



October 13, 2011

Bob Sherman, Senior Transportation Planner  
Transportation Development Division  
Mill Creek Office Building  
555 13th Street NE, Suite 2  
Salem, Oregon 97301-4178

Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by the City of Eugene for funding to assist with the Blair-Van Buren Active Transportation Corridor Project.

Blair Boulevard and Van Buren Street currently have poor facilities for pedestrians and cyclists yet high demand. The Blair-Van Buren Active Transportation Corridor project will transform Blair Boulevard, a busy emerging neighborhood “main street” that is currently unsafe for pedestrians and bicyclists, into a complete street that is safe, efficient, functional, and enjoyable by all users of the roadway. Van Buren Street improvements will extend this active transportation corridor to the Willamette River Paths.

This transformation will include improved street crossings, curb extensions, ADA ramps, narrowing of driveways to reduce pedestrian exposure, improved and wider sidewalks, wayfinding signs, visual and audible countdown signals, bike parking corrals, shared lane markings (sharrows), improved alleys near the roadway to reduce debris on the sidewalk, and landscaping to enhance the safety and comfort of pedestrians and bicyclists. The project will enhance multi-modal connections between Eugene’s extensive bikeway and bus rapid transit networks.

The Metropolitan Policy Committee, acting as the MPO Policy Board, supports efforts to improve pedestrian and bicycle safety in this corridor. There is no question that your funding of this project will enable a major step forward toward improving the safety of these facilities for all users. Thank you for your courteous consideration.

Sincerely,

Hillary Wylie, Chair  
Metropolitan Policy Committee



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Bob Sherman, Senior Transportation Planner  
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555 13th Street NE, Suite 2  
Salem, Oregon 97301-4178

Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by the City of Eugene for funding to complete the West Bank Path and also add lighting to an adjacent section of the path. Completion of this path segment and the addition of pathway lighting towards downtown Eugene will fill a short but critical gap in the highly successful shared use path system along the Willamette River, improve traffic safety and connectivity, and vastly enhance users' experience on the riverbank path system.

The Ruth Bascom Riverbank Path System along the Willamette River is one of the area's great amenities and serves as a resource that is used for both recreation and utilitarian non-motorized transportation. Currently, a portion of the West Bank Path is undeveloped causing bicyclists and pedestrians to be routed onto residential streets where they must negotiate with motor vehicles before connecting back to the riverfront path system.

The completion of the West Bank Path is identified and supported in the metro-wide Regional Transportation Plan as well as in local plans such as the Eugene Pedestrian and Bicycle Strategic Plan and the Parks, Recreation and Open Space Comprehensive Plan.

This significant investment in our regional path system will enable us to make further headway in promoting active transportation, reducing greenhouse gas emissions, and enhancing our overall quality of life. Thank you for your courteous consideration of this important project for completing our regions' riverfront path system.

Sincerely,

Hillary Wylie, Chair  
Metropolitan Policy Committee



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Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by the City of Eugene and the Oregon Department of Transportation for funding to assist with the Highway 99 Bicycle and Pedestrian Improvements Project.

The Highway 99 Bicycle and Pedestrian Improvements Project is a combined effort of the City of Eugene and Oregon Department of Transportation to enhance the bicycle and pedestrian environment along Highway 99 between Roosevelt and Garfield. This section of Highway 99 currently has almost no sidewalks and is in a part of Eugene with little street connectivity; in other words, there are no parallel routes on side streets. New sidewalks on this section of Highway 99 will not only address a critical need but will also help a blighted and economically depressed industrial area of west Eugene. Adding bicycle lanes and sidewalks along the facility will also provide substantial upgrades that will enhance safety for all users and address water quality concerns, significantly improving the livability for all. The ODOT Flexible Funds Program will enable ODOT and Eugene to move forward on bicycle and pedestrian safety improvements on this key segment of Highway 99.

The Metropolitan Policy Committee, acting as the MPO Policy Board, supports efforts to improve pedestrian safety in this corridor. There is no question that your funding of this project will enable a major step forward toward improving the safety of this major regional facility for all users. Thank you for your courteous consideration.

Sincerely,

Hillary Wylie, Chair  
Metropolitan Policy Committee



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Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by the Cities of Eugene and Springfield and the Willamalane Park and Recreation District for funding to assist with a Regional Bicycle Wayfinding Sign and Shared Lane Marking Project.

The cities of Eugene and Springfield and Willamalane will establish a region-wide system of bicycle wayfinding signs and shared lane markings to guide bicyclists to their destinations along preferred bicycle routes. Signs will be placed at key locations leading to and along bicycle routes and paths. Shared lane markings will be placed on low volume bikeways to indicate a shared lane environment for bicyclists and automobile drivers.

Currently, wayfinding signs and shared lane markings (sharrows) are added on a project by project basis but there is a lack of a network to guide bicyclists throughout the Eugene-Springfield area. This joint regional Wayfinding Sign and Shared Lane Marking Project will establish a region-wide system of wayfinding signs and shared lane markings (sharrows) to guide bicyclists to their destinations along preferred bicycle routes.

The signs will help familiarize users to the bikeways, identifies the best routes to destinations, and passively market bikeways with consistent imagery throughout the region. The shared lane markings will alert all users of the roadway that this is a shared roadway and to use caution.

The Metropolitan Policy Committee, acting as the MPO Policy Board, supports this effort to improve bicycle safety and usability in the region. There is no question that your funding of this project will enable a major step forward on this regional project. Thank you for your courteous consideration.

Sincerely,

Hillary Wylie, Chair  
Metropolitan Policy Committee



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Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by Lane County for funding a pedestrian access improvement project.

Lane County, in collaboration with the City of Springfield, developed a pedestrian access improvement project that will provide additional transportation alternatives and increase the livability of the residents in the Mt Vernon Road area. The Pedestrian Hybrid Beacon installation project is proposed to provide connectivity to a nearby multiuse path constructed along the east side of Bob Straub Parkway which will otherwise remain underutilized due to the poor access and road crossing challenges posed by the multi lane, high speed County facility.

The Metropolitan Policy Committee, acting as the MPO Policy Board, fully supports this project. The committee believes that your funding of this project will promote the livability of the surrounding neighborhoods. Thank you for your courteous consideration.

Sincerely,

Hillary Wylie, Chair  
Metropolitan Policy Committee



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Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by Lane Transit District for funding to conduct a point2point Solutions Bike Sharing Feasibility Study.

Lane Transit District's application outlines a research-based approach to understand how bicycle sharing could serve as a key strategy for increased bicycle usage, greater multimodal connectivity, and as an effective greenhouse gas reduction tool.

To assess whether bike sharing is a viable transportation option for our region requires gaining a better understanding of the influencing factors, costs, benefits, preferred locations, operational considerations and key implementation steps. The initial geographic scope will focus on the City of Eugene with an emphasis on downtown and close-in neighborhoods and higher education institutions including the University of Oregon, Northwest Christian University, and the new downtown Lane Community College Campus. The resulting analysis will help inform potential development of a robust bike share program for our metropolitan area.

With policy support included in the Eugene Climate and Energy Action Plan and in local and regional land use and transportation plans for the expansion and improvement of bicycle infrastructure and intermodal connectivity, the Metropolitan Policy Committee fully endorses the point2point Solutions Bicycle Sharing Feasibility Study.

Sincerely,

Hillary Wylie, Chair  
Metropolitan Policy Committee



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Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by point2Point Solutions for the funding to expand the Regional SmartTrips Program in both the Cities of Eugene and Springfield.

Lane Transit District's application for the point2Point Solutions SmartTrips Program represents the development of a collaborative regional approach to reduce vehicle miles traveled and greenhouse gas emissions within the Central Lane MPO. Its multi-faceted methodology is a creative convergence and expansion of the Eugene and Springfield's pilot SmartTrips programs with local, regional and state infrastructure and safety investments.

point2point's SmartTrips program provides an essential regional platform to effectively increase the safe use of available transportation options for pedestrians, bicyclists, and motorists. It unifies, leverages, and enhances existing marketing and safety campaigns. The two-fold strategy continues the successful SmartTrips neighborhood-based approach in Eugene and applies a safety message component to address issues identified in the ODOT Springfield Main Street (OR Hwy 126) Safety Study.

The program reflects strong regional partnerships with ODOT, the cities of Eugene and Springfield, Lane Transit District, school districts, public safety, recreation, and regional businesses. The ODOT Flexible Funds Program will provide the necessary funding to integrate existing marketing, health, and safety investments into a strong regional program for further cost effective application.

The Metropolitan Policy Committee has supported this program in the past and continues to do so. There is no question that your funding of this program will enable the regional transportation options program to reach its full potential for reducing vehicle miles traveled and greenhouse gas emissions, while significantly increasing safety, livability and health in our communities. Thank you for your courteous consideration.

Sincerely,

Hillary Wylie, Chair  
Metropolitan Policy Committee



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Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by the City of Springfield and the Oregon Department of Transportation for funding to assist with the Main Street Pedestrian Improvement Project.

The Main Street Pedestrian Improvement Project represents a combined effort by the City of Springfield and Oregon Department of Transportation to improve the pedestrian environment along Main Street. These funds will support the recommendations of the Main Street (OR 126) Safety Study completed early 2011 and will augment the current pedestrian safety improvements of mid-block crossings being constructed along various key locations along Main Street. Improvements will likely include improved street lighting, speed feedback signs, and pedestrian countdown timers. The ODOT Flexible Funds Program will enable ODOT and Springfield to move forward on critical pedestrian safety improvements throughout this important transportation and land use corridor.

The Metropolitan Policy Committee, acting as the MPO Policy Board, has supported efforts to improve pedestrian safety in this corridor in the past and continues to do so. There is no question that your funding of this project will enable a major step forward toward improving the safety of this major regional facility for all users. Thank you for your courteous consideration.

Sincerely,

Hillary Wylie, Chair  
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Dear Mr. Sherman:

On October 13, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the Flexible Funds Program request by Willamalane Park and Recreation District for funding to assist with Phase 2b of the Middle Fork Willamette River Path project.

The Middle Fork Willamette River Path, which is included in the Eugene-Springfield Metropolitan Area's Transportation System Plan (TransPlan), and in the Central Lane MPO's financially constrained Regional Transportation Plan (RTP), is a significant regional route, benefitting users within our MPO jurisdiction and beyond. The path will provide the first off-street pathway between east and west Springfield south of Main Street, and will connect users to downtown Springfield and the extensive riverfront path system in Eugene.

The Middle Fork Path project has already benefited from strong support within our metropolitan area, including partial funding of Phase 1 by MPO Surface Transportation Program Urban funds (STPU), as well as support from state and federal leaders. Thanks to this support, Phase 1 of the path is complete. Phase 2a received a Transportation Enhancement grant, and construction will be underway this spring, with completion scheduled for October 2012. With the support of the Flexible Funds Program, the final section of the path will be built, bringing the project to completion.

The Metropolitan Policy Committee, acting as the MPO Policy Board, has supported this project in the past and continues to do so. There is no question that your funding of this project will improve opportunities for pedestrians and bicyclists in our area. Thank you again for your courteous consideration.

Sincerely,

Hillary Wylie, Chair  
Metropolitan Policy Committee