



December 8, 2011

Victor Mendez  
Administrator  
Federal Highway Administration  
1200 New Jersey Ave SE  
Washington, DC 20590

Dear Mr. Mendez:

On December 14, 2011, the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the City of Eugene's Transportation Community and System Preservation grant application.

Blair Boulevard currently has poor facilities for pedestrians and cyclists yet high demand. The Blair Boulevard 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.

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 the Blair Active Transportation Corridor project. Your funding of this project will enhance the walking and biking environment and improve the livability of these neighborhood and business areas.

Sincerely

Hillary Wylie, Chair  
Metropolitan Policy Committee



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Administrator  
Federal Highway Administration  
1200 New Jersey Ave SE  
Washington, DC 20590

Dear Mr. Mendez:

On December 8, 2011 the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the 30<sup>th</sup> Avenue / Gonyea Road Interchange Improvement grant application.

30<sup>th</sup> Avenue is the primary access to thousands of job seekers and service providers accessing Lane Community College (LCC). It is also an important arterial road connecting to the southern part of the metropolitan area with Interstate-5.

The 30<sup>th</sup> Avenue / Gonyea Road Interchange project is intended to improve congestion on 30<sup>th</sup> Avenue, particularly to ease traffic pressure near the west side I-5 ramps by improving alternative access to the LCC campus. The interchange is currently underutilized due to its geometric and safety issues inherent in the cloverleaf interchange design.

The Metropolitan Policy Committee, acting as the MPO Policy Board, supports the 30<sup>th</sup> Avenue / Gonyea Road Interchange Improvement project. Your funding of this project will provide geometric improvement of the interchange thereby enhancing efficiency, safety, and capacity of the roadway system in the area.

Sincerely

Hillary Wylie, Chair  
Metropolitan Policy Committee



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Washington, DC 20590

Dear Mr. Mendez:

On December 8, 2011 the Central Lane Metropolitan Planning Organization (MPO) Policy Board officially endorsed the City of Springfield's Transportation, Community, and System Preservation (TCSP) grant application for funding to complete the Franklin Boulevard NEPA analysis and design. Support of this grant would provide an opportunity to leverage the considerable state, regional and local investments already made in this project and allow the City and its project partners to complete the necessary planning steps towards making conversation of Franklin Boulevard to a multiway boulevard a reality.

The Franklin Corridor Project represents a combined effort by the City of Springfield, Lane Transit District (LTD) and Oregon Department of Transportation (ODOT) to reshape Franklin Boulevard in Springfield. It is part of a larger coordinated effort with those partners, and the City of Eugene, to revitalize the entire corridor between downtown Springfield and downtown Eugene. The City of Springfield has engaged their community in a Refinement Plan update to re-envision the land uses along Franklin Boulevard as mixed-use neighborhoods with vibrant, transit-oriented development. A crucial step in the success of that effort is to transform Franklin Boulevard from an auto-oriented arterial into a multiway boulevard that serves all modes of travel – pedestrians, bikes, buses, and motor vehicles. This change will have a catalytic affect on redevelopment of properties along the street. The multiway boulevard design supports the community's vision for mixed-use development by providing pedestrian-friendly streetscapes buffered from through traffic, while preserving the route as a regional corridor.

The City and the local urban renewal agency have already programmed substantial resources toward this effort. The Metropolitan Policy Committee, acting as the MPO Policy Board, has supported this project in the past and continues to do so, including recently programming \$800,000 of discretionary Surface Transportation Program – Urban (STP-U) funding towards the project. An award under the TCSP Program could bridge the final gap to make it possible to accomplish the environmental analysis. There is no question that your funding of this project will enable a major step forward toward improving the functionality of this major regional facility for all users and the livability of the surrounding neighborhoods. We are in full support of this grant request. Thank you for your courteous consideration.

Sincerely

Hillary Wylie, Chair  
Metropolitan Policy Committee