

October 20, 2011

To: MPO CAC members, LCOG/agency staff

From: Philip Farrington

Re: September 2011 draft RTP

The following are comments, and questions, in response to the draft Regional Transportation Plan (RTP). Please forward these comments not only to the CAC, but also to the Metropolitan Policy Committee (MPC) and associated agency staff.

My comments below are organized relative to individual chapters of the draft RTP. First, however, a few notes about the RTP process and public involvement.

Process

Although elements from the RTP have been presented to the CAC over the past several months, it is difficult to review the individual elements separately and effectively understand how the separate pieces relate to the plan as a whole. Moreover, some information in the draft RTP is different or new from that submitted to the CAC previously (e.g., the tables at the end of Chapter 4 were not included with the earlier Congestion Management System baseline report provided to the CAC previously), making it difficult to determine what in the RTP may be new or modified. Additionally, the information available on the MPO website is considerably abbreviated from what is included in the draft RTP, and in fact I was unable to find a complete version of the September draft RTP on either the MPO or LCOG websites. If it is available, it is not readily evident or accessible to the public.

And the fact that the September draft contains “XX” placeholders for statistics throughout the document makes any findings of fact weak and unsupportive of the policy or implementation action to which they supposedly relate. The absence of having a complete document with hard statistical basis renders the conclusions and policy basis of the RTP suspect.

Once presented as a complete draft plan for review at the end of the first week in September, there really was no time for anyone - CAC members or the general public – to have ample time to review the material in advance of the public hearing held later in September, and held in advance of the two open houses held in October.

It comes as no surprise that there was no public comment at the public hearing, since the sequence of steps in effective public engagement were out of order. And there really isn't enough time to fully digest, must less have informed dialogue - within the CAC, much less in the community at large - before the conclusion of the comment period concludes in early November.

Moreover, the fact that this major update of the RTP relative to the local city TSP projects (and other related projects such as Envision Eugene, the Eugene Pedestrian/Bicycle Master Plan, etc.) renders the planning for each of these planning processes less effective, more difficult for the public to understand, and distances the public from meaningful engagement. Hopefully LCOG and local agency staff and the MPC will develop a more coordinated timeline and planning process come the next

required RTP update in 2015, and will be working now to better align the timelines and processes for more effective public involvement.

Chapter Two: Policy Element

- Ch. 2, pg 10: “Not all RTP policies will apply to a specific transportation-related decision...”

Comment: The document should make clear which policies would be applicable to a given transportation-related decision in a legislative or quasi-judicial proceeding, and which are purely aspirational and/or have more general applicability.

- Land Use Policy #2: Support for Nodal Development (pp. 15-17)

Comment: As noted above, there are no percentage figures included in findings 9 and 10 that would adequately support the policies in this section. And there is an unsupported statement in the policy definition/intent under Land Use Policy #2: “Although a market exists for this type of development...” Actually, there has not been an effective demonstration locally that there indeed IS a market for nodal development in Eugene-Springfield.

This policy definition/intent language gives “examples of support” that could be used, but does not correlate well with the implementation actions in Chapter 3 (see my comments below), many of which actually conflict with one another and therefore fail to implement the above policy.

- Land Use Policy #5: Implementation of Nodal Development (pp. 18-19)

Comment: The policy definition/intent states that this policy was added at the request of LCDC, but given that it references “within three years of TransPlan adoption...” is it still relevant or even needed in the RTP?

More importantly, the policy is directive to local governments to apply the Nodal Development designation to local comprehensive plans, and really doesn’t “implement” the actual form of development. This policy should be revised, or discarded.

- TDM Policy #3: Congestion Management (pg. 21)

Comment: Despite financial limitations, the RTP should not suggest that TDM measures are the only means by which the community should address congestion issues. Given the fact that congestion degrades air quality, poses safety hazards, impedes emergency traffic, and can have a significant impact to the community’s financial health (e.g., time delays for freight movement, lost business, business relocations as a result of inadequate transportation capacity, etc.), this issue should span into other policy categories as well, and guide prioritization of projects to address congestion.

Also, I have a real problem with the policy definition/intent – NOT the policy language itself – which states that the “policy supports selective application of mandatory TDM strategies” The example given that the policy or resulting strategies “...could be allowed to require employers to designate an employee transportation coordinator and to implement programs that encourage employees to use alternative modes.”

This mixes compulsory actions with ill-defined outcomes that may or may not reduce congestion, and is entirely arbitrary in its application. Who gets to decide which

employers are required to engage an employee or otherwise employ mandatory TDM strategies. There is no analysis of burdens and benefits here or later in Chapter 3 concerning implementation (see comments below).

- TSI Roadway Policy #2: Motor Vehicle Level of Service (pg. 25)

Comment: The additional language added stating "...In some cases, ..." is helpful but still may not overcome the declarative language concerning Level of Service (LOS) standards established in #2 in this policy. The performance standard set for State facilities referenced in #3 is established outside of the RTP process. However, the cities within the RTP boundaries have the ability to establish a different LOS – as Eugene has done within the CATS study area, and Springfield has done at Gateway/Beltline.

My concern is that the additional language at the end of this policy may still be unclear as to how it would apply to potentially beneficial projects that would trigger TPR review and application of its standards, and should be clarified with respect to whether the LOS standard in #2 would apply, or the "intent" of the policy governs. It is unclear as to when or where a given project may be eligible for consideration of this alternative standard.

- TSI Transit Policy #2: Bus Rapid Transit (pg. 28)

Comment: This policy appears to have language carried forward from TransPlan and needs to be updated, given that we no longer have a goal of establishing a BRT system, but expanding the system we have now developed.

Findings and policy definition/intent should be correspondingly updated to reflect the advances made in the first two EmX corridors (e.g., ridership greatly exceeding projections, efficiency of service, etc.), and to reflect more current studies and data than that identified in the findings (e.g., 2000 Census and other studies from the mid-1990s).

- TSI Bicycle Policy #3: Bikeway Connections to New Development (pg. 32)

Comment: The policy and its definition/intent statement should clarify that in some instances the use of signage indicating suitable route(s), pavement markings (striped bike lanes, sharrows, etc.), multi-use pathways and/or other tools and techniques may be used to make connections between new and existing developments and destinations.

- TSI Goods Movement Policy #1: Freight Efficiency (pg. 34)

Comment: The fact that there is only one policy concerning the needs of efficiently moving goods and services seems to understate its importance to the regional economy. Correspondingly, the fact that there are only three supportive findings – one of which is a mere statement that the MPO area has no maritime facilities – and that there is no statistical representation of the importance of freight movement, access and circulation to the economy is inadequate.

I'd suggest the MPC and MPO staff take a focused effort to reach out to key contributors in the community and more fully develop a policy basis to ensure that freight movement is given equal consideration to bicycle movement (which has four policies in the RTP).

- TSI Other Modes Policies #2: High Speed Rail Corridor (pp. 36)

Comment: Similar to my comments above concerning freight movements, there are inadequate findings and policy basis to relate the potential for high speed rail. I would venture that there has been work done since the 1995 study referenced in Finding #2, and language that can help our region be poised for expansion of high speed rail south of Portland.

- Finance Policies (pp. 36-41)

Comment: The figures in Finding #2 on page 37 do not match the figures for transportation improvement costs in Tables 4 and 5 in Chapter 3 (pp. 45-46).

- Finance Policy #4: New Development (pg. 40)

Comment: Finance Policy #4 may establish a potentially significant burden in terms of increasing transportation SDCs – which some would consider already high, and perhaps unreasonably so – with no real consideration of its potential effects. The policy definition/intent suggests that SDCs may be increased to account for “new developments’ impacts on state, county and transit facilities” without consideration as to funding mechanisms that otherwise provide for these kinds of facilities. The statement that “additional charges to mitigate onsite or adjacent impacts may be necessary” is unsupported by any factual basis in this policy, and neglects to add that on-site and off-site transportation impacts and the potential to exact funding associated with such impacts are considered through established development review processes.

Also, currently local jurisdictions are able to give waivers on SDCs to certain beneficial projects (e.g., affordable housing development). There may be other capacity-impacting developments, such as in-fill projects, that policy-makers may wish to provide waivers or use other tools (e.g., trip caps, etc.). The policy as drafted is overly prescriptive and would appear to preclude tools that may otherwise be available for beneficial projects or purposes.

- Finance Policy #6: Eugene-Specific Financy Policy (pp. 40-41)

Comment: This policy may be based upon Eugene city council action, but might it be more applicable to be located within Eugene’s Transportation System Plan, rather than in the RTP? Moreover, the policy definition/intent doesn’t necessarily correspond with other planning initiatives.

For example, priority #2 relates to making “efficiency and capacity” improvements to existing transportation facilities, such as “providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters) ...” Yet the City’s draft Pedestrian and Bicycle Transportation Plan does not consider any capacity enhancements or functional improvements to existing sidewalks other than ramp accessibility or safety improvements at intersections. The fact is that the project list from such a Plan will be the basis for determining overall costs for improvements to the city’s bicycle and pedestrian network, translating into funding and project lists for SDC eligibility and other funding sources. Failing to include such projects in the city’s plan for alternative modes appears to contradict this policy and its intent to give priority to such capacity and efficiency improvements.

Chapter Three: Plan Implementation

In addition to the comments below concerning specific projects in the RTP list; I'd suggest that another be added for study and/or be placed on the Illustrative list for one or more additional river crossings. This would have the greatest effect in reducing VMT, yet was removed from TransPlan for consideration at least as a matter of study. I'd recommend it be included here for further consideration and community discussion.

- 2035 RTP Auto Fiscally-Constrained Project Comments (pp. 13-18)
- (No Project #) Eugene Nodal Development Infrastructure funding.
 - Does this also apply to Springfield? If not, why not? And what is the \$2.5 million to be used for? Since the cost estimates for projects included in these lists are based upon an “up-to-date complete scope and cost estimate,” then the product and purpose of such funding should be known and made clear in the RTP, and for the location(s) where funding will be applied.
- (No Project #) Planning for Implementation of Nodal Development Zoning.
 - How does this differ from the above project and allocation? Is this funding to be used to underwrite agency staff costs to change zoning/designations, or to actually fund support for implementation of nodal development?
- (#638) Delta/Beltline interchange.
 - The \$8.8 million identified for this project seems to be woefully inadequate to address the existing congestion and capacity problems at this interchange – which should be the region’s #1 transportation priority, along with corresponding improvements to Beltline between River Road and Coburg Road.
- (#737) Game Farm Road South.
 - Given that a multi-use path was installed between Mallard St. and Beltline within the last five years, is full improvement to urban standards needed for 0.93 miles, and at a cost of \$3 million? What if the project were done with a different profile than “urban standards” so that proper bike/ped facilities were installed alone – and this project moved from a roadway to exclusively a bikeway project? Did scoping for this and other projects use a “least cost planning” approach?
- (#506) North Eugene Transportation Improvements.
 - Does the \$60 million included in this project cover the costs for the entire range of options still being considered for ODOT? As noted above, this project along with improvements to Delta/Beltline should be considered a top regional priority for funding, with interim improvements incorporated (e.g., ramp metering) immediately.
- (#756) McKenzie-Gateway Loop collector.
 - The primary jurisdiction for this project is the City of Springfield. Although private funding through SDCs may be used to underwrite the cost in association with future development, it should not be singled out and identified in the column in this table. More importantly, the \$6

million project costs seems high for a roadway of just over half-mile in length (especially when compared with other “New Collectors” of equivalent length, such as project #51, which is about one-third the cost).

- (#724) Deadmond Ferry Road.
 - o Should this project be moved to the Illustrative list?

- 2035 RTP Bike Fiscally-Constrained Project Comments (pp. 26-27)
 - (#737) Game Farm Road South.
 - o See comments above under Auto.
 - (#736) MLK Parkway/PeaceHealth Multi-Use Path.
 - o This project has been completed since PeaceHealth constructed a multi-use path along the east side of MLK Parkway between Game Farm Road and just south of the MLK/RiverBend Drive intersection.

- 2035 RTP Bike Illustrative Project Comments (pg. 29)
 - (#759) McKenzie-Gateway Path
 - o The length and limits of this project should be modified (and the cost?), since the existing path was constructed between Game Farm Road South and the end of Baldy View Lane.

- Strategies to Address Revenue Shortfall (pp. 39-41)

Comment: This section should be renamed “Potential Strategies” since their application may have adverse or unintended economic consequences, and otherwise have not been vetted through a policy-making process.

For example, Section 4 (Stormwater Management) should read “Consider establishing a stormwater utility fee” The RTP should not unilaterally serve as the basis for making changes to local jurisdiction policy without more thoughtful consideration and public dialogue.

Similarly, Section 6 (Increased Systems Development Charges) notes that a revision in transportation SDC methodologies “could be revised...” but that doing so would increase SDCs “by about 21 percent.” I don’t believe the RTP should, or is intended, to have such significant modifications with far-ranging implications be buried in the Plan’s implementation section.

- Land Use Planning and Program Actions (pg. 55)

Comment: As noted previously related to Nodal Development policies, the implementation actions listed here can be contradictory and even run counter to the policy intent of nodal development.

For example, Subsection #1.2 properly states that local jurisdictions should “amend zoning and development codes to remove barriers to nodal development in designated areas.” Likewise, in Subsection #1.12, jurisdictions should establish “a streamlined, coordinated development review process for nodal development.”

However, Subsections #1.5 and 1.7 could have the effect of creating barriers in nodal development areas that do not existing outside of designated nodes by the imposition of additional standards. And Subsection #1.8 goes as far as to “Require developers to dedicate land, or money in lieu thereof, for public spaces in nodal development areas.”

Such a firm requirement, or fee-in-lieu, places areas within designated nodes at a competitive disadvantage, and raises hurdles for development to overcome within nodes that are not present elsewhere.

- TDM Planning and Program Actions (pp. 64-65)

Comment: As noted above concerning TDM Policy #3 (Congestion Management), there is a mixture of prospective implementation actions, some of which are very incomplete. For example, TDM Programs and Services #1.1 states: “Require large employers (25 or more).” What is it that large employers are required to do?

Under #1.8, the language is declarative that there is to be an establishment (by whom?) of Transportation Management Associations in nodal developments, in highly congested areas (how is this defined?) and along BRT corridors. These TMAs “are voluntary or mandatory organizations of developers and/or employers ...” Obviously TMAs have been established elsewhere and may be very functional, but is the intent in the RTP to compel them to be developed as a matter of policy?

Clearly TMAs have costs associated with their development and ongoing administration, the burden of which presumably would be added to that of “developers and/or employers” with a given area.

The language in this and other Implementation areas needs to be clearer in terms of whether the actions are intended to be advisory or compulsory, and if so, upon whom.

Under section 4 (Parking Management), there is reference to actions elsewhere in “Chapter 3, page 96.” Presumably this refers to page 75 (this chapter ends at page 78), which has parking management strategies associated with TDM Policy #2.

- Parking Management Plan (pp. 74-75)

Comment: Section #2.3 encourages employers to “charge fair market prices for employee parking” and cites an earlier TransPlan policy. The problem is that there is how does one determine what “fair market” is – by geographical area? By industry (for example, PeaceHealth charges its employees a parking fee, but no other hospital or healthcare provider in the region, and only one or two others in the state, charge their employees to park)?

There is an equity issue that needs to be addressed before any such TDM strategy – or requirement, if so established through the RTP process – that needs to be addressed on a policy level.

Central Lane Metropolitan Planning Organization

From: JORDAN Jennifer
Sent: Thursday, October 13, 2011 10:32 AM
To: Central Lane Metropolitan Planning Organization
Subject: Comment on RTP Objective 7

Thank you for including an objective that recognizes the impact of transportation decisions on public health. It might be helpful to also consider how transportation impacts residents' access to healthy food, another an important and related public health objective.

A June 2011 Multnomah County report on the built environment and healthy eating and active living maps the following, for example (full report available here <http://web.multco.us/news/how-healthy-your-neighborhood>):

1. Density of full-service grocery stores within a one-mile radius
2. Proportion of population living within a half-mile of a full-service grocery store
3. Average number of frequent transit stops within a quarter mile of full-service grocery stores
4. Fast food outlets per capita
5. Retail Food Environment Index (RFEI) – a measure of healthy vs. unhealthy food availability
6. Average number of fast food outlets within a half-mile of middle and high schools

Re: RTP Objective 7: Expand transportation decision-making to meet related public health objectives, including reduced crashes, cleaner air, and increased physical activity.

Jennifer

Jennifer Jordan, MPH
Program Coordinator, Chronic Disease Prevention
Lane County Public Health
151 West 7th Avenue, Room 410
Eugene, OR 97401
tel 541 682 3781
fax 541 682 8700

Regional Transportation Plan Comment Form

The Central Lane Metropolitan Planning Organization (MPO) is updating the Regional Transportation Plan. **Submit comments by November 7, 2011** for consideration by decision makers as part of the adoption process. Lane Council of Governments is the MPO, the agency responsible for regional transportation planning for the Central Lane County area.

Date of comment: October 13, 2011

Name: Steven Baker

Mailing address: 360 East 15th Ave, Eugene, OR 97401

Email address: _____

- Please add me to the list to receive an occasional email update about public comment opportunities and other events related to regional transportation planning.

Please break out bicycles ~~improvements~~ to policies regarding bicycle parking from other system improvements in policies.

Please include bar charts, pie charts, etc. in presentation of proposed projects costs in various project areas:

Roadway, Bus Rapid Transit, Bike Pedestrian ~~and~~

Please submit your comment by November 7, 2011 in any of the following ways.

ONLINE: www.theMPO.org/rtp

EMAIL: mpo@lco.org

MAIL OR DROP-OFF: Lane Council of Governments

859 Willamette, Suite 500

Eugene, OR 97401-2910

(Please note: our office is closed from noon to 1:00 PM.)

FAX: 541.682.4099

October 10, 2011

Dear Metropolitan Planning Commission,

As you review the proposed Regional Transportation Plan, I urge you to recognize the role bicycling can play not only in sustainability and health, but also in stretching our transportation infrastructure dollars.

Eugene's Draft Pedestrian and Bicycle Plan proposes to double the percentage of trips made by bicycle over the next 20 years, and to make bicycling and walking more attractive than driving for short trips. Achieving these goals would make it possible to accommodate the transportation needs of our growing population with minimal new infrastructure. While fully funding the Ped/Bike Plan would require increasing our investment in bike/ped infrastructure, the entire plan could be built for \$60 million—roughly the cost of fixing a single 2-mile stretch of Belt Line. Moreover, building bike infrastructure creates more jobs than building roads does, because most of the cost is for construction workers and engineering, rather than for materials. In this era of tight budgets, we simply can't afford NOT to invest in bicycle and pedestrian infrastructure.

But simply building bikeways isn't enough: We need to build the right KIND of bikeways. Striped bike lanes on arterials are inexpensive and very helpful, but everyone who would take advantage of striped bike lanes is probably already travelling by bike. We need to get more people on bikes. Survey after survey has shown that the number one reason people don't ride bicycles is that they are afraid of motor vehicles. These potential bicyclists find bike lanes frightening-- but they might well bike to work or to school if they could ride on buffered bike lanes, cycle tracks, bicycle boulevards, or off-street paths. Once they have gotten on a bike and developed some skill and confidence, they'll probably feel comfortable riding in bike lanes, as well—but first they need to overcome their fear.

Cycle tracks, bike boulevards and buffered bike lanes are more expensive than striped lanes, and focusing on them will result in fewer total miles of new bikeways—but it's also likely to result in more bicyclists using those bikeways. The specific type of facility that is best will vary with the location, but the bikeways we build need to feel safe to inexperienced bicyclists of all ages.

Moreover, the fact that we can't afford to build a lot of these new bike facilities all at once might actually be an advantage. One of the things that can make a bike boulevard or cycle track feel safe is the sheer number of bicyclists using it. The more people are surrounded by "people like me" riding bicycles, the more comfortable they will feel. To create this "strength in numbers" effect, we don't necessarily want bicyclists scattered over a large number of quiet streets. Instead, we need a smaller group of bike boulevards that are so effective and

desirable that most bicyclists will choose to ride on those streets. This effect already happen on Alder Street south of 19th Avenue—a street that works well for everyone who rides a bike.

To attract more bicyclists, we need to put our money into bikeways that really work. This means that they:

1. connect well to destinations, paths, and to other similar bikeways
2. have infrastructure that discourages through auto traffic
3. have very few stop signs or stop lights
4. have accessways or “cut throughs” as necessary to provide direct travel
5. are clearly signed as priority bikeways.

A network of such great bikeways will help make bicycling feel safe, “normal” and enjoyable to the many people who do not currently travel by bike, but would give it a try if they dared. Riding a bike should not require bravery. We need to take the fear out of bicycling.

This is NOT to say that we don’t need the other projects identified in the Draft Ped/Bike plan, and similar facilities throughout Springfield. We need a complete bikeway system, with a variety of facilities. No arterial or collector should be built or improved without adding a bike lane or comparable bike facility, and we should pursue every opportunity to build all of the projects. But I would recommend starting with the important, high-quality bikeways that will be most effective in attracting the people who are not currently riding bikes.

The economic and environmental challenges we face are daunting, but may also offer an opportunity to try doing things differently. The Draft Ped/Bike Master Plan offers a way to start building for a future that we can both afford and enjoy. Please feel free to contact me with questions, or if you’d like a tour by bicycle of some of the facilities I’ve described.

Thank you for your hard work for this community we all cherish.

Sincerely,
Sue Wolling
108 High Street
Eugene OR 97401
541-345-2110
sue.wolling@gmail.com

Regional Transportation Plan Comment Form



The Central Lane Metropolitan Planning Organization (MPO) is updating the Regional Transportation Plan. **Submit comments by November 7, 2011** for consideration by decision makers as part of the adoption process. Lane Council of Governments is the MPO, the agency responsible for regional transportation planning for the Central Lane County area.

Date of comment: 10/6/11

Name: PHIL FARRINGTON

Mailing address: 1160 MONROE ST.

Email address: pfarrington@peacehealth.org

Please add me to the list to receive an occasional email update about public comment opportunities and other events related to regional transportation planning.

* TSI Roadway Policy # 2 re: vehicle LOS needs to be amended. There is not enough roadway capacity to meet development & redevelopment proposals being presumed through planning processes and being able to meet TRM guidelines. Greater flexibility in LOS standards and/or application of TRM standards is warranted.

* Project list amendments:
- include additional river crossing(s), particularly local crossings; include study of valley river bridge.
- nowhere enough money allocated for project 638 (Delta/Belloni Exchange) - the region #1 congestion chokepoint -

Please submit your comment by November 7, 2011 in any of the following ways.

ONLINE: www.theMPO.org/rtp
EMAIL: mpo@lco.gov
MAIL OR DROP-OFF: Lane Council of Governments
859 Willamette, Suite 500
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(Please note: our office is closed from noon to 1:00 PM.)

FAX: 541.682.4099

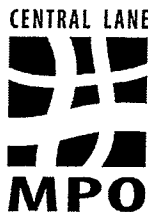
problem area for freight emergency traffic movement. \$1.5 million is only a start. →

- proj #715 should be revised to reflect city's "Northeast Link" rather than Baldy View improvement
- move proj #724 to illustrative list, or at least give it a lower priority than revised project #715
- proj #735 - need not be to full urban stds - should reflect & match multi-use path between Mallard & Beltline on east side of Game Farm, ensure that project cost reflects alternative to standard "urban standards", which aren't necessarily needed on Game Farm - bike / ped facilities are.
- bike ped proj #759 on illustrative list should be revised to reflect existing path developed along riverfront between Riverbend Drive & Baldy View.

* TS1 Goods Movement Policies

- you need more than one policy! Movement of goods is integral to a healthy economy & a vital community. Think about it & develop additional policies that will ensure efficient & economical movement of goods - and people - are of primary importance to employers & the local economy.

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Date of comment: Oct. 6, 2011

Name: Sue Wollring

Mailing address: 108 High St. Eugene 97401

Email address: Sue.wollring@gmail.com

- Please add me to the list to receive an occasional email update about public comment opportunities and other events related to regional transportation planning.

I'd like to see ~~a~~ priority given to bicycle projects that will encourage more "normal" people who do not currently ride bikes to give it a try. These people do not feel safe on bike lanes on busy streets - so while bike lanes still need to be part of the mix, we need to prioritize projects like physically separated bike lanes or real bike boulevards (i.e., streets that are well-connected, have little auto traffic and few stop signs/stop lights, and attract large numbers of bicyclists so that riding a bike feels normal and fun)

I also think "20 Minute Neighborhoods" is a very compelling concept that will appeal to many people and makes land use concepts accessible to average people - so go with it!

Please submit your comment by November 7, 2011 in any of the following ways.

ONLINE: www.theMPO.org/rtp

EMAIL: mpo@lcog.org

MAIL OR DROP-OFF: Lane Council of Governments

859 Willamette, Suite 500

Eugene, OR 97401-2910

(Please note: our office is closed from noon to 1:00 PM.)

FAX: 541.682.4099

MPC 5.b - Attachment 1 - RTP Public Comments

To: CLAUSON Stacy A

Subject: question from Sarah

Hi Stacy,

I have been interested in the Beltline/Delta highway improvements and was on the ODOT Stakeholders' committee for that. I had a question--sifting through my incredible mess of a studio/office I came across notes I'd taken at a TPC meeting I think:

"Tom Swetz wanted possible local connector on Stacy's 2031 RTP BRT System Map".

Did this happen? and are there other places it could be posted?

I will be talking to Savannah about getting the word out about the Beltline build option ideas that include the local connector from Green Acres over to Santa Clara with a new bridge (which I think is highly desirable for the community in providing non-motorized access all the way from Santa Clara to Gateway). I have the impression that the MPC members are not familiar with this. Remember in Coburg there were questions about how to phase the NEPA money for the Beltline? This is one option. I really don't know how to talk about things in Planning Speak! I need a translator! but I hope you get the gist of my interest and concern. I do want this great chance to be "on the radar".

Thanks,

Sarah Strand

Central Lane Metropolitan Planning Organization

From: CLAUSON Stacy A
Sent: Monday, September 26, 2011 9:44 AM
To: Central Lane Metropolitan Planning Organization
Subject: FW: question from Sarah

From: Strand [mailto:strand2747@comcast.net]
Sent: Friday, September 23, 2011 1:55 PM
To: CLAUSON Stacy A
Subject: question from Sarah

Hi Stacy,

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Sarah Strand

