

River Road-Santa Clara Neighborhood Plan: Workshop #1 Transportation

Lane Transit District's Long-Range Transportation Plan (LRTP)

https://www.ltd.org/file_viewer.php?id=1063

The LRTP was adopted by the Lane Transit District (LTD) Board in 2014. The LRTP identifies future uncertainties that will challenge how LTD operates and provides services. It establishes a framework of goals, policies, and strategies to address those challenges and suggests performance measurements to track progress.

Goal 1: Provide attractive travel options to improve ease of connectivity throughout LTD's service area

Goal 2: Sustain and enhance economic prosperity, environmental health, and quality of life in the community through investment in transit service and infrastructure

Goal 3: Ensure equitable and accessible transit service throughout LTD's service area

Goal 4: Maintain and enhance safety and security of LTD's service

Goal 5: Use LTD's resources sustainably in adapting to future conditions

Goal 6: Engage the regional community in LTD's short- and long-term planning processes



MovingAhead

MovingAhead.org

The City of Eugene and the Lane Transit District (LTD) are working with regional partners and the community to determine what improvements are needed on some of our most important transportation corridors for people using transit, and facilities for people walking and biking. As part of the MovingAhead project, the LTD Board and Eugene City Council will select packages of transit, walking, and biking projects along these corridors and determine the construction priority so that the improvements can be funded and built in the near-term.



MovingAhead builds upon transportation and land- use plans including Envision Eugene, LTD's Long-Range Transit Plan, and the Eugene 2035 Transportation System Plan (2035 Eugene TSP).

Purpose and Need Statement

The purpose of the MovingAhead project is to:

- Develop a Capital Improvements Program that forecasts and matches projected revenues and capital needs over a 10-year period.

- Balance desired multimodal transit corridor improvements with the community's financial resources.
- Ensure the timely and coordinated construction of multimodal transit corridor infrastructure.
- Eliminate unanticipated, poorly planned, or unnecessary capital expenditures.
- Identify the most economical means of financing multimodal transit corridor capital improvements.
- Establish partnerships between Lane Transit District (LTD), City of Eugene, and other local agencies that prioritize multimodal transit infrastructure needs and promote interagency cooperation.
- Ensure that multimodal transit corridor investments are consistent with local comprehensive land use and transportation plans and are supported by community members in the corridor.
- The need for the MovingAhead project is based on the following factors:
- LTD's and the region's commitment to implementing the region's vision for bus rapid transit in the next 20 years consistent with the RTP that provide the best level of transit service in a cost effective and sustainable manner.
- Need for streamlined environmental reviews to leverage system-wide analysis.
- Selection of the next EmX/Frequent Transit Network (FTN) corridors is based on long-range operational and financial planning for LTD's service.

Goals and Objectives

Goal 1: Improve multimodal transit corridor service

Objective 1.1: Improve transit travel time and reliability

Objective 1.2: Provide convenient transit connections that minimize the need to transfer

Objective 1.3: Increase transit ridership and mode share in the corridor

Objective 1.4: Improve access for people walking and bicycling, and to transit

Objective 1.5: Improve the safety of pedestrians and bicyclists accessing transit, traveling in and along the corridor, and crossing the corridor

Goal 2: Meet current and future transit demand in a cost-effective and sustainable manner

Objective 2.1: Control the increase in transit operating cost to serve the corridor

Objective 2.2: Increase transit capacity to meet current and projected ridership demand

Objective 2.3: Implement corridor improvements that provide an acceptable return on investment

Objective 2.4: Implement corridor improvements that minimize impacts to the environment and, where possible, enhance the environment

Objective 2.5: Leverage funding opportunities to extend the amount of infrastructure to be constructed for the least amount of dollars

Goal 3: Support economic development, revitalization, and land use redevelopment opportunities for the corridor

Objective 3.1: Support development and redevelopment as planned in other adopted documents

Objective 3.2: Coordinate transit improvements with other planned and programmed pedestrian and bicycle projects

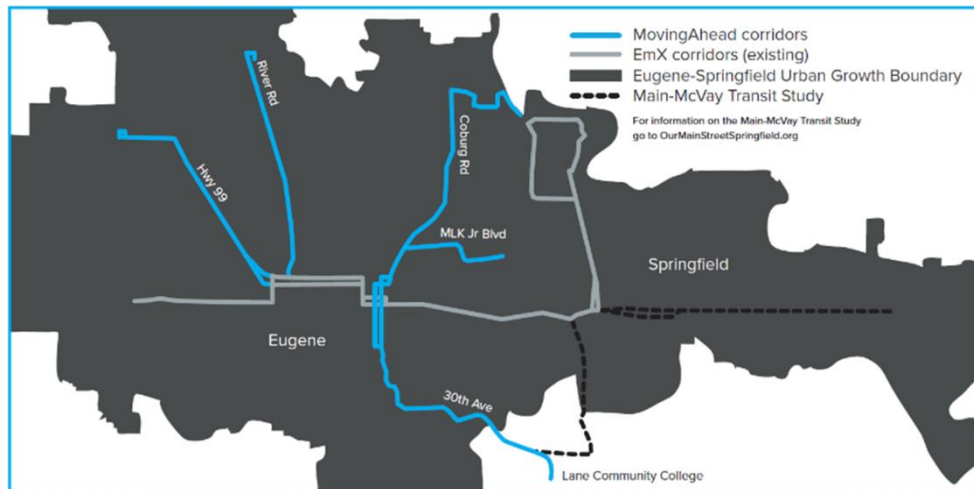
Objective 3.3: Coordinate transit improvements with other planned and programmed roadway projects

Objective 3.4: Minimize adverse impacts to existing businesses and industry

Objective 3.5: Support community vision for high capacity transit in each corridor

Objective 3.6: Improve transit operations on state facilities in a manner that is mutually beneficial to vehicular and freight traffic flow around transit stops and throughout the corridor

Objective 3.7: Improve transit operations in a manner that is mutually beneficial to vehicular traffic flow for emergency service vehicles

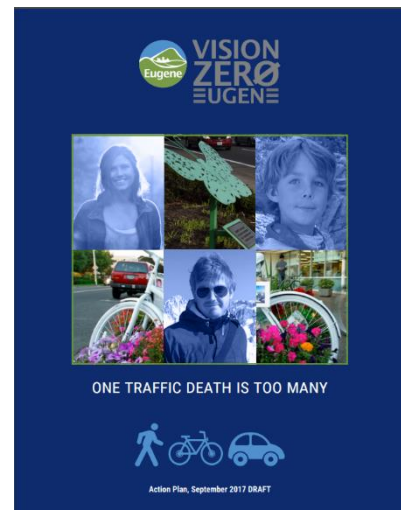


Vision Zero

<https://www.eugene-or.gov/3239/Vision-Zero>

Vision Zero is a City Council adopted approach to transportation safety in which no loss of life or serious injury on our transportation system is acceptable.

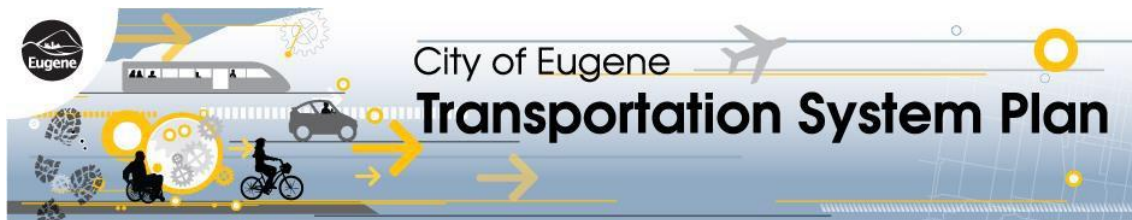
- Vision Zero takes a safe systems approach to transportation safety with the following core principles
 - Traffic deaths and severe injuries are acknowledged to be preventable
 - Human life and health are prioritized within all aspects of transportation systems
 - Acknowledgement that human error is inevitable, and transportation systems should be forgiving
 - Safety work should focus on systems-level change above influencing individual behavior
 - Speed is recognized and prioritized as the fundamental factor in crash severity



- The Draft Vision Zero Action Plan was released for public comment and is expected to be adopted by the City Manager in late Winter.
- Vision Statement: Our community values the safety of all people who use our multimodal transportation system and will take equitable, data-driven actions to eliminate deaths and life-changing injuries by 2035.
- Guiding Tenets: Data-Driven, Equitable and Accountable
- The River Road Santa Clara area has the following streets and intersections identified as having a high rate of injury crashes across all modes of travel:
 - High injury crash corridors:
 - River Road
 - NW Expressway
 - Randy Pape Beltline
 - High injury crash intersections:
 - River Road at Azalea Drive
 - River Road at Hunsaker Lane
 - River Road at Silver Lane
 - River Road at NW Expressway
 - NW Expressway at Randy Pape Beltline

Safe Routes to School

4J Safe Routes to School program advocates for and promotes the practice of active transportation to and from school. Contact mazze_s@4j.lane.edu or (541) 790-7492 or visit www.eugenespringfieldsrts.org for more information.



www.eugeneTSP.org

Evaluation Criteria	Key criteria
1. Safety and Health	
Double the percentage of pedestrian, bicycle, and transit trips by the year 2035.	
Improve community health by increasing physical activity as part of the transportation system.	
Support the reduction in quantities of harmful airborne pollutants associated with transportation.	
Improve safety and security for all users, especially for the most vulnerable; strive for zero fatalities.	x
2. Social Equity	
Use future transportation investments to reduce or eliminate disparities between neighborhoods in access, economic benefits, safety, and health.	x

3. Access and Mobility for All Modes	
Foster neighborhoods where 90 percent of Eugene residents can meet most daily needs without relying heavily on an automobile.	x
Improve the comfort and convenience of travel, especially for walking, bicycling, carpooling, and riding transit.	
Maintain a network of Emergency Response Streets to facilitate prompt emergency response.	
Complete safe, comfortable, and direct sidewalk and bikeway networks between key destinations, transit stops, and residential areas.	
Support Lane Transit District's efforts to provide high-capacity, frequent transit service, on the Frequent Transit Network.	
4. Community Context	
Ensure consistency between transportation investments and all relevant adopted and accepted local plans.	
5. Economic Benefit	
Support redevelopment priorities by promoting compatible transportation investments along key corridors and in core commercial areas, including downtown.	x
Encourage infrastructure and programs that allow residents to reduce expenditures on fuel and vehicle use.	
Support predictable travel times between key origins and destinations for high priority trips such as transit and regional freight movement.	
Increase access to employment centers via foot, bike, and transit, while improving the quality of the traveling experience.	x
Support access and visibility of businesses that rely on drive-by traffic by balancing congestion with economic development goals.	
6. Cost Effectiveness	
Optimize benefits relative to public, private, and social costs over the plan's time horizon.	x
Maximize the efficiency and life of the current transportation system.	
Favor transportation investments that have potential funding for both implementation and ongoing maintenance.	
7. Climate and Energy	
Focus on transportation programs and projects that help to: <ul style="list-style-type: none"> • reduce total community-wide fossil fuel use by 50% by 2030 • reduce vehicle miles traveled per capita by 10% by the year 2020 • reduce community-wide greenhouse gas emissions 10% below 1990 levels by 2020 	x
8. Ecological Function	
Improve water quality and lower the rate of stormwater runoff from transportation infrastructure.	
Reduce the urban heat island caused by paving that absorbs and re-radiates heat.	
Foster transportation investments that avoid damaging and improve habitat areas, where possible.	x