



Lane Area Commission on Transportation

859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 (office)



Wednesday, March 11, 2015

5:30 – 7:30 p.m.

McLane Room, Oregon Department of Transportation, Area 5
644 A Street, Springfield (directions on next page)

Conference call: 541-682-4087

Contact: Mary McGowan, 541-682-3177, MMcGowan@lcog.org

Purpose: The Lane ACT is an advisory body established to provide a forum for stakeholders to collaborate on transportation issues affecting Lane County (Region 2, Area 5) and to strengthen state and local partnerships in transportation.

A G E N D A

- 1. CALL TO ORDER (Welcome and Introductions) *Quorum=20* 5:30 p.m.**
- 2. REVIEW AGENDA – ADDITIONS or DELETIONS**
- 3. CONSENT CALENDAR**
The following items are considered routine by the LaneACT and will be enacted in one action by consensus. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Calendar and will be considered separately.
 - a. Approve Minutes (February 11, 2015)
- 4. COMMENTS FROM THE AUDIENCE 5:35 p.m.**
Anyone wishing to provide a general comment about the LaneACT must sign up on the Public Comment sheet provided at the meeting.
- 5. Highway 126 W Safety Task Force Update 5:40 p.m.**
Action Requested: None. Information only.
Objective: Provide overview of the task force.
Presenter: Frannie Brindle, ODOT
- 6. STIP Project Implementation and Funding Update 5:55 p.m.**
Action Requested: None. Information only.
Objective: Receive an update on project implementation from various STIP cycles and clarification on the Enhance process, as needed.
Presenter: David Reesor, ODOT
- 7. Transportation System Plan Completion Status 6:15 p.m.**
Action Requested: None. Information only.

Location is wheelchair accessible (WCA).

American Sign Language (ASL) interpretation is available with 48 hours notice.

Objective: Receive a progress update of TSPs throughout Lane County.
Presenter: David Reesor, ODOT

- 8. United Front and Legislative Update** **6:25 p.m.**
Action Requested: None. Information only.
Objective: Discuss federal priorities of the legislative session.
Presenter: Alex Cuyler, Lane County
- 9. City of Eugene Transportation System Plan** **6:55 p.m.**
Action Requested: None. Information only.
Objective: Receive overview of the planning process and policy direction.
Presenter: Kurt Yeiter, City of Eugene
- 10. WHAT'S COMING UP** **7:20 p.m.**
- 11. ANNOUNCEMENTS AND INFO SHARING** *(please be brief)* **7:25 p.m.**
a. ODOT Update
b. Metropolitan Policy Committee Update (minutes attached)

NEXT MEETINGS

PLEASE NOTE: You may join any of the following meetings by conference call at 541-682-4087.

- Steering Committee – March 19, 2015, 4:00 to 5:00 p.m., ODOT Conference Rm.
- **LaneACT – April 8, 5:30 to 7:30 p.m., ODOT Conference Rm.**
- Steering Committee – April 16, 2015, 4:00 to 5:00 p.m., ODOT Conference Rm
- **LaneACT – May 13, 5:30 to 7:30 p.m., ODOT Conference Rm.**
- Steering Committee – May 21, 2014, 4:00 to 5:00 p.m., ODOT Conference Rm.

OTHER INFO-ONLY ATTACHMENTS

- 2015-2016 LaneACT Calendar
- Monthly Attendance Report
- Membership List *(March 1, 2015)*

LaneACT will post meeting materials on its webpage at www.LaneACT.org prior to each meeting. To be included on the e-mail notification list, please contact Mary McGowan at 541-682-3177, MMcGowan@lcog.org.

**Location is wheelchair accessible (WCA).
American Sign Language (ASL) interpretation is available with 48 hours notice.**

GETTING THERE:

ODOT Area 5: Located at 644 A Street between 6th and 7th Streets, next to Springfield City Hall.

Bus: Take the bus to the LTD Springfield Station. From there walk two blocks north to A Street then two blocks east to 6th Street.

Bicycle Parking: There are bicycle racks in front and additional racks at Springfield City Hall.

Auto Parking: There is free two-hour parking along Main Street and most surrounding streets.



Location is wheelchair accessible (WCA).

American Sign Language (ASL) interpretation is available with 48 hours notice.

MINUTES

Lane Area Commission on Transportation (LaneACT)
McLane Room
Oregon Department of Transportation, Area 5
644 A Street, Springfield, OR 97477

February 11, 2015
5:30 p.m.

- PRESENT:** Jerry Behney, Coburg
Tom Munroe, Cottage Grove
Dave Stram, Creswell
Maurice Sanders, Dunes City
Claire Syrett, Eugene
Mike Miller, Florence (teleconferenced)
Mike Cahill, Junction City
Steve Paulson, Lowell
Hillary Wylie, Springfield
Tim Brooker, Veneta
Sid Leiken, Lane County, *Vice Chair*
Jeff Stump, Confederate Tribes (teleconferenced)
Ron Kilcoyne, Lane Transit District (LTD)
Charles Tannenbaum, Highway 126 East
Frannie Brindle, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Martin Callery, Rail Designated Stakeholder
Bill McCoy, Trucking Designated Stakeholder
Holly McRae, Bicycle and Pedestrian Designated Stakeholder
Mia Nelson, Environmental Land Use Designated Stakeholder
(teleconferenced)
George Grier, Other Stakeholder, *Chair*
Jennifer Jordan, Other Stakeholder
Eugene Organ, Other Stakeholder
Ryan Papé, Other Stakeholder
- ABSENT:** Oakridge, Westfir; Port of Siuslaw; Lane County Roads Advisory Committee; and Shelley Humble and Gary McNeel, Other Stakeholders.
- OTHERS:** Chris Cummings, Becky Knudson, David Reesor, ODOT; Sasha Luftig, LTD; Rob Inerfeld, City of Eugene; Ric Ingham, City of Veneta; Lydia McKinney, Lane County; Mary McGowan, Lane Council of Governments (LCOG).

1. Call to Order (Welcome and Introductions)

Chair George Grier called the meeting of the Lane Area Commission on Transportation (LaneACT) to order at 5:30 p.m. Members and the audience introduced themselves.

During the introductions, newly appointed LaneACT members Councilor Brooker, Councilor Syrett, and Mayor Cahill described their government experience and interest in transportation issues.

2. Review Agenda – Additions or Deletions

Mr. Grier announced he was moving Agenda Item 5, *ConnectOregon V* Update to be later in the agenda. Chris Cummings, ODOT, would give the update prior to his presentation on commodity flow (Agenda Item 9).

3. Consent Calendar

A. Approve Minutes (January 14, 2015)

B. *ConnectOregon V* Letter of Support: City of Eugene Bike Share

Consensus: Both items on the Consent Calendar were approved as submitted.

4. Comments from the Audience

There were no members of the audience wishing to address the committee.

6. STIP Enhance Update

Mr. Reesor announced the materials for the 2015-2018 Statewide Transportation Improvement Program (STIP) applications had been posted to the ODOT website (please refer to the *Enhance Process Documentation* section on the web page:

<http://www.oregon.gov/ODOT/TD/STIP/Pages/WhatsChanged.aspx>). He distributed a handout entitled, *Enhance Timeline for the 2018-2021 STIP, February 11, 2015* and placed copies of the *Oregon Department of Transportation Enhance Proposal Form* at the reception table. Mr. Reesor explained most of the funds were earmarked for projects that directly or indirectly benefitted the state transportation system. There was limited funding available for projects with only localized impact.

Dave Stram joined the meeting at 5:40 p.m.

When Mr. Grier asked Mr. Reesor to give an overview of STIP for the new LaneACT members, Mr. Reesor described the four-year transportation capital improvement program and the application process for local governments to propose enhancement

projects. Mr. Grier described the process previously undertaken by LaneACT to review the projects and prioritize them and the subsequent negotiations done at the SuperACT.

Responding to Mayor Cahill's request for examples of past projects, Ms. Brindle clarified the last round of the STIP projects had been approved but not yet built. She cited the Franklin Boulevard Modernization in Springfield and two bicycle projects in Eugene, the Amazon Active Transportation Corridor and the Jessen Path and Lighting project. Ms. Brindle offered to give an update on the projects at a future meeting. Mr. Grier requested staff distribute the complete list to LaneACT members. (It was available on the website: <http://www.oregon.gov/ODOT/HWY/REGION2/docs/area5/LaneACT%20150.pdf>).

Mr. Reesor emphasized the pre-proposal collaboration period (January – May of 2015) was underway. ODOT Area Managers (e.g., Frannie Brindle) were available to provide applicants technical assistance. He offered to answer any questions LaneACT members might have regarding the STIP Enhance application process.

7. Lane County Motor Vehicle Fee

Commissioner Leiken gave an overview of the transportation funding challenges facing Lane County, specifically the need to replace declining federal Secure Rural Schools and Community Self-Determination Act funds for routine road maintenance and emergency repairs due to extreme weather conditions. Lane County was responsible for over three thousand road lane miles and four hundred bridges. He noted forty percent of the revenues from the proposed fee were allocated to cities, using the existing state formula (which was based on population). Commissioner Leiken highlighted that the Board of County Commissioners (BCC) had the power to enact the fee but had chosen to refer the measure to voters as part of the May 19, 2015 ballot.

Ms. McKinney gave a PowerPoint presentation entitled, *Lane County Regional Road Fund: Revenue Restoration for a Safe System*. A copy of the presentation was included in the agenda packet. She said County elected or appointed officials had been given a similar presentation to most of the city councils in Lane County. Ms. McKinney reviewed the fiscal need and process undertaken to determine the best revenue option. She emphasized an adequate transportation system was a public safety issue. Ms. McKinney described how deteriorating road quality resulted in escalated costs for repairs. She detailed the reasons why the vehicle registration fee was recommended by the 2010 Revenue Options Committee, the Roads Advisory Committee, and the BCC and highlighted that the revenues were restricted to road purposes. To ensure the public trust, the BCC had required an annual audit and citizen oversight committee. Ms. McKinney listed how the \$11 million in revenue was divided among Lane County and the twelve cities therein. The BCC had authorized a Voters' Pamphlet and public information was to be available in a variety of formats. In conclusion, she stressed how important it was for cities, as regional partners, to support the proposal.

Commissioner Leiken elaborated on the thinking behind a registration fee instead of a County gas tax. As a member of the state's Road User Fee Task Force, he was well aware of the factors contributing to the decline in gas tax revenues. Also, a County gas tax was a more complex approach because some cities had enacted their own taxes on gasoline and there were those who would campaign against it because of the precedence.

When Mr. McCoy asked why the County had not looked at taxing private timber as a revenue source, Commissioner Leiken explained Oregon state statute forbid counties from enacting such a tax. Councilor Paulson followed up on the issue. When he asked if the BCC was working to change the law, Commissioner Leiken said the Association of Oregon Counties (AOC) had opposed Representative Holvey's proposed legislation to tax private timber. However, officials from some counties were still pursuing the idea.

Councilor Sanders had several questions: Was there a sunset provision? Were cities restricted in how they used the revenue? Given the regressive nature inherent in the revenue allocation formula, was there any consideration to setting a minimum threshold of 1% for cities? Why hadn't a representative from Lane County come to a Dunes City council meeting? Ms. McKinney responded there was no sunset provision and cities must use the revenue for roads. For cities with very few or no roads under their jurisdiction, the funds could be used to leverage a County project that benefitted the city.

When Ms. McKinney explained there had been scheduling difficulties with Dunes City, Commissioner Leiken offered to meet with them. He also offered to attend local community organizations, e.g., the Junction City tri-county Chamber of Commerce.

Commissioner Leiken added it was problematic to change the state formula for allocating the revenues. He described ways in which the County had helped smaller cities with transportation projects in the past and offered providing technical assistance in the future.

Mayor Munroe noted the County had vacated some roads to the City of Cottage Grove and he thought these funds might address the maintenance needs. He stressed the importance of educating the electorate.

Conversations turned to the need to educate the public on the need for the proposed fee. Councilor Sanders noted they should expect push-back as people's biennial registration fees would go from \$86 to \$156. Ms. McKinney said the Secretary of State's office was reviewing the public information drafted and she expected it to be uploaded to their website the following week. She offered to e-mail LaneACT members the website link.

Councilor Wiley thanked Commissioner Leiken for the County's leadership in addressing the situation. There was no "pleasant" solution to getting the needed revenue to address road maintenance. She said the City of Springfield supported the proposal.

Councilor Behney concurred. He added the City of Coburg appreciated any revenue they would receive from the fee and noted it would be well spent.

8. Rough Roads Ahead: Roads Update

Becky Knudson, ODOT Transportation Development Division Senior Transportation Economist, gave a PowerPoint presentation entitled, *Rough Roads Ahead: Economic Impacts of Deteriorating Highway Conditions*. A copy of the presentation had been given to each LaneACT member prior to the meeting. The full report was online (<http://www.oregon.gov/ODOT/COMM/Documents/RoughRoads2014.pdf>). Ms. Knudson introduced the topic by saying, “Freight represents the economy in motion”. She described the types of goods produced statewide, noting in Lane County 30% of local production was classified as Heavy Goods (farm, forest, chemical, machinery, paper, sand and gravel). Trucks carried over 70% of the freight moved in Oregon (more than all other modes combined), whether measured by tons or dollar value. When Mr. Papé asked if the freight moved by mode would change in the future, Ms. Knudson said she did not believe there would be significant change unless the costs associated with using trucks significantly increased.

Poor bridge and pavement conditions meant higher transportation costs due to increased vehicle operating costs and additional travel time due to detours and more congestion. Local roads and bridges were not built to support heavy freight. It was imperative the state highway transportation system be maintained. Ms. Knudson contrasted the funding needed to maintain the transportation system’s condition (\$930 million) to the amount currently budgeted (\$525 million). She emphasized the cost to maintain the system increased in relation to its deteriorating condition. ODOT staff had developed a forecast model that integrated economic, land use, and transportation data. The model showed how the economy was affected by different transportation spending scenarios. The projections of the impact by 2035 of deteriorating highway conditions was 103,000 forfeited jobs, a reduced Gross Domestic Product (GDP) of \$94 billion, and increased vehicle operating costs for both businesses and individuals.

Commissioner Leiken observed Oregon was primarily a small business state. He asked about ODOT’s commitment to improving short-line rail services. Ms. Knudson suggested the question was best answered by Mr. Cummings. Stakeholders needed to work together more to strategize options.

Mr. Callery explained Class I railroads hauled large trains, long distances. Their biggest clients were truck companies. Short rail lines served local businesses and had and could eliminate truck miles. He described the advantages to local businesses of adding interchange tracks to the short rail system.

Mr. Papé said his company had added truck dealerships to their portfolio. He was confident trucks would remain the dominant transportation mode for freight.

When Councilor Paulson asked if the model provided a breakdown of the economic impact by transportation corridor (e.g., I-5), Ms. Knudson said it did not at the present time but she would add that to the list of system enhancements requested.

Mr. Thompson described the impact of the federal Moving Ahead for Progress in the 21st Century Act (MAP 21) requirements. If the MAP 21 performance measure for pavement preservation remained as it was, Oregon had to repave the asphalt on the Interstates every four years, which consumed all federal funds allocated to Oregon transportation projects.

Councilor Sanders observed the added costs for individuals to operate their vehicles on deteriorated roads was less per year than the increase proposed by the Lane County vehicle registration fee.

5. *ConnectOregon V Update*

Chris Cummings said the Oregon Transportation Commission (OTC) public hearing was held January 15, 2015. As expected, the meeting was heavily attended. The OTC had also received many submittals of written testimony. The Eugene Bike Share application had been supported in both oral and written testimony. The deadline for public testimony was February 12, 2015. Mr. Cummings acknowledged the LaneACT letter of support for the Eugene Bike Share program approved earlier in the agenda. He said the OTC had originally scheduled their funding decision for the February 19, 2015 meeting. However, the decision had been postponed. No date certain had been set.

9. *Commodity Flow Update*

Chris Cummings, ODOT Freight Planning Program Manager, gave a PowerPoint presentation entitled, *Commodity Flow Information*. A copy of the presentation was included in the agenda packet. He also left at the reception table copies of: *The Oregon Freight Plan, An Element of the Oregon Transportation Plan, Adopted June 15, 2011* and *Oregon Freight Plan, Executive Summary, 2011*. Mr. Cummings reviewed the process to develop the Oregon Freight Plan. The plan guided the three-person Freight Planning Unit's decisions regarding freight operation, maintenance and investments. He discussed the state's Strategic Freight Network and key projects, e.g., intermodal connectors and bottleneck identification/resolution. Between 2002 and 2035, freight weight moved was expected to increase by 88% as the state's population and economy continued to grow. Trucks moved the most freight weight and value, although air freight was growing in market segment (especially for high cost, low weight products such as electronics).

Mr. Cummings discussed maps illustrating the dollar value of goods moved from and to Lane County. He detailed the commodity groups comprising Lane County's exported goods, highlighting the Machinery/Instrument/Transportation Equipment/Metals category represented 54% of the region's goods by value whereas the dominant category by weight was Forest/Wood Products. Commissioner Leiken opined the Food or Kindred Products sector was growing in Lane County, citing craft breweries as an example. Referencing the previous question about short rail, Mr. Cummings suggested future transload facilities be designed to handle multiple commodities. Mr. Cummings emphasized his primary purpose for making the presentation was to make LaneACT

members aware of the types of freight data ODOT maintained. He offered to consult with agencies on prospective transportation projects.

When Mr. Grier inquired as to the source of the data presented, Ms. Knudson explained commodity flows and estimates were based on the Federal freight analysis framework. She hoped her office could work on a state commodity forecast in the near future.

Responding to Ms. Brindle's question as to whether the model for the Strategic Freight Network was able to predict the impact of a particular change in the system, e.g, a port or a railroad closure, Ms. Knudson said thought the model was capable of providing the information but required some additional analysis to do so.

10. Announcements and Info Sharing

Ms. Brindle gave the ODOT update. She announced the formation of a Safety Task Force for Highway 126 West (between Eugene and Florence), chaired by County Commissioner Jay Bozievich. The multidisciplinary group planned to review the 2005 study, assess the impacts of recent changes, and update the recommendations. The first meeting was planned for March 8, 2015 in Veneta. Ms. Brindle also noted ODOT Region One was considering establishing an ACT in lieu of their existing joint policy committee. The OTC would vote soon on giving them permission to establish a charter. On the state legislative front, Ms. Brindle relayed there was bipartisan support for some form of a transportation funding package.

Mr. Thompson reported the MPC had not held a December meeting, therefore no minutes had been included in the LaneACT meeting packet. The January meeting had been held the previous week. Many of the topics covered were the same as those addressed at recent LaneACT meetings.

Mr. Grier said he planned to attend the OTC meeting on February 19, 2015. ACT chairs had been invited to come discuss the STIP process. In early March, the Chair and Co-Chairs of the two ACTs in ODOT Region 2 were meeting to set regional priorities. He invited LaneACT members to forward their suggestions to him.

There were no additional announcements from LaneACT members.

The meeting was adjourned at 7:29 p.m.

(Recorded by Beth Bridges)

Amazon Active Transportation Corridor: This project will fill in a key missing link connecting the Ridgeline Trail system to the Eugene-Springfield Riverfront Path system, both of which are regional facilities that attract local and regional users. The project will create significantly safer and more comfortable options for people who walk and bike in a large section of south Eugene and give them easier access to local businesses, transit stops, and the regional shared use path system.

US101 & OR126 Pedestrian Crossing Improvements: This project will construct new mid-block rectangular rapid flash beacons (RRFBs) along Hwy 101 and Hwy 126 through Florence. These new improvements will provide safer crossings on these busy highways to local businesses and residential uses.

Upcoming 2018-2021 STIP Funding Opportunity:

As noted in the February ACT meeting, the new STIP Enhance proposal form, program guide and timeline are now available at the following ODOT link:

<http://www.oregon.gov/ODOT/TD/STIP/Pages/WhatsChanged.aspx>

Eligible agencies / jurisdictions are strongly encouraged to coordinate with ODOT Region 2 staff on local project ideas prior to final proposals. Final applications are due by noon on Monday, August 3rd, 2015.

Upcoming Transportation Growth Management (TGM) Funding Opportunity:

A partnership between the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT), the Oregon Transportation and Growth Management Program (TGM) supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go.

TGM helps Oregon communities through Planning Grants; Education and Outreach workshops, speakers, and publications; Code Assistance; Quick Response design assistance; and Transportation System Plan (TSP) Assessments.

TGM invites eligible agencies / jurisdictions to submit a pre-application, now through March 13th. Although a pre-application is not required to obtain services, ODOT encourages potential applicants to pre-applications for potential grant projects. Pre-applicants will receive direct assistance from TGM staff to develop a grant application or secure our other services.

ODOT staff will provide general highlights of the TGM program at the March ACT meeting. Specific examples of previously funded TGM projects will be presented at the subsequent April ACT meeting.



Lane Area Commission on Transportation

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

541.682.4425 (*office*)



March 3, 2015

TO: Lane Area Commission on Transportation (LaneACT)
FROM: David Reesor, Senior Region Planner, ODOT
SUBJECT: Agenda Item 7: Transportation System Plan Completion Status

Recommended Action: None. Information only.

Background Information:

Over the past several years, multiple jurisdictions throughout Lane County have been updating their local Transportation System Plans (TSPs) in coordination with ODOT. This agenda item will briefly highlight local TSPs in our area and provide a general progress update of each.

Detailed project information about local TSPs can be found at the following websites:

- **City of Coburg** - <http://www.centrallanertsp.org/CoburgTSP>
- **City of Cottage Grove** - <http://cottagegrovetsp.org/>
- **City of Eugene** - <http://www.centrallanertsp.org/EugeneTSP/Home>
- **Lane County** - <http://lanecountytsp.org/>
- **City of Springfield** - <http://www.centrallanertsp.org/SpringfieldTSP/Home>

Projects identified in local TSPs have been vetted through a public review process and are eligible for STIP Enhance and other competitive funding mechanisms.

*Please note, that City of Eugene staff will provide a separate full presentation about the Eugene TSP update in a subsequent ACT agenda item.

At the suggestion of the TCRG, triple-bottom line sustainability metrics were integrated into the decision-making process at an early stage using the Sustainable Transportation Analysis and Rating System (STARS) program.

A project website (www.EugeneTSP.org.) was created to contain all research, reports, meeting materials, and provide a means for feedback to staff.

Where are we now?

Updated Project List. Eugene’s streets and pedestrian and bicycle facilities were examined to determine how well they serve local travelers. Deficiencies in our transportation facilities, including a broad multi-modal view of travel needs and a preliminary projection of increased traffic congestion, led to a list of projects needed to maintain or improve mobility as the city grows over the next 20-years. Projects on the draft TSP list include new or improved arterial and collector streets in developing areas, extension of the bus rapid transit network, improvements to Randy Papē Beltline, additional infrastructure to serve bicyclists and pedestrians, and intersection and signal improvements. The need for future studies, such as exploring improved river crossings, was also identified.

Draft Goals and Policies. Although the TCRG found that TransPlan provided a good basis for progressive land use-transportation planning, new goals and policies were fashioned using “triple-bottom line” principles gleaned from the STARS program. The draft goals and policies further TransPlan’s efforts to integrate land use and transportation planning and improve transit services to areas targeted for higher density development. However, the draft TSP goals and policies offer these changes from TransPlan:

- Integration of sustainability principles.
- Emphasis on social equity and safety.
- A new “Complete Streets” policy.
- Synchronization with Eugene’s Climate and Energy Action Plan.
- Direction about how Envision Eugene’s Key Transit Corridors will be planned to provide frequent, reliable transit service, improved bicycle access, and pedestrian amenities.
- Explicit support for a railroad quiet zone.
- Elimination of “Objectives” and addition of “Action Items” to match the format of Envision Eugene and Springfield’s recently adopted Transportation System Plan.

Integrated Pedestrian and Bicycle Master Plan. Enabling people to get to basic daily services without needing to drive is a key strategy for Envision Eugene and its Transportation System Plan. The 2012 Eugene Pedestrian and Bicycle Master Plan (PBMP) provides a template for making walking and biking more convenient, safer, and logical alternative to driving for some trips. Key policy and operational directives from the PBMP, as well as a list of specific improvements to pedestrian and bicycle travel, will be updated and incorporated into the TSP. The PBMP’s sole goal of doubling the percentage of trips made on foot and by bicycle is now incorporated as a TSP goal.

Updated Traffic Model. The Lane Council of Governments (LCOG) maintains a regional traffic model that provides a tool for estimating changes in traffic patterns over time associated with anticipated growth in jobs and households throughout the region. The model has been programmed to reflect the list of future transportation projects proposed in the TSP (including projects from the Pedestrian and Bicycle Master Plan) and Envision Eugene’s projected land use scenario. Results from the model indicate that some street segments and intersections will not meet current City or ODOT performance standards.

Relationship to Greenhouse Gas Reduction and Climate Recovery. According to the 2013 Community Climate and Energy Action Plan Progress Report, the total vehicle miles travelled (VMT) in Eugene-Springfield “has dropped about 3% since the all-time high in 2006. The population has grown by about 5% over the same time frame suggesting per capita reductions around 10% over that five year period.” The report also states, “Remarkably in Eugene gasoline and diesel consumption dropped just over 16% between 2004 and 2012. Over that same time, the population of Eugene grew by 10% meaning per capita fuel reductions were almost 25% in eight years!” These changes are probably due to a number of societal, demographic, technological, and economic factors, as well as implementation of TransPlan’s integrated land use-transportation policies. The updated TSP will strengthen the direction initiated by TransPlan and acknowledge the City’s new Climate Recovery Ordinance.

Where are we going?

The first half of 2015 will see the completion of a draft TSP document and commencement of the formal public review and adoption processes. Adoption concurrent with Envision Eugene is anticipated this fall.

For more information:

Staff Contact: Kurt Yeiter, Senior Transportation Planner
Telephone: (541) 682-8379
Staff E-Mail: Kurt.M.Yeiter@ci.eugene.or.us
Project Web Site: www.EugeneTSP.org

Attachments

- Attachment 1 Project List and Map
- Attachment 2 Draft Goals and Policies, January 5, 2015
- Attachment 3 Online References
- Attachment 4 Eugene TSP PowerPoint

Eugene Transportation System Plan - Project Descriptions

9/16/2014

PROJECTS WITHIN 20 YEARS

Project No.	Project Description
West Eugene EmX	
1	West Eugene EmX extension along West 6th, 7th, and 11th Avenues (project is currently funded and underway)
River Road	
2	Improve frequent transit service and multimodal travel along River Road
3	Include a new corridor terminus with bus transfers and auto and bike parking in the current location, near the Randy Pape Beltline/River Road interchange, or north of the current location
Coburg Road	
4	Improve frequent transit service and multimodal travel along Coburg Road and transit connections to Springfield
Martin Luther King Jr. Boulevard	
6	Improve or maintain frequent transit service and multimodal travel along Martin Luther King Jr. Boulevard to Centennial Boulevard in Springfield
30th Avenue/Amazon Parkway	
7	Provide continued improvements to transit (frequency, service hours, transfers) to achieve frequent transit service and improved multimodal travel, including enhanced pedestrian crossings and protected bikeways, in this corridor between downtown and Lane Community College, including 30th Avenue
Beltline Expressway Management Plan Recommendations	
8	Construct local arterial bridge and operational improvements to existing Randy Pape Beltline Highway/Delta Highway ramps
Urbanization of Existing Streets	
9	Upgrade Bertelsen Road from 18th Avenue to Bailey Hill Road
10	Upgrade Bethel Drive from Highway 99 to Roosevelt Boulevard
11	Upgrade the north/south section of County Farm Road
12	Upgrade West 11th Avenue from Terry Street to Green Hill Road
13	Upgrade Hunsaker Lane/Beaver Street (County has STIP-U funding for a planning/preliminary design study for this project)
14	Upgrade Jeppesen Acres Road from Gilham Road to Providence Street

9/16/2014

PROJECTS WITHIN 20 YEARS

Project No.	Project Description
Other Projects	
15	Reconstruct Franklin Boulevard as a multi-way boulevard between Walnut and Onyx Streets; make streetscape improvements including new sidewalks on the south side and a shared use path on the north side between Onyx and Alder Streets
16	Add lanes on the Randy Pape Beltline Highway from Roosevelt Boulevard to West 11th Avenue and provide intersection improvements at the Randy Pape Beltline Highway/West 11th Avenue and Randy Pape Beltline Highway/Roosevelt Boulevard intersections
17	Add center turn lane on Martin Luther King Jr. Boulevard between Leo Harris Parkway West and Centennial Loop West
Highway 99	
18	Improve frequent transit service and multimodal travel along Highway 99
I-5/Beltline	
19	Improve I-5/Beltline interchange (project is currently funded and underway)
Passenger Rail Improvements at Eugene Station	
20	Passenger platform and rail spur to enhance passenger rail service and separate passenger rail from freight rail
21	Quiet Zone
Clear Lake Urban Growth Boundary (UGB) Expansion Area	
22	Upgrade Clear Lake Road from Terry Street to Highway 99
23	Extend Terry Street to Clear Lake Road

PROJECTS BEYOND 20 YEARS

Project No.	Project Description
Urbanization of Existing Streets	
30	Upgrade Summit Avenue from Fairmont Boulevard to Floral Hill Drive
31	Upgrade Van Duyn Street from Western Drive to Harlow Road
Intersection Projects	
32	Provide improvements to address safety and congestion at the Highway 99/Roosevelt Boulevard intersection; connect bike lanes through intersection
Beltline Corridor	
33	Improve frequent transit service along the Randy Pape Beltline corridor – with a possible Crescent Avenue route
36	Improve Randy Pape Beltline Highway from River Road to Coburg Road consistent with the Beltline Highway Facility Plan
Northwest Expressway	
34	Provide improvements to facilitate freight movement along the Northwest Expressway corridor
Improve I-5 from I-105 to South Urban Growth Boundary	
35	Improve I-5 to six lanes; improve ramps and upgrade bridges
Clear Lake Urban Growth Boundary (UGB) Expansion Area	
37	Upgrade Airport Road from Highway 99 to existing urban growth boundary (UGB)

PROJECTS TO COMPLETE UPON DEVELOPMENT

Project No.	Project Description
Local Connectivity	
40	Connect Hyacinth Street between Irvington and Lynnbrook Drives
41	Provide connection between Gilham Road and County Farm Road
42	Extend West 13th Avenue from Bertelsen Road to Dani Street
43	Provide connection between Enid Road and Awbrey Lane
44	Extend Colton Way south past Royal Avenue to connect with the future extension of Legacy Street
45	Extend Legacy Street south past Royal Avenue to connect to Roosevelt Boulevard (Roosevelt extension), providing a connection to the Fern Ridge Path
46	Construct collectors and other facilities within Crow Road area needed to serve future demand/development
63	Construct collector within Crescent Village to serve future development
Urbanization of Existing Streets	
47	Upgrade Arrowhead Street from Irvington Drive to Barstow Avenue
48	Upgrade Awbrey Lane from Prairie Road to Highway 99W
49	Upgrade Bailey Hill Road south from Warren Street to the urban growth boundary (UGB)
50	Upgrade Beacon Drive East from River Road to Scenic Drive
51	Upgrade County Farm Road, west to east section
52	Upgrade Dillard Road from 43rd Avenue to urban growth boundary (UGB)
53	Upgrade Fox Hollow Road south from Donald Street to urban growth boundary (UGB)
54	Upgrade Prairie Road from Maxwell Road to Randy Pape Beltline Highway
55	Upgrade River Loop #1 from River Road to Dalewood Street
56	Upgrade River Loop #2 from River Road to Burlwood Street
57	Upgrade Royal Avenue from Terry Street to Green Hill Road
58	Upgrade Scenic Drive between River Loop #2 to East Beacon Drive
59	Upgrade Spring Creek Drive from River Road to Scenic Drive
60	Upgrade Wilkes Drive from River Road to River Loop #1
61	Upgrade Willow Creek Road south from 18th Avenue to urban growth boundary (UGB)
EWEB Property Improvements	
62	<p>Provide improvements to facilitate the EWEB Riverfront Development, which include:</p> <ul style="list-style-type: none"> - Intersection improvements at 4th Avenue/Coburg Road: Signalize westbound right-turn movements on 4th Avenue and northbound through movements on Coburg Road (southbound movements would remain unsignalized) - Provision of a relocated highway-railroad crossing, in alignment with the existing 8th Avenue improvements including track panels, lights, gates, audible warning devices, and upgraded railroad track detection as required by ODOT Rail and/or Union Pacific Railroad - Relocation of the existing signal closest to the 8th Avenue/Hilyard Street intersection to align with the relocated railroad crossing at the existing 8th Avenue intersection - Provision of a northbound right-turn lane that will offer storage for vehicles queued on Hilyard Street during train passage - Provide a new street connection from the overall site to High Street, about 100 feet north of 5th Avenue
Clear Lake Urban Growth Boundary (UGB) Expansion Area	
64	Extend Terry Street from Clear Lake Road to Airport Road
65	Extend Theona Drive from Highway 99 to Terry Street

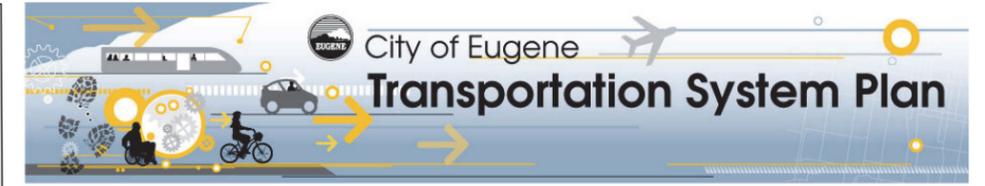
9/16/2014

STUDY PROJECTS

Project No.	Project Description
11th and 13th Avenues	
NA	Study the need for enhanced transit service along 11th and 13th Avenues
Local Connectivity	
NA	Extend Beaver Street north to Wilkes Drive (which is outside urban growth boundary [UGB]). Would be joint project with County and would require an exception to Oregon's Statewide Planning Goals if provided as a street serving all modes; a goal exception would not be required if it is only a pedestrian and bicycle facility or located inside the UGB
Improvements to North-South Travel/Circulation south of Downtown	
NA	Evaluate north/south circulation options on the Oak/Pearl Streets and Hilyard/Patterson Streets couplets
River Crossings	
NA	Study ways to increase capacity over the Willamette River to address bridge crossing congestion issues
NA	Address an aging Ferry Street Bridge structure (replace in kind, no expansion)
NA	Investigate transit route options for access into downtown via or around the Ferry Street Bridge in conjunction with either Martin Luther King Jr. Boulevard or Coburg Road transit improvements
University of Oregon	
NA	Explore ways to provide better multimodal connections between the University of Oregon/Franklin Boulevard area and the Autzen Stadium/Duck Village/Chase Gardens area
I-105 Ramps	
NA	Analyze options to address weaving, operational and safety considerations at the I-105 southbound off-ramp onto West 6th Avenue

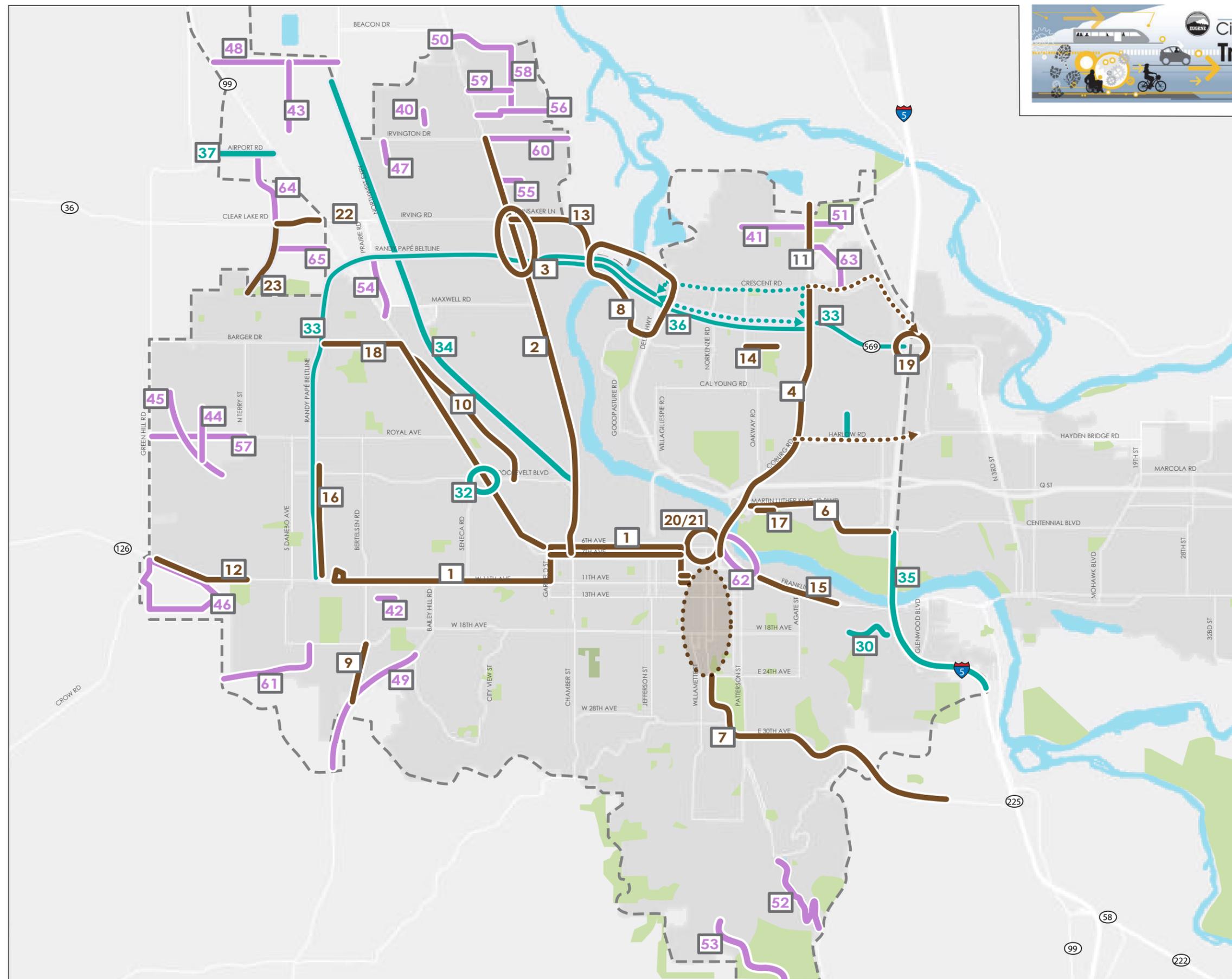
OPERATIONAL PROJECTS

Project No.	Project Description
NW Expressway	
NA	Provide intersection improvements at the Northwest Expressway and Randy Pape Beltline Highway ramp termini intersections
Arterial Corridor Management	
NA	Upgrade traffic signals along key corridors and at key intersections to implement Transportation System Management and Operations (TSMO) strategies that increase the efficiency of the arterial system
Other Projects	
NA	Convert 8th Avenue to two-way between High and Washington Streets

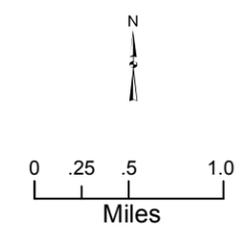


City of Eugene
Transportation System Plan

09.16.2014



- Legend**
- Projects within 20 years
 - Projects beyond 20 years
 - Projects to be completed upon development
 - Specific route to be determined
 - Major Streets
 - City Limits
 - Urban Growth Boundary
 - Water Body



NOTE:
All new alignments are conceptual. Actual alignments will be determined during project development.
Currently, there are no projects 19-29 or 36-39; these project numbers are being held in reserve in case more TSP projects are added.

FIGURE 4
Combined Projects
Transportation System Plan
Eugene, OR

Eugene Transportation System Plan (TSP) Draft Goals, Policies, and Actions

The TSP in a nutshell. This is an “elevator speech” to summarize the essence of the 2035 Eugene Transportation System Plan as currently conceived.

1. Preserve and enhance existing infrastructure. Make transportation more efficient through upgraded technology, travel demand management, and strategic infrastructure improvements.
 2. Focus investments on projects that improve the safety, convenience and comfort for the most vulnerable travelers by completing the sidewalk, bike, and transit networks. Connect these networks. Make them inviting. Distribute improvements strategically and fairly.
 3. Support Envision Eugene’s pillars, such as by implementing Key Transit Corridors, enhancing employment opportunities, and planning for climate change.
 4. Involve affected parties in the design of new and improved transportation facilities.
 5. Periodically update design and development standards as the city matures and transportation options become more varied.
 6. Provide city decision makers with a flexible, adaptable framework for making transportation decisions in an increasingly unpredictable and financially constrained future.
-

Goals

Definition: *A goal is a broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal is aspirational and may not be fully attained within the 20-year planning horizon of this plan.*

Goal 1: Create an integrated multimodal transportation system that is safe and efficient; supports Envision Eugene, the City of Eugene’s targets for reduction in fossil fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.

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

On July 28, 2014 the Eugene City Council adopted the Climate Recovery Ordinance, which contains this goal:

By the year 2030, all businesses, individuals and others living or working in the city collectively shall reduce the total (not per capita) use of fossil fuels by 50% compared to 2010 usage.

This ordinance further requires the city council to establish numerical targets and benchmarks to reach this goal.

Goal 3: Strengthen community resilience to changes in climate, increases in fossil fuel prices, and economic fluctuations by making the transportation networks diverse, adaptable, and not reliant on any single mode.

Goal 4: Address the transportation needs and safety of all travelers, including people of all ages, abilities, races, ethnicities, and incomes. Through transportation investments, respond to the needs of system users, be context sensitive, and distribute the benefits and impacts of transportation decisions fairly throughout the city.

Goal 5: By the year 2035 double the percentage of trips made on foot, by bicycle, and by transit from 2014 levels.

Policies and Actions. Each set of policies is followed by action items that could help implement one or more of the policies within the set.

Definition: Policies are statements adopted to provide a consistent course of action, moving the community toward attainment of its goals. These policies guide the work of the City Manager and staff in formulating proposed changes to the Eugene Code and to guide other work programs, including preparation of the budget and capital improvement program. These policies will not be used in determining whether the City shall approve or deny individual land use applications.

Definition: Action Items offer direction to the City about steps needed to implement adopted policies. Not all policies include action items. Not all potential actions are listed. Rather, the listed action items outline specific projects, standards, or courses of action that the City or its partner agencies could take to implement the Transportation System Plan. These actions can provide guidance for decision-makers and will be updated over time.

System-Wide Policies

1. Foster neighborhoods where Eugene residents can meet most of their basic daily needs without an automobile by providing inviting streets, sidewalks, bikeways, and access to transit where all travelers feel safe and secure.
2. Consider safety first when making transportation decisions. Strive for zero transportation-related fatalities by reducing the number and severity of crashes through design, operations, maintenance, education, and enforcement.
3. Contribute to improved community health by enhancing the pedestrian, trail, and bicycle system city-wide.
4. Promote connectivity between modes of transportation, such as by connecting bicycle routes, and bus, train, and airport services to each other.
5. Recognize the Regional Transportation Options Plan (RTOP) as the regional guidance for programs that reduce reliance on single-occupancy vehicles. Support programs recommended in RTOP.

Action Items for Overarching Policies:

- A. Review City codes for additional opportunities to provide bikeways and pedestrian connections between key destinations, transit stops, and residential areas with new development and redevelopment. Create requirements for public site plan review of new and redeveloped schools for opportunities to improve access and safe circulation.
- B. Create a strategy to facilitate 90% of Eugene residences to live within “20-minute neighborhoods.” The strategy might include changes to the comprehensive land use diagram and land use code, methods and prioritized locations for improving convenience and safety for walking and biking, and to provide new connections to transit stops.
- C. With Lane County Public Health Department, identify joint objectives and opportunities to collaboratively promote bicycle and pedestrian activities, reduce injury crashes and fatalities, integrate health considerations into evaluation of transportation choices, and improve emergency medical responses.
- D. Develop a Memorandum of Understanding (MOU) with Lane County Public Health Department for sharing data and analysis on traffic injuries and traumas.
- E. Seek lower speed limits on low volume residential streets and other streets where normal speeds create unsafe conditions to reduce crashes and facilitate higher levels of non-motorized travel.
- F. Strictly enforce safety-related laws including red light running, distracted driving (e.g., texting while driving), failure to wear seatbelts, and failure to stop for pedestrians in crosswalks.

- G. Encourage the state to make drivers' license tests to be more inclusive of rules pertaining to walking and biking.
- H. Promote bicycle safety education programs.
- I. Update design standards and guidelines for streets, sidewalks, bikeways, and accessways to reflect "best practices" design and maintenance options that improve safety and efficiency for all modes of travel, such as by providing street standards with a variety of safe and inviting bicycle, pedestrian, and transit facilities that can be routinely applied in appropriate locations.
- J. Amend standard conditions for traffic control, permit approval procedures, and design standards, as necessary, to ensure safe, barrier-free passage through and adjacent to construction zones or accessible detours.
- K. Continue and expand the City's traffic calming program.
- L. Create and regularly use a robust, systemic method of measuring trips made by walking, biking, and driving.
- M. Monitor advancement toward achieving the goals of this Transportation System Plan. Coordinate progress reports with scheduled updates to the Regional Transportation Plan, made by the Central Lane Metropolitan Planning Organization. Make progress reports available to the public.
- N. Establish transportation management areas along congested corridors to coordinate the needs and travel options of multiple businesses or residences for purposes of reducing automobile and freight demand at times of peak times of congestion. These programs could be staffed by either a public agency, a business association, or by training individuals within the affected businesses and housing to perform this work.
- O. Create "Mobility Hubs" at transit stations. A mobility hub is a concentration of transportation services near transit stations that may include Wi-Fi technologies, pocket maps/brochures, secure bicycle parking, car- and bike-share services, shuttle service, and other assistance for the traveling public.
- P. Provide education and awareness programs, such as *SmartTrips* and school-based transportation options, to increase safety for all travelers.
- Q. Align the City's development requirements and parking regulations to encourage walking, biking, and use of public transit; more efficient use of land; and lower transportation and housing costs while accommodating the growth and economic prosperity espoused by Envision Eugene.

“Complete Streets Policy.”

Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support Envision Eugene’s vision for growth and development in a responsible and efficient manner. A “complete street” would allow safe use by all modes as appropriate to the street classification and context. This includes automobiles, emergency responders, bicycles, pedestrians, transit and freight. In addition to fulfilling basic transportation functions, design streets and sidewalks to be attractive, safe, and accessible, with lighting and landscaping, to be sustainable and healthy components of the City's ecology, retain or improve the character of residential neighborhoods, and provide access to properties.

- a. To accomplish this policy, the following considerations would become integral to the planning and programming of public streets and rights-of-way:
 - The safety for those traveling in the public right-of-way, including the most vulnerable people of all ages and abilities.
 - The convenience of all users of the transportation system; be they walking, biking, riding public transit, driving, responding to emergencies, or delivering wares;
 - Desire to make walking and bicycling the most efficient, convenient, safe, and comfortable methods of travel for trips up to one-half and two miles, respectively.
 - Plans that state a preference or necessity for a mode of travel in a specific location, such as transit in Frequent Transit Corridors, emergency services on Emergency and Fire Response routes, trucks on designated freight routes, and bicycles on facilities described in this plan’s bicycle project maps.
 - Balancing the impact on vehicular traffic with the street experience, safety, and needs of all users within the streetscape.
- b. While it is preferable that this “Complete streets” policy be achieved by incorporating many elements into a single construction project, it is recognized that circumstances may require that this policy be achieved incrementally through a phased series of smaller improvements over a longer period of time.
- c. Conditions in a specific project location, such as those listed below, may warrant an exception to this policy. Such a determination may occur when street and development plans and specifications are being prepared for public and private projects, during approval of the budget and capital improvements program, during land use approvals, or in response to adverse maintenance or crash history.

Conditions that may warrant an exception to this policy include:

- Non-motorized travel is prohibited on the roadway (e.g., on freeways).

- Significant topographic constraints.
- Scarcity of population, travel, and attractors, both existing and future, that indicate an absence of need for special accommodations of a specific mode of travel.
- The cost of providing desired facilities, including potential right-of-way acquisition, for a particular mode is excessively disproportionate to the need and potential benefit of the complete street project.
- The project involves only ordinary and relatively minor maintenance activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching and surface treatments.
- Reasonable and equivalent access or service already exists or is planned along a convenient and comparable parallel route within the same corridor AND one or more of the preceding conditions apply.

[See also Key Transit Corridor Policy]

Action Items for Complete Streets Policy:

- A. Update City codes or adopt a new administrative order to articulate a process for implementing the complete streets policy, including responsibilities for decision making, public review, opportunities for appeals of decisions, and the means of documenting and justifying decisions.
- B. Explore opportunities for improving access and safety for all travelers in the normal process of designing new and rebuilt streets.

Transit Policies

1. Promote the use of public transit and the continued development of an integrated, reliable, regional public transportation system.
2. Prioritize improved transit service in Key Transit Corridors and other areas with sufficient employment, activities, or residential density that best support transit service, and for transit services that connect residents to employment centers. If operational funding is sufficient, extend transit to support higher density housing and employment development planned for other areas.
3. Collaborate with Lane Transit District to provide a network of high capacity, frequent, and reliable transit services to existing and proposed higher-density Key Transit Corridors as defined by Envision Eugene.
4. Align transit services with community needs by engaging the broader community in determining the role transit service will play in Eugene’s future; creating strategies that leverage capital investment to deliver the desired services and facilities; and identifying and pursuing the most effective, stable, and equitable sources of local funding for transit operations.

Action Items for Transit Policies:

- A. The actions anticipated to implement Key Transit Corridors and Frequent Transit Networks include the following:
 - a. The City will articulate a process that will be used for planning Key Transit Corridors.
 - b. Key Transit Corridors and Frequent Transit Network routes, as identified in Envision Eugene and the Long-Range Transit Plan, will be analyzed for their potential to provide frequent transit service and identify transit’s role in developing each corridor. In each Key Transit Corridor, bus rapid transit (e.g., EmX) will be considered as an option.
 - c. Affected parties will be engaged in establishing neighborhood travel needs and priorities within each corridor, leading to context sensitive solutions that meet these needs.

From the Long Range Transit Plan:

The **Frequent Transit Network (FTN)** represents a high order of transit service within the region. As used in this plan, the FTN represents *corridors* where transit service would be provided, but specific street alignments within each corridor may be determined by future studies. FTN stops will coincide with the highest density development within the corridor.

FTN corridors embody the following characteristics:

- Enables well-connected transportation networks (e.g., transit, bike, automobile) that provide regional circulation
- Compatible with and supportive of adjacent urban design goals
- Operates seven days a week in select corridors
- Service hours are appropriate for the economic and social context of the area served
- Coverage consists of at least 16-hours-a-day, and area riders’ trip origins or destinations are within ¼-mile-straight line distance
- Average frequency of 15 minutes or better
- Transit service is reliable and runs on schedule
- Transit stations are high quality with amenities, including bicycle and pedestrian connections to stations and end-of-trip facilities, such as bike parking and bike share

d. Coordinated land use and transportation studies will be conducted for each Key Transit Corridor to determine the appropriate balance of transportation access for each mode of travel, location and density of new development, location of activity centers, right-of-way needs, building setbacks, and locations of major transit stops.

e. Transit-preferential measures will be considered at intersections to improve travel time reliability and reduce delays. These may include transit signal priority, queue jump lanes, curb extensions for loading, adopting future technological advances, and other such practices.

f. Parking standards will be reviewed and amended, as necessary, for each corridor to reflect the presence of frequent transit service and reduced demand for automobile trips.

g. Design standards will be created for the pedestrian zone and for properties adjacent to the corridor to encourage pedestrian- and transit-oriented development and to provide safe and convenient pedestrian and bicycle access to transit stops.

B. Engage the community in determining the role transit service will play in Eugene’s future and exploring new potential funding sources for transit operations.

C. The City will work with LTD to determine appropriate forms of transit to meet demand. This may include innovative transit solutions (i.e., other than buses) in locations where standard bus service is overextended.

From the Long Range Transit Plan:

Bus Rapid Transit (BRT) is the highest level of service available within the Frequent Transit Network. Local BRT service is known as “EmX.”

BRT is a permanent, integrated system that uses buses or specialized vehicles on roadways or dedicated lanes to efficiently transport passengers. BRT system elements include running ways, stations, vehicles, fare collection, intelligent transportation systems, and branding elements that can be easily customized to community needs, and result in more passengers and less delay.

Key transit corridors are defined in Envision Eugene as *“streets that have, or are planned to have, frequent transit service (approximately every 15 minutes or less). This frequent transit service is often accompanied by nearby amenities such as parks, commercial attractions or employment centers, and higher density housing that enable shorter trips and less reliance on the automobile.”* Key Transit Corridors identified in Envision Eugene include portions of West 11th Avenue, Highway 99, River Road, 6th and 7th Avenues, Coburg Road, Franklin Boulevard, and South Willamette Street.

Roadway Policies

1. Improve connectivity and address deficiencies in the street network, with understanding that connectivity needs may differ based on an area's current and anticipated land uses (e.g., large lot industrial areas may have different needs than residential areas).
2. Improve travel time reliability between key origins and destinations for transit, regional freight movement, emergency responses, and other trips for which on-time arrivals are important.
3. Facilitate prompt emergency responses. Ensure that Fire and Emergency Response routes remain viable by design.
4. Use street designs to achieve desired speed limits. Streets should not be (over)designed so that induced speeds by motorized vehicles exceed the desired speed.
5. Preserve rail corridors, alleys, accessways, and pedestrian and bicycle easements if they provide connectivity within the transportation network or have future potential for transportation purposes.
6. Placeholder for Level of Service (LOS) or Alternative Performance Measure Policy, pending results of regional traffic model. The purpose of this policy would be to define and adopt performance measures concurrent with the Transportation System Plan that meet state requirements, reflect desired performance of our transportation systems, and accommodate growth and development pursuant to Envision Eugene.
7. Placeholder for a policy that "recognizes" alternative performance measures to reduce Vehicle Miles Traveled (VMT), if needed after the regional travel model determines whether Eugene will meet the state standards for VMT reduction.
8. Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including freight access to designated freight routes, highways, rail yard, and Eugene Airport. Increase employee access to employment centers, including via foot, bike, and transit.

Action Items for Roadway Policies:

- A. Maintain and implement an arterial and collector street plan, a street classification map, and a right-of-way map.
- B. Maintain a network of Emergency Response Streets. Update city design standards, as necessary, to address emergency vehicle passage on officially recognized emergency response routes. Involve emergency responders in changes to street designs.

- C. Work with developers to complete the major street network as shown in the arterial and collector street map. The City will fund its share of these improvements through System Development Charges and other funding sources.
- D. Expand methods of getting real-time traveler information to the public, such as by providing:
 - An app to alert drivers of travel time delays and alternate routes.
 - Informational reader board signs along freight routes.
 - Increase awareness of existing programs and services (e.g., through rideshare campaigns, Sunday Streets events, transportation fairs, and community events).
 - Enhanced online rideshare platforms for multiple networks, including closed rideshare networks to serve targeted groups (e.g., Kidsports) and dynamic ridesharing options that serve the general public.
 - Centralized data pool for emerging technologies that require public transportation data (e.g., transit real-time information) and infrastructure data (e.g., street data) that is available for use by public and private sectors.
 - An app that directs drivers to open parking spaces.
- E. Implement Intelligent Transportation Systems (ITS) and other technologies to improve traffic safety, such as:
 - Upgraded signal coordination and abilities for signals to adjust to real-time traffic conditions.
 - Upgraded traffic signals to include accessible pedestrian devices (APD).
 - Ramp metering.
 - Variable speed limits that respond to increasing congestion.
 - Providing transit priority treatments at key intersections.
- F. Coordinate with ODOT to review and update procedures for incident/crash detection and clearing roads to reduce traffic delay while maintaining a safe environment for incident responders.
- G. Review and update as necessary the City's regulations for access management and street connectivity to enhance safety and operational efficiency for all modes of travel on roadways.
- H. Periodically review and update the City Code and administrative rules in the downtown area, mixed-use centers, and in areas experiencing changing conditions, such as where a Transit Corridor Study has been completed, transit routes changed, or major bicycle facilities completed. Examples of possible changes to the Code and rules include:
 - Requiring or allowing fewer parking spaces where conditions would allow less driving.
 - Disconnecting the price of a residential parking space from rent prices.
 - Aligning metered parking prices with demand.
 - Converting on-street automobile parking spaces to bicycle lanes, bike parking, or expanded pedestrian and ground-level business amenities.

- Requiring ongoing transportation demand management (TDM) for large attractions and employment centers at times and locations where such measures are necessary to reduce congestion and motor vehicle travel.
- I. Change the configuration of some streets to slow the speed of automobiles.
- J. Work with ODOT to provide sufficient access along Highway 99 to facilitate redevelopment of adjacent properties as a Key Transit Corridor.
- K. Help implement the preferred projects of ODOT's Beltline Highway Facility Plan process.
- L. Create procedures that allow parklets (i.e., commercial uses, greenery, or seating in converted on-street parking spaces), bike corrals, intersection repair (i.e., citizen-led conversion of an intersection into a public square), and similar projects that are responsive to the needs of the neighborhood.

Pedestrians Policies

1. Encourage walking as the most attractive mode of transportation for most short trips within and to activity centers, key transit corridors, and major destinations, and as a means of accessing transit.
2. Ensure that there are safe, comfortable, and direct sidewalk connections between residential areas, schools, key destinations, and transit stops. Continually improve walking comfort and safety through design, operations, retrofits, and maintenance. Provide landscaped setback sidewalks of ample width and safe crossings to encourage people to walk.
3. Maintain a map and project list for desired improvements to the pedestrian network within the life of this plan. Provide priorities among these projects, yet provide flexibility among priorities to respond to unforeseen opportunities and development.

Action Items for Pedestrian Policies:

- A. Increase spending for street crossing enhancements and expanded education and enforcement programs.
- B. Support for Safe Routes to School programs and other programs that create safe walking conditions between residences and schools and other neighborhood destinations.
- C. Review city codes for additional opportunities to require sidewalk connections between new development and redevelopment and existing sidewalks and transit.
- D. Update city codes to require that sidewalks be constructed during installation of streets in residential areas (i.e., by land developers or subdividers) instead of by builders of individual lots.
- E. Create and implement a sidewalk infill strategy that considers new funding sources, credits and loans, and expanded development requirements to complete missing sidewalk segments and to avoid creating gaps in sidewalk networks in new subdivisions.

- F. Ensure that SDCs consider walking and pedestrian improvements as important components of the overall, integrated transportation system.
- G. Update Traffic Impact Analysis regulations to include review of walking and biking improvements and connections for new development.
- H. Include pedestrian movements in the evaluation of intersection signal timing to increase the comfort and safety of people traveling by foot.

Bicycle Policies

1. Create an environment that makes bicycling more attractive than driving for most trips of two miles or less.
2. Ensure that there are safe, comfortable, and direct bikeway connections between residential areas, schools, key destinations, and transit stops.
3. Continually improve the comfort and safety for bicycling through design, operations, retrofits, and maintenance. Develop “low stress” bikeways to attract new cyclists.
4. Maintain a map and project list for desired improvements to the bicycle network within the life of this plan. Provide priorities among these projects, yet provide flexibility among priorities to respond to unforeseen opportunities and development.
5. Support bike share programs.

Action Items:

- A. Increase spending for bicycle infrastructure, way-finding signs, signal enhancements, education, and enforcement programs.
- B. Support Safe Routes to School programs and other programs that create safe bicycling conditions between residences and schools and other neighborhood destinations.
- C. Ensure that SDCs consider cycling and bicycle improvements as important components of the overall, integrated transportation system.
- D. Evaluate and adjust traffic control systems to optimize bicycle travel along strategically chosen bicycle routes.
- E. Provide high quality, flexible and secure bicycle parking at all destinations, and ensure that bicycle parking is considered when parks, schools, and other public facilities are planned.
- F. Review city code parking and redevelopment standards for opportunities to improve requirements for support facilities for employees who are commuting by bike, such as by providing showers, lockers, and secure covered bike parking.
- G. Provide incentives for businesses and other entities to add or upgrade bicycle parking facilities and amenities beyond minimum code requirements.
- H. Identify streets in Eugene that have excess capacity for current automobile usage. Streets identified as being over capacity could be subject to space re-allocation to enhance bicycle and pedestrian comfort and connectivity (e.g., converting parking or travel lanes to bikeways or an enhanced pedestrian environment). Priority areas for this analysis are the

urban core around the University of Oregon, Downtown Eugene, and streets connecting residential areas to schools and commercial hubs. ODOT facilities and Key Transit Corridors will be analyzed under separate, comprehensive planning processes.

- I. Work with partner agencies to develop reliable bicycling facilities, including bike share programs and bike parking stations, to increase access and accommodation to people interested in bicycling.

Rail, Freight, and Pipeline Policies

1. Encourage the use of rail for movement of freight and long distance passenger trips.
2. Support higher-speed passenger rail service and use of the historic Eugene Depot in downtown Eugene as a passenger rail station.
3. Reduce conflicts between rail and street traffic.
4. Create a railroad quiet zone in the downtown area.
5. Support rail-related projects and regulations that reduce transportation inefficiencies or risk to local populations from the transportation of hazardous materials.

Action Items:

- A. Promote truck loading facilities at the train yard.
- B. Monitor travel time reliability on state and federal freight routes and prioritize improvements to these corridors when chronic delays are projected to become a detriment to regional economic strategies.
- C. Implement the Eugene Depot Master Plan.
- D. Implement the recommendations of the Oregon Passenger Rail Study (pending).
- E. Coordinate with rail providers to upgrade at-grade rail crossings to improve traffic safety and manage conflict points while maintaining access for non-rail travel.
- F. Install supplemental safety measures (SSMs), such as quad gates and medians, at railroad crossings in the downtown - Whiteaker neighborhood area.
- G. Support rail-related infrastructure improvements that help retain and improve passenger and freight rail services in Eugene.
- H. Support projects that reduce the number of times materials are transferred between pipes, trains, planes or trucks.

Air Transportation Policies

1. Support the Eugene Airport as a regional transportation facility.

Action Items:

- A. Recognize the Eugene Airport Master Plan as the guiding policy document for airport property development, services, and support infrastructure. Periodically review and update the Airport Master Plan.
- B. Review and update land use designations and zoning, as needed, to support development recommended by the Airport Master Plan.
- C. Promote freight transfer facilities at the airport.
- D. Expand alternatives to private automobile trips for airport patrons and employees.

Greenhouse Gasses, Climate Change, and Natural Environment Policies

1. Support the use of more fuel efficient and electric, hydrogen cell, and non-motorized vehicles.
2. Reduce stormwater pollution and minimize runoff from streets and multi-use paths in a manner prescribed by Eugene's Comprehensive Stormwater Management Plan.
3. Enhance the tree canopy along streets.
4. Repair and enhance habitat affected by transportation projects. Care for sensitive and imperiled species and habitat by first minimizing or avoiding negative impacts from transportation projects where possible, and mitigating the impacts where avoidance is not practical.

Action Items for Greenhouse Gasses, Climate Change, and Natural Environment Policies:

- A. Increase supply of charging stations for electric vehicles.
- B. Support legislation that updates the State building code to require basic electric vehicle charging infrastructure in new development.
- C. Provide priority parking and reduced parking fees for non-gasoline vehicles.
- D. Create a program that encourages properties adjacent to streets and alleys to replace paved areas with usable open space, permeable surfaces, plantings, stormwater retention areas, and other amenities for the public benefit (e.g., a "green alleys" program).
- E. Provide stormwater facilities within street construction projects by incorporating low impact development and green infrastructure practices.
- F. Update street design standards to facilitate installation of environmentally friendly infrastructure.
- G. Provide adequate funding to maintain environmentally friendly infrastructure on public properties and within public rights-of-way.

Cost Effectiveness Policies

1. Establish, improve, and maintain transportation facilities in ways that cost-effectively provide desired levels of service, consider facilities' lifecycle costs, and maintain the City's long-term financial sustainability. [Source: Portland draft Comp Plan]
2. Prioritize the re-purposing existing rights-of-ways to include high-quality facilities for transit, walking, and bicycling over street widenings that expand capacity for motorized vehicles or provides on-street parking outside of the downtown area.
3. Prioritize transportation systems that move people and goods at lesser total life-cycle costs to the city and its residents.

Action Items for Cost Effectiveness Policies:

- A. Seek new, stable sources for funding street renovation and ongoing maintenance, including landscaping and other amenities in the public rights-of-way.
- B. Develop a mechanism for calculating life cycle costs, including maintenance costs, of public transportation projects. Use this information prior to concluding project designs.
- C. Increase public awareness of the potential cost savings for household transportation choices, such as savings in health care, fuel and auto insurance, etc., for choosing not to drive for some trips.

Policies for Internal Operations

(These policies provide an "Administrative Guidebook" affecting the day-to-day operations of City staff)

1. Be fair and equitable: ensure that transportation facilities are provided for people of all ages, races, ethnicities, abilities, incomes, and in all neighborhoods.
2. Disparities between neighborhoods in safety and access to essential destinations should be reduced or eliminated. Ensure that the costs and benefits of transportation improvements are equitably shared over time. If equitable solutions are not possible within a single project or action, historically underserved communities should be favored.
3. Build and maintain public support for this Transportation System Plan through open information, public participation, public discussion of the plan's effects on the community, and periodic reassessment of the plan's goals and policies.

4. Encourage local residents, businesses, City staff, and other stakeholders to cooperatively develop context sensitive projects that foster the community's active use and sense of ownership of public rights-of-way over time.
5. Use transportation investments to support industries and employment sectors targeted for this region by the Regional Prosperity Economic Development Plan.
6. Support and maintain alternatives to travel by motorized vehicle that allow city staff access to work using the travel modes appropriate to their preferences, assigned tasks, long-term city goals, and cost-effectiveness.

Action Items for the Administrative Guidebook:

- A. Disadvantaged populations (e.g., as identified by maps of demographic distributions) will be reviewed for potential impacts of project transportation before project initiation.
- B. Target public outreach before transportation spending priorities are established so that the populations that may be most affected by proposed projects will be involved in the discussion.
- C. Regularly consult with industry professionals to determine industry and employment transportation needs and trends.
- D. Periodically review and update as necessary the Regional Prosperity Economic Plan and the Transportation System Plan to keep the two plans aligned.
- E. Prioritize transportation investments that facilitate job growth in Urban Growth Boundary expansion areas.
- F. Coordinate with local and state agencies to maximize efficient use of resources.
- G. Implement the bicycle tax commuter benefit at City of Eugene offices.

Finance Policies

1. With ODOT and Lane County, develop criteria that trigger logical phased jurisdictional transfer of roads and highways.
2. Operate and maintain transportation facilities in a manner that reduces the need for more expensive future repair, to the extent practical and affordable. Consider the City's ability to fund both implementation and ongoing maintenance before initiating or requiring new transportation capital projects. Explore opportunities to upgrade all utilities during street reconstruction.
3. Require new development to pay for its full impact on the capacity of the transportation system; however, the City may subsidize the costs of providing infrastructure or offer other incentives to support higher-density, in-fill, mixed-use, employment generating businesses, and redevelopment that are consistent with Envision Eugene.

4. Prioritize transportation funding for street preservation, safety improvements, and completion of pedestrian, bicycle, and transit networks over improvements that increase vehicular capacity.

Action Items for Finance Policies

- A. Approve memoranda of understanding (MOU) with Lane County and ODOT that establish the circumstances under which streets would be transferred to City jurisdiction.
- B. Engage the community in exploring new potential funding sources for on-going pavement preservation and sidewalk infill needs.

DRAFT

Agenda Item 9 Attachment 3 Online References

EUGENE TRANSPORTATION SYSTEM PLAN ONLINE REFERENCES:

1. Existing Conditions Report:
http://www.centallanertsp.org/sites/default/files/EugeneTSP_ExCondReport.pdf
2. Transportation Project list (also Attachment A):
<http://www.centallanertsp.org/sites/default/files/EugeneTSP-ProjectDescriptions-061614.pdf>
3. Map of Proposed Projects (also Attachment A):
http://www.centallanertsp.org/sites/default/files/ETSP2_130_CombinedProjects_13.pdf
4. Draft Goals and Policies (also Attachment B):
http://www.centallanertsp.org/sites/default/files/ETSP.draft%20goals%20and%20policies.010515_0.pdf
5. Comments on Draft Goals and Policies:
 - a. TCRG meeting summary, June 30, 2014:
http://www.centallanertsp.org/sites/default/files/EugeneTSP_TCRG-Meeting9Summary_0.pdf
 - b. Staff summary memo:
http://www.centallanertsp.org/sites/default/files/Concise%20TSP%20Policy%20Comments_reduced.pdf
6. Eugene Pedestrian and Bicycle Master Plan: www.eugenepedbikeplan.org
7. Envision Eugene: www.EnvisionEugene.org
8. Springfield TSP: <http://www.centallanertsp.org/SpringfieldTSP/Resources>
9. Lane Transit District's Long Range Transit Plan:
<http://www.ltd.org/search/showresult.html?versionthread=945abdf09a36086444562d14048cd61d>
10. Hazard and Climate Vulnerability Assessment (2014):
www.livabilitylane.org/files/Vulnerability-Assessment.pdf
11. Community Climate and Energy Action Plan 2013 Progress Report: <http://www.eugene-or.gov/Archive.aspx?ADID=2385>
12. Eugene Climate Recovery Ordinance: http://sire.eugene-or.gov/SIREPub/view.aspx?cabinet=published_meetings&fileid=15610
13. Eugene Climate Recovery Progress Report 2015: http://sire.eugene-or.gov/SIREPub/view.aspx?cabinet=published_meetings&fileid=15609



Lane ACT

March 11, 2015

Kurt Yeiter, Sr. Transportation Planner



What is a TSP?

Transportation System Plan:

- 20-year master transportation plan
- Currently “TransPlan,” a regional plan, was last updated in 2002
- Current update is first TSP customized for Eugene
- Serves Envision Eugene’s growth plan
- Coordinated with other nearby cities, county, and state transportation plans

Why a New Transportation System Plan in Eugene?

- New UGB for Eugene



- New Eugene Comprehensive Plan for 20 year population & employment growth



- New Eugene Transportation System Plan (TSP)

The Transportation Community Resource Group (TCRG)

- Meeting since January 2011
- Open to the public
- Includes Envision Eugene CRG, BPAC, PBMP PAC, TAC, and Others (mailing list now 100+)
- Provides input to staff and consultant team



www.EugeneTSP.org

Eugene TSP

Central Lane MPO RTSP Coburg TSP Eugene TSP Springfield TSP Other Projects

City of Eugene
Transportation System Plan

Home Project Information Meeting Materials Get Involved Calendar

Welcome!

The City of Eugene is creating a plan to improve transportation safety and reliability for residents and business, as well as making it easy for everyone to get around! By updating its Transportation System Plan (TSP) the City is looking for ways to improve the transportation system over the next 20 years for people traveling by bike, foot, wheelchairs and scooters, bus, car, truck, train, and airplane. The plan will be coordinated with Envision Eugene, the Eugene Pedestrian and Bicycle Master Plan, the Eugene Airport Master Plan, and other regional transportation plans. These plans complement each other by covering different topics. For instance, the Transportation System Plan addresses Eugene's transportation needs, while Envision Eugene plans for the City's housing and employment needs over the next 20 years.

There are draft goals and policies and a list of construction projects that should be considered to improve local travel. These are being tested for effectiveness and public reaction. A draft Transportation System Plan will be prepared for public review in late 2014 and adoption by the City Council is expected in mid-2015.

What's New?

- A Transportation Community Resource Group (TCRG) meeting will be held on **Tuesday, January 13th** from 11 AM to 1 PM at the Eugene Public Library, Bascom and Tykeson Rooms. At this meeting, the group will review progress on key TSP items and how they interact with other city policies. Review the agenda and the meeting materials below:
 - Agenda (PDF, 124 KB)
 - Policies Memo (PDF, 232KB)

Stay Informed!
Subscribe to Email Newsletters

Quick Links

- Eugene TSP Project Evaluation
- Video of Planning Commission Discussion, August 25, 2014
- Lane County Transportation System Plan
- Eugene-Springfield Metropolitan Area Travel Barriers and Benefits Survey

Find us on Facebook

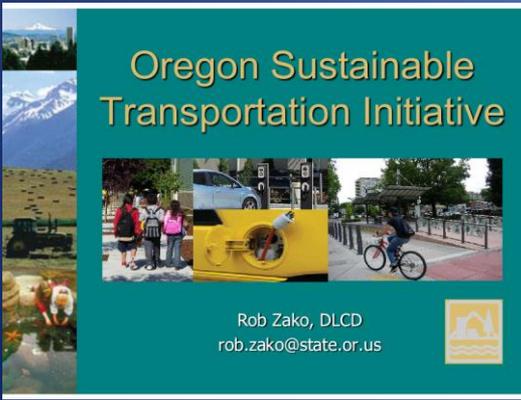
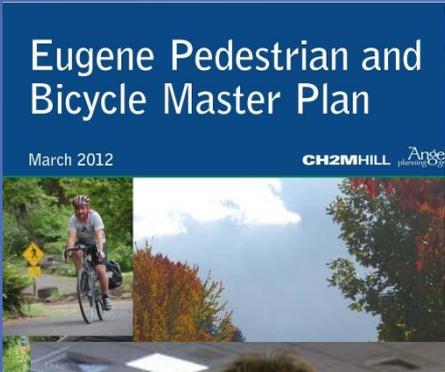
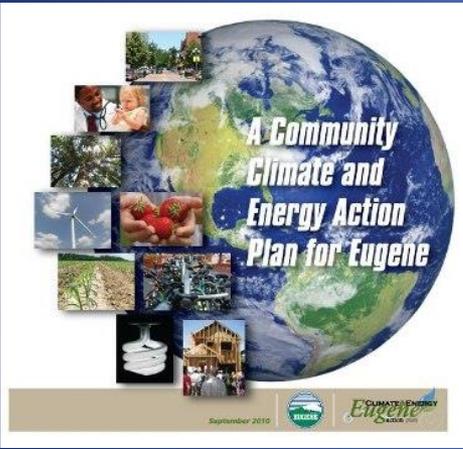
Important Documents

- Combined map of road and transit projects (PDF, 3.33MB)
- Description of all projects (PDF,

[http://www.centralanertsp.org/EugeneTSP/Home\[2/23/2015 10:36:11 AM\]](http://www.centralanertsp.org/EugeneTSP/Home[2/23/2015 10:36:11 AM])

- Integrated regional site
- All TCRG materials
- Meeting summaries
- News of other projects
- Surveys & maps
- “What We Are Hearing”
- Contacts for all the Project Managers
- Opportunities to post opinions
- Library, films
- Glossary
- Project Calendar

What Did We Study?



Definitions: Sustainability ≠ Green

Incremental improvement	Green	Sustainable	Transformative vision
60 miles per gallon	Green arrow	Blue arrow	Zero emissions
Recycled asphalt	Green arrow	Blue arrow	No new road needed.
Bio-diesel buses	Green arrow	Blue arrow	Fully accessible network
Shorter trips	Green arrow	Blue arrow	Compact, complete communities

STC SUSTAINABLE TRANSPORTATION COUNCIL HIGH PERFORMANCE TRANSPORTATION

What have we learned?

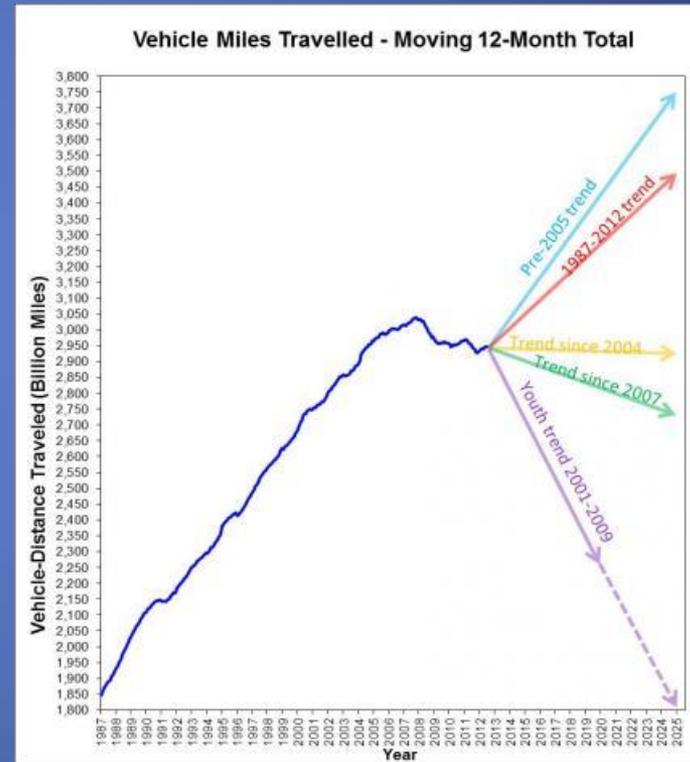


- We will grow by about 20% by 2032
 - Mixed use development along key transit corridors
 - 20-minute neighborhoods
 - Metro Plan, TransPlan were good foundation
- Missing: GHG, Energy Uncertainty, Sustainability

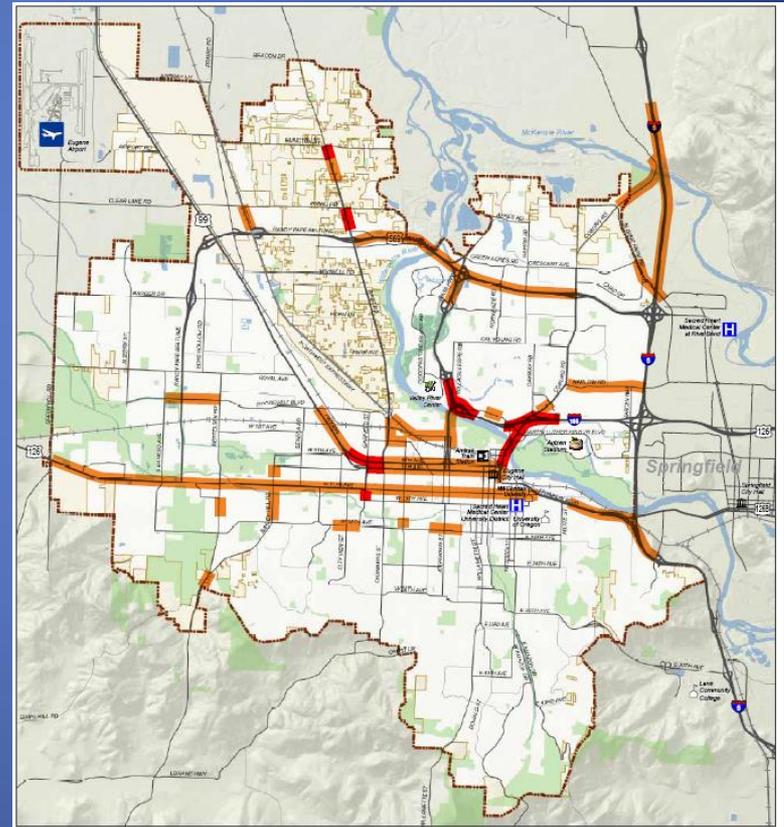
What We Learned

- Money not spent on cars can be money better spent.
- True sustainability is very difficult to achieve, but sensible steps can be taken soon.
- We need to be more resilient to an uncertain future.

- New technologies and trends will challenge our assumptions about the future.
- ODOT is developing a higher tolerance for urban congestion.



- Our most congested streets are where there is the most commercial activity.
- Our vibrant commercial streets are where we think more growth is appropriate.

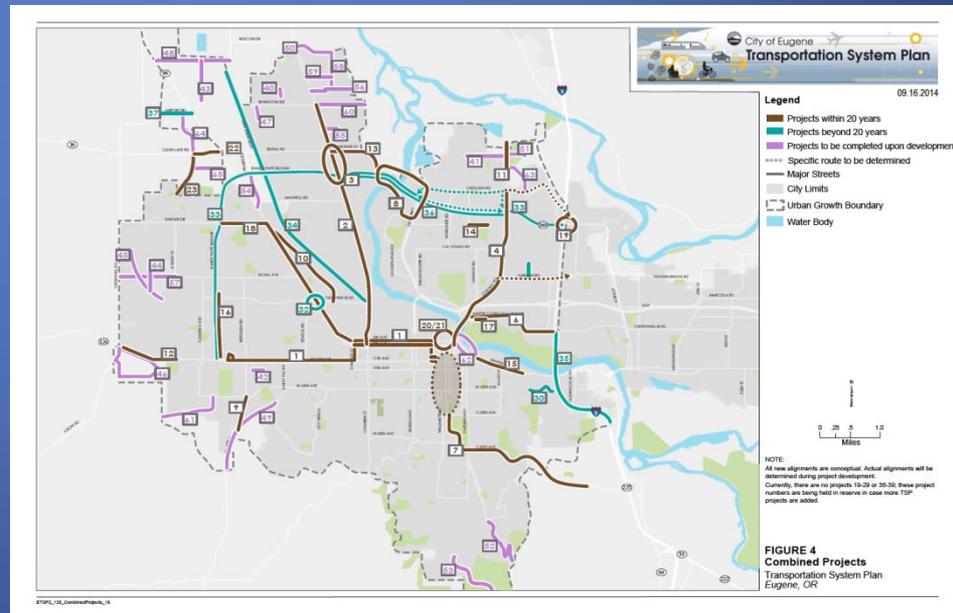


What did we hear from TCRG?

- The Transportation System Plan must serve Envision Eugene (Key Transit Corridors)
- Provide Choices
- Be Equitable and fair
- Support economic vitality, freight
- Pursue sustainability: reduce amount of driving
- Be resilient to an uncertain future
- **Safety!** (all modes)

Where Are We Now?

- Envision Eugene: New UGB
- Draft Goals, Policies, & Actions
 - “Complete Streets”
 - Integrated Ped-Bike Master Plan
- Project List



Where Are We Now?

- Project Costs
- Revenue
Forecasts
- Updated
Regional Traffic Model
- Preliminary Model Run for 2035

Where Are We Now?

- SDC Update
- Preliminary Discussions with ODOT:
Performance Measures
- Broad Public Outreach
- Merge with
Envision Eugene
Adoption Fall 2015



So, What Are The Big \$ Projects?

- Streets Widened on ODOT/Freight Routes
 - Beltline: local arterial bridge and operational improvements to existing Beltline/Delta Hwy ramps
 - Beltline: Roosevelt Boulevard to West 11th Avenue
 - West 11th Avenue: Terry Street to Green Hill Road
 - Franklin Blvd: multi-way boulevard, Walnut to Onyx
- Upgrade Clear Lake Road, Terry St., Theona Dr. to Serve UGB Expansion for Employment

Projects Con't

- Frequent Transit Corridors
 - Hwy 99, River Rd., Coburg Rd., MLK Blvd, 30th/Amazon Pkwy/Lane Community College
- EWEB Property Access
- Local Connectivity and Safety
- Urban Upgrades
- Create Bike and Pedestrian Networks

Thank You. Questions?



www.EugeneTSP.org

Kurt Yeiter 541-682-8379

kurt.m.yeiter@ci.eugene.or.us

MINUTES

Metropolitan Policy Committee
John Serbu Center, Carmichael Room – 2727 Martin Luther King Jr. Boulevard
Eugene, Oregon

February 5, 2015
11:30 a.m.

PRESENT: Pat Farr, Chair (Lane County), Christine Lundberg (City of Springfield), Kitty Piercy, Alan Zelenka (City of Eugene); Frannie Brindle (Oregon Department of Transportation), Gary Wildish, Julie Grossman (Lane Transportation District); members; Lydia McKinney for Steve Mokrohisky (Lane County), Gino Grimaldi (City of Springfield), Sara Medary for Jon Ruiz (City of Eugene), Ron Kilcoyne (Lane Transit District); Petra Schuetz (City of Coburg); *ex officio* members.

Brenda Wilson, Paul Thompson, Mary McGowan (Lane Council of Governments); Tom Schwetz, Sasha Luftig, Steve Parrott (Lane Transit District); Tom Boyatt (City of Springfield), Chris Henry (City of Eugene), Jeff Kerns (City of Coburg); David Reesor (Oregon Department of Transportation); Deena Platman (DKS Associates); Carleen Riley (River Road), guests

WELCOME AND INTRODUCTIONS

Ms. Lundberg welcomed everyone to the Metropolitan Policy Committee (MPC) meeting and those present introduced themselves.

CALL TO ORDER/APPROVE December 4, 2014, Meeting Minutes

Ms. Lundberg called the meeting to order.

Mr. Zelenka, seconded by Mr. Wildish, moved to approve the December 4, 2014, meeting minutes as presented. The motion passed unanimously, 7:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no announcements or adjustments to the agenda.

Mr. Farr announced that Sid Leiken, Lane County Commissioner, was in Salem on transportation business and unable to attend the MPC meeting.

Ms. Brindle welcomed David Reesor, formerly with the City of Springfield, to the Oregon Department of Transportation (ODOT) as the new area planner.

COMMENTS FROM THE AUDIENCE

There was no one wishing to speak.

ELECTION OF MPC CHAIR AND VICE CHAIR, AND APPOINTMENT OF OMPOC MEMBERS

Mr. Thompson said the MPC elected officers at the first meeting of the calendar year and the positions of chair and vice chair typically rotated among the cities of Eugene and Springfield and Lane County.

Mr. Zelenka nominated Mr. Farr as MPC chair. There being no other nominations, Mr. Farr was unanimously elected.

Ms. Piercy nominated Mr. Zelenka as vice chair. There being no other nominations, Mr. Zelenka was unanimously elected.

Mr. Thompson said the Oregon Metropolitan Planning Organization Consortium (OMPOC) was a policy board consisting of two representatives from each of the eight full MPOs in Oregon. He said that Ms. Lundberg was one of the Central Lane MPO's representatives and the other position was vacant. He noted that Ms. Lundberg was currently the OMPOC chair and urged her reappointment and an appointment to the vacant position.

Mr. Zelenka nominated Ms. Lundberg as MPO representative to OMPOC. Ms. Lundberg was unanimously elected.

Mr. Wildish nominated Gary Gillespie, an MPC member representing Lane Transit District, as MPO representative to OMPOC. Mr. Gillespie was unanimously elected.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

ConnectOregon V Eugene Bike Share Letter of Support

Mr. Thompson said the Eugene Bike Share project was one of three *ConnectOregon V* funding applications the MPC identified as priorities. He said the project was not funded by the Oregon Transportation Commission (OTC) in the first round; however, additional funds had become available and the staff was requesting approval of a letter of support to be submitted to the OTC on behalf of the Eugene Bike Share application. A draft of the proposed letter was provided in the agenda packet. He said the LaneACT (Area Commission on Transportation) would also be asked to consider a letter of support.

Ms. Piercy moved to approve a letter of support from the MPC for the Eugene Bike Share project application for *ConnectOregon V* funding.

Ms. Lundberg expressed some concern as she did not feel the Springfield City Council would strongly support the application, but she would vote in favor of the letter to the OTC on behalf of the project.

In response to a question from Mr. Zelenka, Mr. Thompson said the application was requesting slightly over \$900,000 in funding and a partner project with the University of Oregon would be used as the required match.

Mr. Zelenka provided the second. The motion was approved unanimously, 7:0.

MPO Intelligent Transportation System

Ms. McGowan introduced Deena Platman, senior planner with DKS Associates, to provide an update on the MPO's Intelligent Transportation System (ITS) planning efforts and national trends that were influencing ITS.

Ms. Platman explained that Transportation System Management and Operations (TSMO) was intended to optimize the performance of existing transportation infrastructure, supported and enabled by ITS technologies. TSMO also included a variety of other strategies such as management of arterials, freeways, transit and incidents, as well as traveler information and travel options. She said those strategies were already being employed in management of the regional transportation system and described the measurable benefits that were derived, including reductions in CO2 emissions, traffic delays, transit travel time, crashes and incident duration. She compared the cost and implementation time of investments such as re-timing traffic signals (low cost/short implementation), variable speed limits (moderate costs and implementation time), and adding lane capacity (high cost/ moderate to long implementation).

Ms. Platman stressed that effective TSMO required ongoing investments in operations and maintenance once the capital improvement investment was made. She said the local technology was dated and should be upgraded; new technologies had been adapted to allow for easier upgrades. She encouraged the use of INRIX, a mobile device application that provided real-time traffic information.

Ms. Platman reviewed the MPO's ITS plan, which was completed in 2003. She cited a number of travel and traffic management accomplishments under the plan:

- Adaptive ramp meters
- Real-time traveler information
- Transit technology
- Regional ITS coordination
- Regional coordination for Public Agency Network (PAN) communications network

Ms. Platman stressed the importance of regional cooperation for transportation system management as travelers did not perceive jurisdictional boundaries; they wanted seamless mobility. She said updating local plans like the Regional Transportation Plan (RTP) would provide opportunities to begin integrating TSMO tools at policy and strategy levels. She said TSMO strategies not only helped meet regional goals, they also would provide the necessary data for reporting on federal performance measures. The archived data would also play a useful role in future planning activities and demonstrating accountability for expenditures.

Ms. Platman said travelers' expectations for real-time information were rising and present challenges to agencies to meet expectations for safe, reliable and timely data through connected mobility from the public and business sectors. She gave a number of examples of how travelers would be connected through mobile devices and vehicles; that would require a base level of technology infrastructure in the transportation system to achieve that level of connectivity.

Ms. Piercy raised the question of equitable access to technology and connectivity. She said it was important to consider equity issues as the planning process moved forward.

Ms. McGowan said the regional ITS plan would be updated as a component of the RTP update process and that would stimulate discussions of opportunities and barriers to connected mobility.

Ms. Brindle remarked that the goals and strategies of the ITS plan can be further incorporated into regional capital improvement planning and processes. She said it would be a challenge to work with private enterprises, particularly freight, that used the transportation system. She said many of those private companies were developing their own technologies and it would be important to create public/private partnerships to capitalize on all of those efficiencies.

Mr. Piercy suggested bringing those stakeholders together at the beginning of the planning process to help inform agencies of those opportunities to collaborate. She asked staff to formulate specific policy questions for the MPC consider as the plan update process commenced.

Mr. Zelenka acknowledged the many immediate and real-time benefits that TSMO provided, but pointed out that those strategies would be competing for funding against very large and expensive capital infrastructure projects. He hoped to see greater priority given to TSMO and similar projects that could enhance the existing system.

Oregon Transportation Commission (OTC) Representative

Mr. Thompson said the OTC position representing the region was vacant and the Governor's Office was accepting applications from candidates. He said the MPC had previously expressed an interest in supporting a candidate of their choice and asked if members wished to recommend and support a specific applicant.

Ms. Piercy felt it would be appropriate to indicate the MPC's interest in and support for a local candidate of its choice. Ms. Lundberg and Mr. Farr concurred.

Mr. Thompson said that Gerry Gaydos had been previously discussed as a potential candidate. Mr. Farr said he would contact Mr. Gaydos to determine if he was still interested in being appointed to the OTC.

Mr. Zelenka, seconded by Mr. Wildish, moved to endorse Gerry Gaydos for appointment to the Oregon Transportation System and submit a letter of support signed by the MPC chair if Mr. Gaydos agreed to submit an application. The motion passed unanimously, 7:0.

ODOT STIP Enhance Program

Mr. Reesor presented an overview of the State Transportation Improvement Program (STIP) Enhance program for 2018-2021. He said the STIP would have a primary focus on benefiting the state system, either directly or indirectly, with some funding available for strictly local projects. He highlighted those STIP elements that were the same as previous years and those that were new.

What's the Same?

- Same jurisdictions may still propose projects
- Minimum match still 10.27 percent
- Funding cycle will cover three years: 2019, 2020, and 2021

Agenda Item 11.b MPC 2-5-2015 Minutes

- Total funding assumed to be similar to last round of Enhance, subject to federal and state actions
- Quantitative scoring method for determining proposal recommendation would not be developed
- Each ACT must develop recommendations based on consensus view of proposal value
- Proposals submitted to a designated ODOT Region Enhance email address
- ODOT Enhance coordinators make initial eligibility determinations and not judge the way proposal addresses criteria
- Proposals subjected to ACT 150 percent prioritization
- 150 percent priority proposals scoped by ODOT collaboratively with proposers
- 100 percent recommendations developed by the Super ACT
- Region will develop 100 percent "straw man" proposal for Super ACT deliberations
- Region 2 will work with Super ACT to develop 100 percent recommendation for the OTC
- ODOT responsible for ensuring projects are obligated and delivered

What's New?

- Benefit to the state (ODOT) transportation system
- Small portion of funds for local projects
- Pre-proposal collaboration
- Early identification of Fix-It projects
- Project Attributes section replaces Benefit Statement in proposal form and must address cross-modal criteria, as applicable
- Regional Solutions Advisory Committee (RSAC) priorities should be considered
- ODOT to organize pre-proposal meetings and technical assistance
- Air quality conformity determinations made earlier

Mr. Reesor said the Enhance proposal period officially began in January 2015, Fix-It project 150 percent lists would be available in March 2015 and the OTC would make funding allocation decisions in May/June 2015. Enhance proposals were due by noon on August 1, 2015, followed by development, scoping and finalization of 150 percent lists from August 2015 through April 2016. He said ACTs would develop 100 priorities for the Super ACT in May and June 2016 and recommendations would be finalized and submitted to the OTC by August 2016. Initial OTC Enhance and Fix-It decisions would be made in October 2016, followed by air quality conformity determinations. A draft of the 2018-2021 STIP would be released for public review in January 2017.

Ms. Piercy observed that it would be a long time before major improvements to Beltline were completed and asked if improvements to Division Avenue to divert some traffic flow would be considered as benefiting the state system. Ms. Brindle said that would be an example of a local system project that would benefit the state system and not need to be considered as a small local project that did not provide that benefit.

In response to a question from Mr. Zelenka, Ms. Brindle said that a Division Avenue project and the Delta Highway/Beltline project would both be considered Enhance projects. She said Fix-It projects were related to preservation and maintenance. She said both Enhance and Fix-It could be combined in one project.

Ms. Lundberg expressed concern that the requirement to consider RSAC priorities meant another group would now be involved in influencing the proposal submission and prioritization process. Mr. Reesor said he interpreted the requirement to mean that RSAC ideas and values considered during proposal

development, but the RSAC was not an official reviewer of applications; RSAC could comment on projects but would not be involved in the prioritization process.

Mr. Grimaldi asked ODOT to clarify the intent of including RSAC interests and priorities in the Enhance application process as he shared Ms. Lundberg's concerns. Ms. Brindle said she would provide more information how RSAC would be involved in the process as it became available.

Mr. Thompson pointed out that the deadline for submitting Enhance applications was actually Monday, August 3 and not August 1 as indicated in the presentation. He said staff had expressed concerns that the amount of time allocated for MPO and ACT consultations on 150 percent project lists was insufficient and expected the schedule to be revised to reflect that. He said the staff Transportation Planning Committee (TPC) had begun brainstorming projects last fall and had developed a list of projects from jurisdictions that might be eligible for STIP Enhance and other funding sources.

Scenario Planning Update

Ms. Wilson reviewed scenario planning activities and accomplishments for the months of December 2014 and January 2015, as set forth in the January 26, 2015, memorandum from Kristin Hull, which was included in the agenda packet.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle read a communication from Travis Brouwer, ODOT, on talking points for a transportation funding package. She said ODOT's request to use the unspent Beltline interchange project funds for improvements to Beltline was awaiting legislative approval. She hoped to combine those funds with ramp extension funds from the 2013 Modernization pool for use on the new project, which would require STIP and MTIP (Metropolitan Transportation Improvement Program) amendments to begin design.
- **Rail Update**—Ms. Piercy commented that rail was part of the \$58.5 million being proposed for *ConnectOregon* in the initial Governor's budget.
- **LaneACT Update**—Mr. Reesor reported that the LaneACT elected officers and welcomed new members at its last meeting. He said the ACT also received presentations on the All Roads Transportation Safety (ARTS) program, *ConnectOregon*, and the future of state and federal transportation funding. Ms. Brindle said the ARTS program focused on sites where there were serious accidents and fatalities and projects would be data-driven and based on cost benefits. She said 50 percent of ARTS funding was targeted toward corridors and low cost/high benefit fixes. She anticipated submitting corridor applications for Highway 99 and Highway 126W. She said ODOT could assist jurisdictions with their own applications.
- **OMPOC Update**—Ms. Lundberg reported that OMPOC reviewed the Oregon Transportation Fund proposal and agreed with the basic package. She had a number of letters of support for federal transportation funding that she would deliver during an upcoming visit to Washington D.C. She said OMPOC expressed concern with the need for sufficient staff resources to conduct effective advocacy at the state level on behalf of all MPOs. She said members discussed ways to provide funding.

Agenda Item 11.b MPC 2-5-2015 Minutes

- **MTIP Amendments**—There were no questions from MPC members.

The next meeting was scheduled for March 5, 2015, at the Springfield City Hall, Library Meeting Room, Springfield, Oregon.

The meeting was adjourned at 1:20 p.m.

(Recorded by Lynn Taylor)



2015-2016

<p style="text-align: center;"><i>February 11, 2015</i></p> <ul style="list-style-type: none"> • STIP Update (10 min) • COV Update (10 min) • Lane County Motor Vehicle Fee (30 min) • Rough Roads Ahead (25 min) • Commodity Flow Presentation (30 min) 	<p style="text-align: center;"><i>March 11, 2015</i></p> <ul style="list-style-type: none"> • Highway 126 Task Force Update • STIP Project Implementation and Funding Update • TSP Completion Status • United Front and Legislative Update • City of Eugene TSP 	<p style="text-align: center;"><i>April 8, 2015</i></p> <ul style="list-style-type: none"> • STIP Update • Road User Charge – with background on Weight Mile Tax • Highway 126 W Safety Task Force Update • Statewide Scenario Planning Update 	<p style="text-align: center;"><i>May 13, 2015</i></p> <ul style="list-style-type: none"> • Work Plan • STIP Update • Federal Funding Update/Legislation • Lane County TSP Update • Eugene Airport Update: Cathryn Stephens (25 min)
<p style="text-align: center;"><i>June 10, 2015</i></p> <ul style="list-style-type: none"> • Work Plan Adoption • STIP Update • Intelligent Transportation System (ITS) Plan Update • MPO Data Portal Demonstration (45 min) 	<p style="text-align: center;"><i>July 8, 2015</i></p> <ul style="list-style-type: none"> • STIP Update 	<p style="text-align: center;"><i>August 12, 2015</i></p> <ul style="list-style-type: none"> • STIP Update 	<p style="text-align: center;"><i>September 12, 2015</i></p> <ul style="list-style-type: none"> • STIP Update

***Schedule is tentative and still to be determined**



2015-2016

<p style="text-align: center;">October 14, 2015</p> <ul style="list-style-type: none"> • STIP Update 	<p style="text-align: center;">November 11, 2015 (Veteran's Day)</p> <ul style="list-style-type: none"> • STIP Update 	<p style="text-align: center;">December 9, 2015</p> <ul style="list-style-type: none"> • STIP Update 	<p style="text-align: center;">January 13, 2016</p> <ul style="list-style-type: none"> • STIP Update
--	---	--	--

Other Pending Items (schedule still to be determined):

- Tom Bowerman: OSU statewide Oregon Values and Beliefs Survey
- David Helton: Cottage Grove TGM Project Review (March/April?)
- Main Street in Rural Oregon, Economic Opportunities and Transportation / Main Street TGM Program Annual Cycle
- Oregon Scenic Byways Update
- Regional Safety and Security Plan Update
- Zero Emissions Electric Vehicles/LARAPA
- Oregon Transportation Forum
- Beltline Ramp Meters
- Designated Stakeholder Development: Statewide Significance
- OTC Commissioner
- Legislative Update: Follow up from OTF

LaneACT Attendance 2014-2015

Stakeholder	FEB '14	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB '15
Coburg		X	X	X	X	X		X	X	A		X	X
Cottage Grove		X	X	X	A	X		A	A	X		X	X
Creswell		X	X	X	X	A		X	X	X		X	X
Dunes City		X	X	X	X	X		X	X	X		A	X
Eugene		X	X	X	X	X		X	X	X		X	X
Florence		X	X	X	X	X		X	X	X		X	X
Junction City		X	A	A	X	A		A	A	A		A	X
Lowell		X	X	X	X	X		X	A	A		X	X
Oakridge		X	X	X	X	X		A	X	A		A	A
Springfield	R	X	X	X	X	X	R	X	X	X	R	X	X
Veneta	E	X	X	X	X	A	E	X	X	X	E	X	X
Westfir	C	X	X	A	A	A	C	A	A	A	C	A	A
Lane County	E	X	X	X	X	X	E	X	X	X	E	X	X
Port of Siuslaw	S	A	A	A	X	X	S	X	A	X	S	A	A
Lane Transit District	S	X	X	X	X	X	S	X	X	X	S	X	X
Confederated Tribes		A	X	A	X	A		A	X	X		X	X
ODOT Area 5		X	X	X	X	X		X	X	X		X	X
Central Lane MPO		X	X	X	X	X		X	X	X		X	X
LC Road Advisory		A	X	A	X	X		X	X	X		A	A
Highway 126 E		X	X	X	X	X		X	X	A		X	X
DS Trucking - McCoy		X	A	X	A	X		X	X	A		X	X
DS Rail - Callery		X	X	A	A	X		X	A	X		X	X
DS Bike/Ped - McRae		Vacant	Vacant	Vacant	Vacant	X		X	X	X		X	X
DS Envir LU - Nelson		X	X	A	X	A		A	X	A		A	X
OS - Gary McNeel		X	X	A	A	A		X	X	X		A	A
OS - Eugene Organ		X	X	X	X	X		X	X	X		A	X
OS - George Grier		X	X	X	X	X		X	X	X		A	X
OS - Ryan Pape'		A	X	X	X	X		A	X	X		X	X
OS - Jennifer Jordan		A	X	X	A	X		X	X	X		X	X
OS - Shelley Humble		A	A	A	Vacant	Vacant	Vacant	Vacant	Vacant	X		X	A
TOTAL	No Meeting	23 (29)	29 (29)	20 (29)	22(28)	22(29)	No Meeting	22(29)	23(29)	22(30)	No Meeting	20(30)	24(30)



Lane Area Commission on Transportation

859 Willamette Street, Suite 500, Eugene, Oregon 97401

541.682.4425 (office)

Membership 2015
Last Update March 1, 2015

Jurisdiction	Member	Email	Phone	Address
Lane County				
Primary Rep	Sid Leiken Commissioner [LaneACT Vice Chair]	sid.leiken@co.lane.or.us	541.682.4203	125 E 8 th Avenue, PSB Eugene, OR 97401
Alternate Rep	Jay Bozievich Commissioner	jay.bozievich@co.lane.or.us	541.682.3719	125 E 8 th Avenue, PSB Eugene, OR 97401
Coburg				
Primary Rep	Jerry Behney Councilor	rdy876@gmail.com	541.683.6544	32738 E. Dixon Street Coburg OR 97408
Alternate Rep				32738 E. Dixon Street Coburg OR 97408
Cottage Grove				
Primary Rep	Thomas Munroe Mayor	mayor@cottagegrove.org	541.942.5501	400 E. Main St. Cottage Grove OR 97424
Alternate Rep	Garland Burback Councilor	councilorburback@cottagegrove.org	541-337-3702	P.O. Box 1498 Cottage Grove OR 97424
Creswell				
Primary Rep	Dave Stram Mayor	dstram@creswell-or.us	541.895.2531	PO Box 276 Creswell OR 97426
Alternate Rep	Michelle Amberg City Administrator	mdamberg@creswell-or.us	541.895.2913	PO Box 276 Creswell OR 97426
Dunes City				
Primary Rep	Maurice Sanders Councilor	Maurice.sanders@dunecity.com	541.997.3338	PO Box 97 Westlake OR 97493
Alternate Rep	Fred Hilden City Recorder	recorder@dunescityor.com	541.997.3338	PO Box 97 Westlake OR 97493

Eugene				
Primary Rep	Clair Syrett Councilor	Claire.m.syrett@ci.eugene.or.us	541.682.8347	125 East 8 th Avenue 2 nd Floor, PSB Eugene, OR 97401
Alternate Rep	Alan Zelenka Councilor	alan.zelenka@ci.eugene.or.us	541.682.8343	125 East 8 th Avenue 2 nd Floor, PSB Eugene, OR 97401
Florence				
Primary Rep	Joe Henry Mayor	Joe.henry@ci.florence.or.us	541.999.2395	250 Hwy 101 Florence OR 97439
Alternate Rep	Mike Miller Public Works Manager	mike.miller@ci.florence.or.us		250 Hwy 101 Florence OR 97439
Junction City				
Primary Rep	Mike Cahill Mayor	mcahill@ci.junction-city.or.us	541.998.2153	PO Box 250 Junction City OR 97448
Alternate Rep	Jim Leach City Council	leaco@comcast.net	541.998.8489	385 Timothy Street Junction City OR 97448
Lowell				
Primary Rep	Steve Paulson Councilor	Steve.paulson@ci.lowell.or.us	541.937.5004	PO Box 490 Lowell, OR 97452
Alternate Rep	Don Bennett Mayor	Donbennett47@q.com	541.937.2312	540 Sunridge Ln Lowell OR 97452
Oakridge				
Primary Rep	Jim Coey Mayor	Jbryan522@msn.com	704.400.4605	PO Box 122 Oakridge, OR 97463
Alternate Rep	Rick Zylstra City Councilor	Rzylstra37@gmail.com	541.782.2256	48426 Sunnynook Oakridge, OR 97463
Springfield				
Primary Rep	Hillary Wylie City Councilor	hwylie@springfield-or.gov	541.852.2147	339 South E Street Springfield OR 97477
Alternate Rep	Christine Lundberg Mayor	mayor@springfield-or.gov	541.520.9466	2031 Second Street Springfield OR 97477
Veneta				
Primary Rep	Tim Brooker City Councilor	tbrooker@ci.veneta.or.us	541.935.4281 541.231.9047 (c)	PO Box 655 Veneta OR 97487
Alternate Rep	Ric Ingham City Administrator	ringham@ci.veneta.or.us	541.935.2191	PO Box 458 Veneta OR 97487
Westfir				
Primary Rep	Rob DeHapport Mayor	westfircity@gmail.com	541.782.3733	PO Box 296 Westfir OR 97492

Alternate Rep				
Confederated Tribes				
Primary Rep	Bob Garcia	bgarcia@ctclusi.org	541.999.1320	1245 Fulton Avenue Coos Bay OR 97420
Alternate Rep	Jeff Stump	jstump@ctclusi.org	541.888.9577	1245 Fulton Avenue Coos Bay OR 97420
Port of Siuslaw				
Primary Rep	Ron Caputo Board President	roncaputo@charter.net	541.997.4961	87729 Sandrift Florence OR 97439
Alternate Rep	Bob Forsythe Port Manager	manager@portofsiuslaw.com	541.997.3426 (w)	PO Box 1220 Florence OR 97439
Lane Transit District				
Primary Rep	Gary Wildish Board Member	gwildish@chambers-gc.com	541.228.6284 (c) 541.688.6878 (h)	2424 Quince St Eugene OR 97404
Alternate Rep	Ron Kilcoyne General Manager	ron.kilcoyne@ltd.org	541.682.6105	PO Box 7070 Eugene OR 97401
ODOT Area Manager				
Primary Rep	Frannie Brindle Area 5 Manager	frances.brindle@odot.state.or.us	541.726-5227	644 A Street Springfield OR 97477
Alternate Rep	David Reesor Area 5 Planner			720 E 13 th Ave, Ste. 304 Eugene OR 97403
Central Lane MPO				
Primary Rep	Paul Thompson Transportation and Infrastructure Program Manager	pthompson@lcog.org	541.682.4405	859 Willamette St., Suite 500, Eugene OR 97401
Alternate Rep	Brenda Wilson Executive Director	bwilson@lcog.org	541.682.4395	859 Willamette St., Suite 500, Eugene OR 97401
LC RAC				
Primary Rep	Sean Barrett Member	sean@svfr.org	541.999.8164	PO Box 1422 Florence OR 97439
Alternate Rep				
Highway 126 East				
Primary Rep	Charles Tannenbaum	caroltan@q.com	541.736.8575	40882 McKenzie Hwy Springfield OR 97478
Alternate Rep	Dennis Ary	dary@orcasinc.com	541.896.3059 (h) 541.953.8584 (c)	90399 Mountain View Ln Leaburg, OR 97489

Designated Stakeholders					
Trucking	Bill McCoy	wmlmccoy@comcast.net	541.912.2259 (C)	1199 N Terry St, Sp 322 Eugene OR 97402	Term Expires June 30, 2017
Rail	Martin Callery	mcallery@portofcoosbay.com	541.267.7678	PO Box 1215 Coos Bay OR 97420-0311	Term Expires June 30, 2015
Bicycle & Pedestrian	Holly McRae	hollymcrae@yahoo.com	541-986-0653	2584 Friendly St Eugene, OR 97405	Term Expires June 30, 2017
Environmental Land Use	Mia Nelson	mia@friends.org	541-520-3763 (W)	PO Box 51252 Eugene, OR 97405	Term Expires June 30, 2015
Other Stakeholders					
	George Grier [LaneACT Chair]	ggrier@efn.org	541.726.6131	1342 ½ 66 th Street Springfield OR 97478	Term Expires June 30, 2017
	Gary McNeel	garystraffcdata@yahoo.com	541.731.1681 (H)	310 Pitney Lane, Unit 39 Junction City OR 97448	Term Expires June 30, 2015
	Eugene Organ	eorgan@lilaoregon.org	541.683.6556 (H) 1.866.790.8686 (W)	2850 Pearl Street Eugene OR 97405	Term Expires June 30, 2017
	Ryan Pape'	rpape@pape.com	541.915.7286 (H) 541.868.8912 (W)	PO 407 Eugene OR 97440	Term Expires June 30, 2015
	Shelley Humble	shumble@creswell-or.us	541.895.2913 (W) 541.953.9197 (C)	PO Box 276 Creswell OR 97405	Term Expires June 30, 2017
	Jennifer Jordan	jennifer.jordan@co.lane.or.us	541 682 3781 (W)	151 W 7th Ave, Suite #410 Eugene OR 97401	Term Expires June 30, 2017