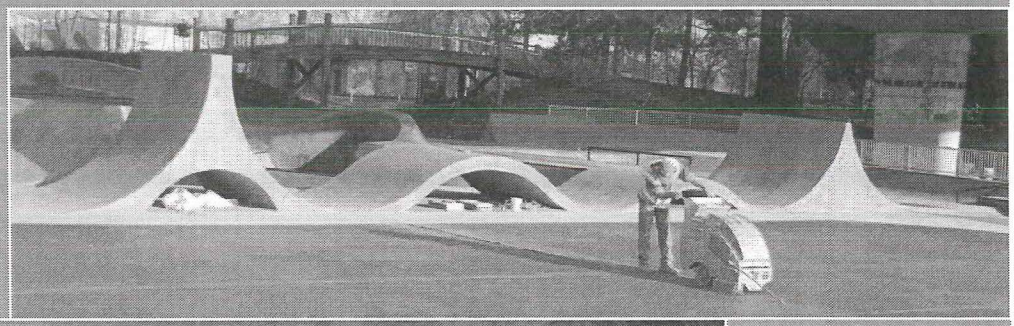
Pedestrian Access Route: A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path.

Pedestrian Circulation Path: A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way.

Public Right-of-Way: Public land or property, usually in interconnected corridors, that is acquired for or dedicated to transportation purposes.

Appendix 9.8

Excerpt, Adopted 6-year Capital Improvement Program (CIP) for Curb Ramps and APS



Eugene

Capital Improvement Program 2016-2021

Adopted March 9, 2015

Transportation

Overview

The majority of projects in the Transportation section are derived from the Eugene Transportation System Plan adopted in 2013, and the 2035 Regional Transportation Plan, updated in 2011. Other plans and policies include:

- Master Traffic Communications Plan;
- Community Climate and Energy Action Plan;
- Americans with Disabilities Transition Plan;
- Pavement Management Program;
- Pedestrian and Bicycle Master Plan;
- Arterial-Collector Street Plan;
- Neighborhood and local area refinement plans; and
- Envision Eugene recommendations.

Transportation capital projects fall into the following five categories:

1. **Functional and Safety Improvements** – This category includes proposed transportation improvements involving:
    - Neighborhood transportation livability projects;
    - ADA projects, such as accessible pedestrian signals and sidewalk access ramps;
    - Shared use paths rehabilitation;
    - Pedestrian crossing treatments; and
    - Traffic signals, streetlights, and intersection improvements.

2. **New Capital Facilities** - This category includes new streets built by the City or by private developers and new shared-use paths. Funds for this category come from the System Development Capital Projects Fund (SDC's), Special Assessment Capital Projects Fund, and in some cases grants from other agencies (State, Federal, and County).

3. **Preservation** - These projects preserve the investment of existing improved transportation facilities where routine preventative maintenance activities are no longer cost-effective. These projects typically include overlays, slurry seals, and, in some cases, reconstruction of existing streets. These projects are funded through the local motor vehicle fuel tax, Transportation System Development Charge reimbursement fee, Federal Funds and General Obligation bonds.

4. **Upgrades to City Standards** – Projects that improve the existing substandard facilities to City Standards. Typically these are street improvements which include improving the road structure, curbs and gutters, sidewalks, and underground utilities on an as needed basis. The primary funds used for these projects are assessments, System Development Charges (SDC's), and the Transportation Capital Fund. Two upgrades to City Standards projects are included in the FY16-21 Capital Improvement Program: Bethel Drive, Hwy. 99 to Roosevelt, and County Farm Road.

5. **Capacity Enhancement –** Projects in this category typically involve increasing the number of vehicles or bikes that can travel through the system. Funding for these projects generally comes from a combination of assessments, System Development Charges (SDC's), and the Transportation Capital Fund.

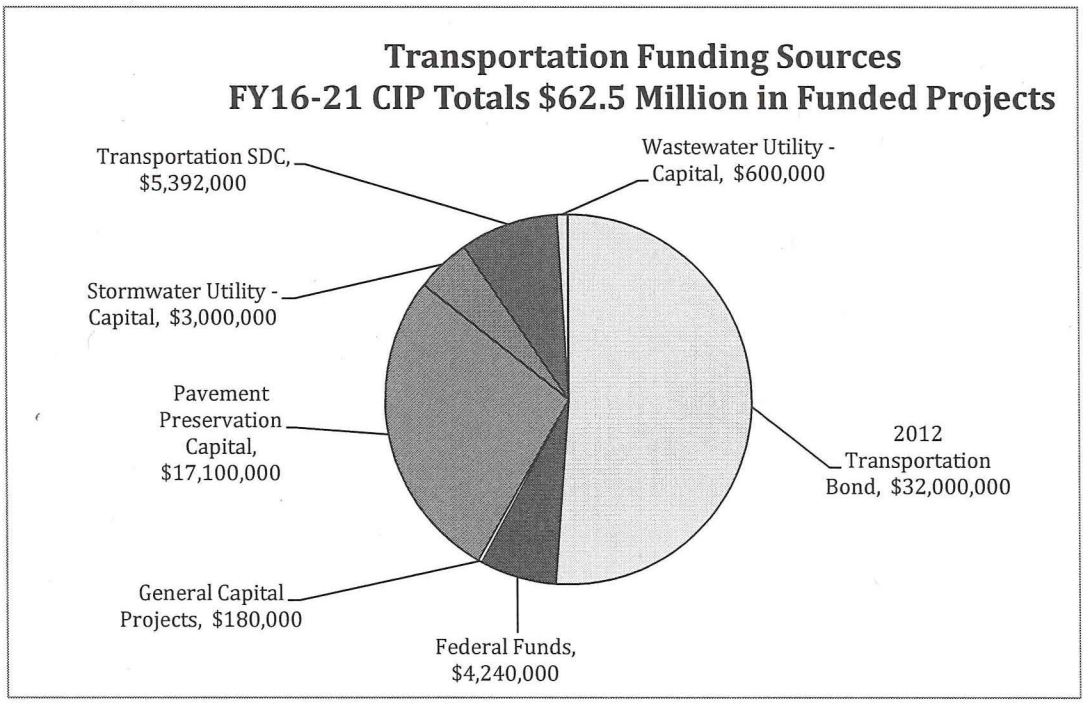
Transportation projects provide opportunities to respond to adopted Growth Management Policies #11 (enhancing alternative modes of transportation), #13 (relieving severe congestion), and #15 (supporting desirable forms of development).

Funding

FY14 was the last year of funding from the 2008 Ballot Measure 20-145, which authorized the issuance of $35.9 million in general obligation bonds for the purpose of funding major street preservation projects and off street shared use paths.

On November 6, 2012, Eugene voters approved a new bond measure to fix streets. The bond measure authorized the issuance of $43 million in general obligation bonds for the purpose of funding major street preservation projects, along with an annual average of $516,000 to be spent on bicycle and pedestrian projects.

System Development Charge (SDC) projects are being funded at the current level of development within the City of Eugene. The Transportation SDC reimbursement component will provide $300,000 annually. The Pavement Preservation Fund is derived from the five cent local motor vehicle fuel tax and can be used to preserve the transportation system, but not increase capacity or upgrade the streets. The motor vehicle fuel tax is projected to provide about $2.85 million annually. It is projected that with total annual pavement preservation funding resources of $18 million, the City could fully fund and stabilize the annual overlay program and begin to make considerable progress on the backlog of needed reconstruction projects.



Transportation

Funding Secured & Funding Identified

in thousands of dollars (e.g. 1,000 = $1 million)

Subcategory	Project_Title	Funding	2016	2017	2018	2019	2020	2021	Total
Functional and Safety Improvements	Neighborhood Transportation Livability	Funding Secured	30	30	30	30	30	30	180
	Traffic Operations Improvement Program	Funding Identified	100	100	100	100	100	100	600
	Traffic Signal Improvements and Upgrades	Funding Identified	150	150	150	150	150	150	900
Functional and Safety Improvements Total			280	280	280	280	280	280	1,680
New Capital Facilities	Shared Use Path Jessen Path from Beltline Road to Terry Street	Funding Secured	199		1,896				2,095
New Capital Facilities Total			199		1,896				2,095
Preservation and Maintenance	Pavement Preservation Program	Funding Secured	3,750	3,750	3,750	3,750	3,750	3,750	22,500
	Pavement Preservation Program - Transportation Bonds	Funding Secured	8,290	8,590	8,900	6,220			32,000
Preservation and Maintenance Total			12,040	12,340	12,650	9,970	3,750	3,750	54,500
Upgrades and Capacity Enhancement	Amazon Active Transportation Corridor	Funding Secured	247	30	1,423				1,700
	Northeast Livable Streets	Funding Secured	115	60	707				882
	Services for New Development/Grant Matching Funds Transportation	Funding Identified	39	391	25	400	400	400	1,655
Upgrades and Capacity Enhancement Total			401	481	2,155	400	400	400	4,237
Total			**12,920**	**13,101**	**16,981**	**10,650**	**4,430**	**4,430**	**62,512**

Neighborhood Transportation Livability

Project Description: This program is an expansion of the traffic calming program to address multiple transportation issues that affect neighborhood livablity on local streets. Neighborhood transportation projects on local streets including traffic calming projects: speed humps, diverters, chokers, circles, street lights; bike and pedestrian improvements; transit facilities; and other street enhancements. Program addresses neighborhood livability issues which are prioritized with the assistance of neighborhood organizations.

This project meets priority measure 1 of TransPlan Financial Policy #6 to preserve the functionality of the existing transportation system by providing improvements that increase safety for alternative modes, and safer traffic operations.

Project Status: ***In Progress*** This is an ongoing project included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Funded at $30,000 per year in the FY12, FY13, FY14 and FY15 capital budgets.

Specific Plans/Policies Related to this Project:

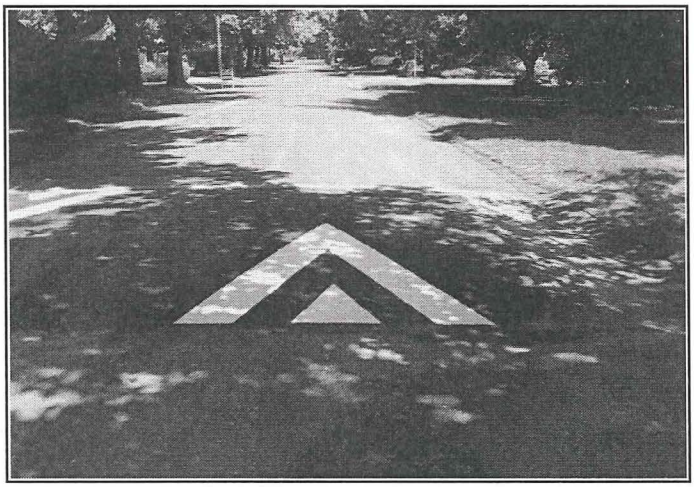
Council Specific Direction

Capital Costs ($ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	$30	$30	$30	$30	$30	$30	**$180**
Total	$30	$30	$30	$30	$30	$30	**$180**

Neighborhood: Citywide

Ward: Citywide



Traffic calming speed hump

Traffic Operations Improvement Program

Project Description: Safety and transportation system management improvements, including adding turn lanes and bicycle lanes, pedestrian crossings, median islands, safety devices, and other restriping and channelization modifications.

This project meets priority measure 1 of TransPlan Financial Policy #6 to preserve the functionality of the existing transportation system by providing safety improvements for alternative modes and by improving traffic operations.

Project Status: ***In Progress*** This is an ongoing project included in previous CIPs. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed. Funded at $75,000 in FY12, and $100,000 in FY13 and FY14 capital budgets, and $50,000 in FY15 capital budget.

Specific Plans/Policies Related to this Project:

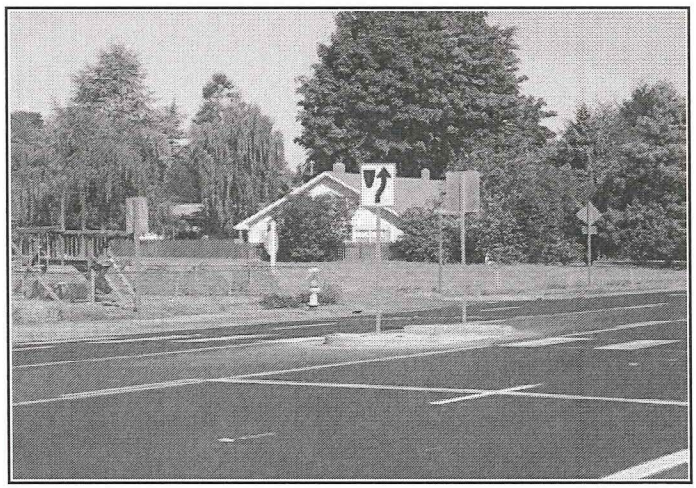
City of Eugene Transportation System Plan (formerly Transplan)

Capital Costs ($ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Transportation SDC	$100	$100	$100	$100	$100	$100	**$600**
Total	$100	$100	$100	$100	$100	$100	**$600**

Neighborhood: Citywide

Ward: Citywide



Pedestrian Island

Traffic Signal Improvements and Upgrades

Project Description: Install new traffic signals and upgrade existing traffic signal system to improve efficiency, reduce delay, improve air quality, and facilitate multi-modal traffic flow. Project locations are based on a priority rating system that considers traffic volumes, delays, accidents, standard signal warrants and other traffic and development-dependent factors.

This project meets priority measure 1 of TransPlan Financial Policy #6 to preserve the functionality of the existing transportation system by providing safety improvements for alternative modes and by improving traffic operations.

Project Status: ***In Progress*** This is an ongoing project included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Project was funded at $112,000 in FY12, $150,000 in FY13, FY14 and FY15. A portion of the funding for this project is not yet identified.

Specific Plans/Policies Related to this Project:

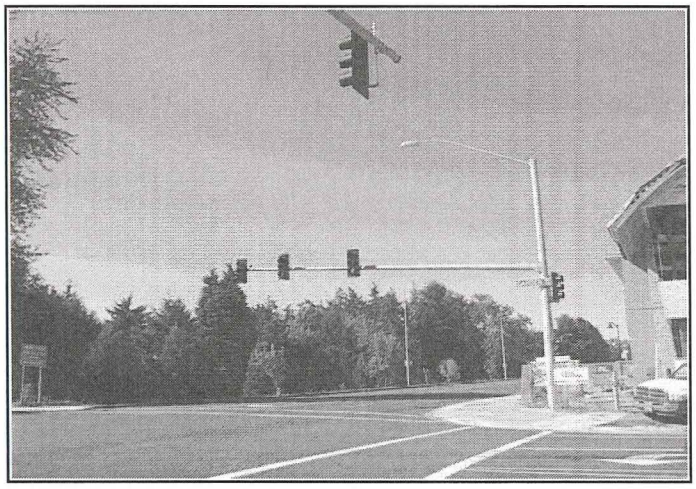
City of Eugene Transportation System Plan (formerly Transplan)
Master Traffic Communications Plan
Traffic Signal List

Capital Costs ($ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Transportation SDC	$150	$150	$150	$150	$150	$150	**$900**
Total	$150	$150	$150	$150	$150	$150	**$900**

Neighborhood: Citywide

Ward: Citywide



Traffic signal

Shared Use Path Jessen Path from Beltline Road to Terry Street

Project Description: Construct a shared use path in west Eugene connecting the Beltline Road path to Terry Street. The proposed path is approximately 5,900' long, and includes a 12' wide wearing surface with 2' wide shoulders and pedestrian scale lighting. Also construct connector paths at Devos, E Irwin, and W Irwin Streets. This project will provide a valuable east-west shared use path in west Eugene, connecting the Beltline Path, a 146-acre natural area, neighborhoods and Terry Street which connects to schools and the Fern Ridge Path.

This project meets priority measure 4 of TransPlan Financial Policy #6. This project provides an east-west off-street path in west Eugene where there are few such facilities and is included in the Six-Year CIP because it includes funding sources – transportation SDCs and federal Transportation Alternatives funds - that are not available for projects that meet the first priority measure of "Protect the existing system".

Project Status: ***Not Started*** This project was previously included in FY12-17 and FY14-19 CIP. An application for a federal transportation enhancement grant has been submitted. Funding for preservation & maintenance costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

City of Eugene Transportation System Plan (formerly Transplan)

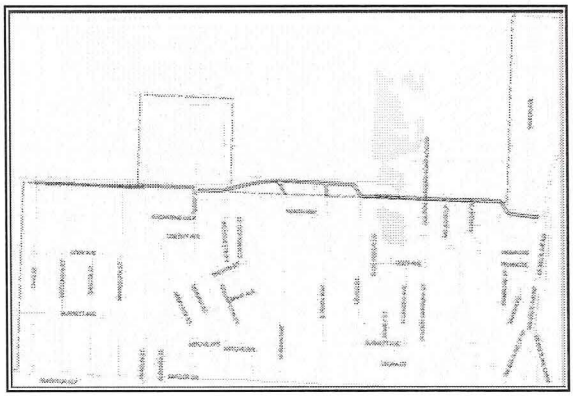
Eugene Pedestrian and Bicycle Master Plan

Capital Costs ($ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Funds	$180	$0	$1,720	$0	$0	$0	**$1,900**
Transportation SDC	$19	$0	$176	$0	$0	$0	**$195**
Total	$199	$0	$1,896	$0	$0	$0	**$2,095**
Preserve Maintain	$0	$0	$0	$7	$7	$7	

Neighborhood: Bethel

Ward: Ward 6



Shared Use Path/Jessen Path from Beltline Road to Terry Street

Pavement Preservation Program

Project Description: Preserve existing improved streets City-wide, through overlays and surface treatments. This program also includes reconstruction projects for roadways deteriorated to a point where investment in capital preservation and preventative maintenance are not cost-effective.

Project Status: ***In Progress*** This is an ongoing project that has been included in CIP for a number of years. Funded at $2.7 million in FY10, $3.6 million in FY11, $3.6 million in FY12, $3.4 million in FY13, $3.7 million in FY14, and $3.3 million in FY15. Other parts of the Pavement Preservation Program are the projects funded through the 2012 Street Bonds and unfunded project backlog.

Specific Plans/Policies Related to this Project:

Pavement Management Program

Capital Costs ($ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Wastewater Utility - Capital	$100	$100	$100	$100	$100	$100	**$600**
Transportation SDC	$300	$300	$300	$300	$300	$300	**$1,800**
Stormwater Utility - Capital	$500	$500	$500	$500	$500	$500	**$3,000**
Pavement Preservation Capital	$2,850	$2,850	$2,850	$2,850	$2,850	$2,850	**$17,100**
Total	$3,750	$3,750	$3,750	$3,750	$3,750	$3,750	**$22,500**

Neighborhood: Citywide

Ward: Citywide

Pavement Preservation Program in action.

Pavement Preservation Program - Transportation Bonds

Project Description: The 2015 Pavement Management Report listed the City's backlog of needed pavement preservation projects at over $848 million. In May 2007, the Council Subcommittee on Transportation Funding Solutions recommended a total yearly pavement preservation funding target of $18 million. Staff estimates that current funding sources for pavement preservation (i.e., $0.05 local motor vehicle fuel tax and Transportation SDCs reimbursement component) will generate about $3.2 million in annual revenue for FY16-21.

The voters approved a five-year general obligation bond in November 2008 to address a portion of the funding gap. The bond listed 32 specific projects to be completed and at least $350,000 each year for off-street shared-use path projects. In November 2012, the voters approved a $43 million five-year general obligation bond, which replaced the 2008 bond upon its expiration. The 2012 bond funds 76 specific projects, with $516,000 annually allocated towards bicycle and pedestrian projects.

Project Status: ***In Progress*** This project was included in FY10-15, FY12-17 and FY14-19 CIP. Funded at $9.14 million in FY12, $7.48 million in FY13, $5.41 million in FY14 and $8 million in FY15.

Specific Plans/Policies Related to this Project:

City of Eugene Transportation System Plan (formerly Transplan)

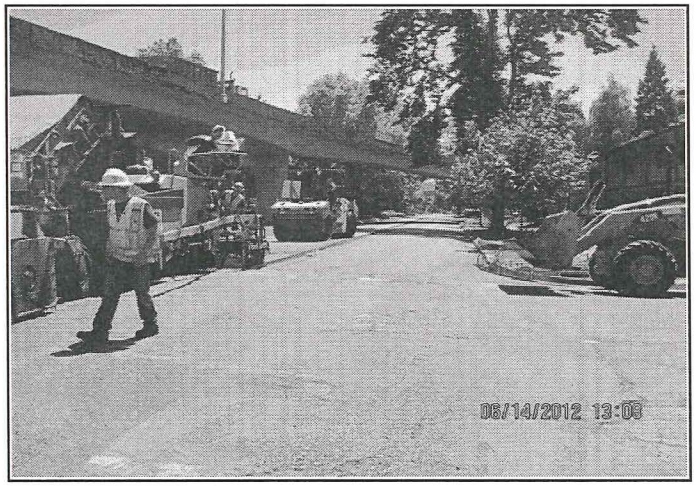
Pavement Management Program

Capital Costs ($ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
2012 Transportation Bond	$8,290	$8,590	$8,900	$6,220	$0	$0	**$32,000**
Total	$8,290	$8,590	$8,900	$6,220	$0	$0	**$32,000**

Neighborhood: Citywide

Ward: Citywide



Capital pavement overlay in progress.

Amazon Active Transportation Corridor

Project Description: This project is to implement walking, running, and bicycling improvements to East/West Amazon Drives and to extend Amazon Path south to Tugman Park. Widen the sidewalk from E 33rd Avenue to the south end of Tugman Park. Install three prefabricated 10' wide steel pedestrian bridges (45' long) over Amazon Creek to increase mobility and transit access. Develop a two-way separated bicycle facility on East or West Amazon Drive from Hilyard Street to Snell Street. Improve the intersection at either 33rd Avenue or 34th Avenue for access to the Amazon Path, to the Rexius Trail and two-way separated bicycle facility. Repair and replace the Rexius Running Trail (approximately from Hilyard Street to Snell Street).

This project meets priority measure 2 of TransPlan Financial Policy #6. This project improves the efficiency and capacity of existing pedestrian and bicycle facilities and is included in the CIP because it includes funding sources – transportation SDCs and federal Transportation Alternatives funds - that are not available for projects that meet the first priority measure of "Protect the existing system".

Project Status: ***Not Started*** This project was included in the FY14-19 CIP. Public Works Department will be applying for funding as part of the 2015-2018 Oregon Statewide Transportation Improvement Program (STIP).

Specific Plans/Policies Related to this Project:

City of Eugene Transportation System Plan (formerly Transplan)

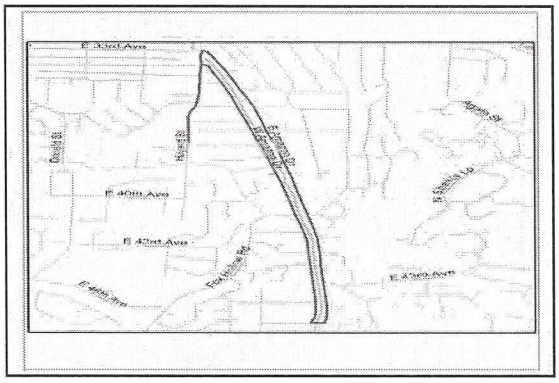
Eugene Pedestrian and Bicycle Master Plan

Capital Costs ($ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Funds	$224	$27	$1,290	$0	$0	$0	**$1,541**
Transportation SDC	$23	$3	$133	$0	$0	$0	**$159**
Total	$247	$30	$1,423	$0	$0	$0	**$1,700**

Neighborhood: Southeast

Ward: Ward 2



Amazon Active Transportation Corridor

Northeast Livable Streets

Project Description: Formalize the bicycle boulevard network in three neighborhoods (Cal Young, Northeast, Harlow). Projects include wayfinding signs, shared lane markings, traffic calming, diversion, and enhanced pedestrian crossings.

This project meets priority measure 2 of TransPlan Financial Policy #6. This project improves the efficiency and capacity of existing bicycle facilities and is included in the CIP because it includes funding sources – transportation SDCs and federal Transportation Alternatives funds - that are not available for projects that meet the first priority measure of "Protect the existing system".

Project Status: ***Not Started*** This project was included in the FY14-19 CIP. Public Works Department is applying for funding through combined Transportation Enhancements and Oregon Bike & Pedestrian grant programs.

Specific Plans/Policies Related to this Project:

City of Eugene Transportation System Plan (formerly Transplan)

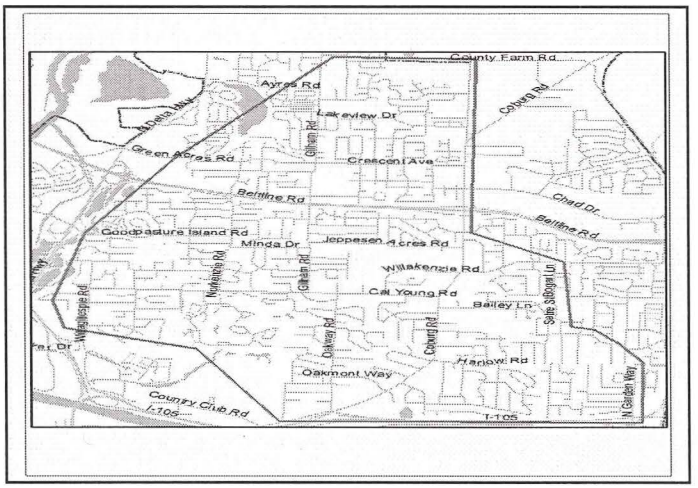
Eugene Pedestrian and Bicycle Master Plan

Capital Costs ($ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Funds	$104	$54	$641	$0	$0	$0	**$799**
Transportation SDC	$11	$6	$66	$0	$0	$0	**$83**
Total	$115	$60	$707	$0	$0	$0	**$882**

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



Northeast Livable Street

Services for New Development/Grant Matching Funds Transportation

Project Description: Unspecified petitioned infrastructure improvements to support new development and response to infrastructure needs in developing areas (typically transportation improvement projects that may include wastewater and stormwater system components). Also, the local funding match for bicycle and pedestrian improvements funded through state and federal grant projects.

This funding will be used for projects to improve unimproved collector streets to City standards and meets priority 2 of TransPlan Financial Policy #6 by improving the safety, efficiency and capacity of existing transportation facilities, and by providing better access for alternative modes. Also projects using this funding will include funding sources – assessments to benefiting properties and transportation SDC's- that are not available for projects that meet the first priority measure of "Protect the existing system". Finally, these funds may be used to provide the local match for state and federal grant funds.

Project Status: ***In Progress*** This is an ongoing program that is being expanded to include local match funds for grant opportunities. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed. Funded at $150,000 in FY14, $450,000 in FY15.

Specific Plans/Policies Related to this Project:

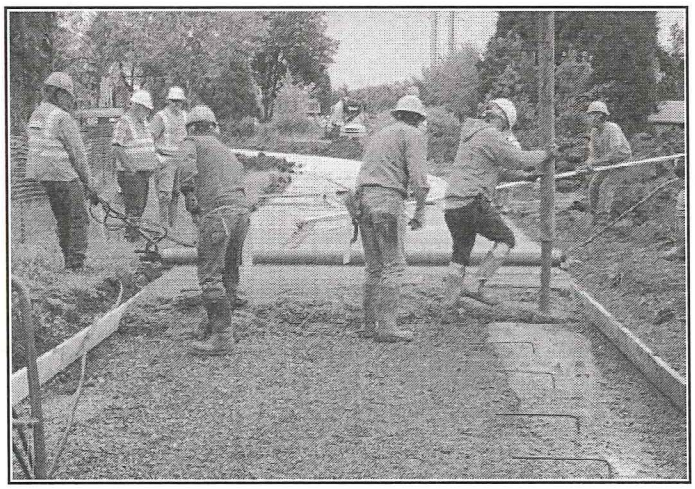
SDC City Code and Methodologies

Capital Costs ($ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Transportation SDC	$39	$391	$25	$400	$400	$400	**$1,655**
Total	$39	$391	$25	$400	$400	$400	**$1,655**

Neighborhood: Citywide

Ward: Citywide



Shared-use path under construction

Appendix 9.9

Administrative Order to Adopt Eugene ADA Transition Plan for Public Rights-of-Way

ADMINISTRATIVE ORDER NO. 58-15-21
of the
Executive Director of the Public Works Department

APPROVING THE AMERICANS WITH DISABILITIES ACT TRANSITION PLAN FOR ACCESSIBILITY IN PUBLIC RIGHTS-OF-WAY.

The Executive Director of the Public Works Department finds that:

A. Under the provisions of Chapter IV, Section 16 of the Eugene Charter of 2002, the City Manager is designated as the administrative head of the City, and is specifically authorized to appoint and remove all employees (except as otherwise provided in the Charter), and to enforce all ordinances of the City.

B. Pursuant to that authority, I have been designated as Executive Director of the City's Public Works Department. My appointment has most recently been affirmed by the City Manager's Administrative Order No. 21-13-01. In such capacity, I have the responsibility for supervision of the Public Works Department and its employees.

C. The Americans with Disabilities Act Transition Plan for Accessibility in Public Rights-of-Way (R-O-W ADA Transition Plan) has been developed to address accessibility within the City's public rights-of-way for persons with disabilities. Accessibility outside the City's public rights-of-way for persons with disabilities is addressed in a separate ADA Transition Plan.

D. The R-O-W ADA Transition Plan:

1. Lists physical barriers in the rights-of-way that limit accessibility of persons with disabilities;
2. Describes methods to be utilized to remove the barriers;
3. Includes a schedule for taking the necessary steps to achieve compliance (requirement for curb ramps specifically); and
4. Includes the name of the official responsible for transition plan implementation.

Now, therefore, based on the above findings which are hereby adopted:

IT IS HEREBY ORDERED THAT:

1. The Americans with Disabilities Act Transition Plan for Accessibility in Public Rights-of-Way attached to this Order as Exhibit A is hereby approved effective July 1, 2015, and

shall be utilized by staff in the Public Works Department in addressing accessibility within the City's public rights-of-way for persons with disabilities.

2. Copies of this Order shall be forwarded to all Public Works Department Division Managers.

Dated this 26th day of June, 2015.

Kurt Corey, Executive Director
Public Works Department