



Public Works
Engineering

MEMORANDUM

City of Eugene
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Meeting Date: September 23, 2010

To: Central Lane Metropolitan Planning Organization Citizen Advisory Committee

From: Kurt Yeiter, Senior Transportation Planner, Eugene

Subject: Eugene Transportation System Plan Overview and Appointment of an Advisory Committee Representative to the Eugene Department Advisory Committee.

ACTION RECOMMENDED: Appoint CAC representative and alternate to serve on Eugene's Transportation System Plan Department Advisory Committee.

BRIEFING STATEMENT:

Guided by state law that provides specific criteria and legal requirements, the Eugene Transportation System Plan project and several other current planning activities will help plan for this Eugene's growth over the next 20 years. This memorandum provides general background and regional context for the local transportation plan, information about the project timeline and resources, a description about the many avenues in which the public may become informed and involved, and new efforts to maintain an on-going transportation planning presence in the community. The Central Lane Metropolitan Planning Organization Citizen Advisory Committee may have a participatory role by appointing a representative from the committee to the city's advisory committee.

BACKGROUND: Until recently, the Eugene-Springfield metropolitan area has been fortunate in that *TransPlan*, the Eugene-Springfield Transportation System Plan, has essentially served as two required documents:

- Regional Transportation System Plan (RTSP) – a State required plan that needs approval by all the local governments in the metropolitan area, including Coburg. The RTSP must be consistent with the federally required Regional Transportation Plan (RTP).
- Transportation System Plan (TSP) – a State required local plan for all cities over 2,500 population. A Eugene-only TSP, which will be new for this community, will need approval by the Eugene City Council and County Board of Commissioners.

When the Eugene-Springfield urban growth boundary is separated pursuant to HB 3337, both cities will create separate land use and transportation system plans that will contain local policies and project lists, in addition to maintaining regional plans.

On November 8, 2007, the Metropolitan Policy Committee adopted an update to the federally-required Regional Transportation Plan. This triggered a state Transportation Planning Rule (TPR) requirement that Eugene, Springfield and Lane County do one of the following by November 8, 2008:

1. Make a finding that the Regional Transportation Plan amendments are consistent with the Regional Transportation System Plan (TransPlan); or
2. Adopt amendments to Regional Transportation System Plan within one year that make it consistent with the Regional Transportation Plan update; or
3. Have a work plan approved by the Land Conservation and Development Commission (LCDC) for amendments to the Regional Transportation System Plan that will make it consistent with the Regional Transportation Plan.

For a number of reasons, Eugene, Springfield, and Lane County proceeded under Option 3. The three jurisdictions sought and received LCDC's approval of a work plan on October 16, 2008. The LCDC work plan represents a logical, programmatic approach to aligning and updating the regional land use and transportation plans. The work plan allows until the year 2013 to finish the Regional Transportation System Plan.

The Oregon Department of Transportation (ODOT) has agreed to fund the amendments to the Regional Transportation System Plan, and both Eugene's and Springfield's new local Transportation System Plans. The projects are funded directly from ODOT to their contractor, CH2M Hill (i.e., the City of Eugene is not receiving any direct funding from ODOT for the TSP work).

REGIONAL COORDINATION:

There are a myriad of local and regional planning activities that affect or will be affected by the Eugene Transportation System Plan. Each of these will have or have had separate public involvement opportunities:

- Envision Eugene, mixed use center planning, and Opportunity Siting;
- Eugene Climate and Energy Action Plan;
- Eugene Pedestrian and Bicycle Master Plan;
- Lane Transit District Long-Range Transit Plan;
- West Eugene EmX Extension planning;
- Regional Transportation Options Plan (point2point Solutions);
- Eugene Airport Master Plan;
- Springfield Transportation System Plan;
- Regional Transportation System Plan activities (inc. coordinated web site development);
- Regional Transportation Plan;
- West 11th Avenue Transportation Corridor Study;
- Beltline Highway Facility Plan;
- West Eugene Collaborative recommendations;

It is the intent of the Eugene TSP program to utilize the public involvement and input from each of these other activities to inform and enrich the local transportation plan. In fact, some of these other plans will provide policy direction and implementation strategies that can be integrated directly into

the TSP. In fact, some of these plans will provide policy direction and implementation strategies that can be integrated directly into the Transportation System Plan. Examples include the Pedestrian and Bicycle Master Plan, Lane Transit District's long-range transit plan, Airport Master Plan, and the Regional Transportations Option Plan, which will provide transportation demand management strategies. Recommendations from other plans, such as those from the West Eugene Collaborative and Eugene's Climate and Energy Action Plan will be considered by the transportation planning program. Perhaps most importantly, Eugene's transportation planning will benefit from the extensive community outreach and resulting growth scenario from the Envision Eugene process.

EUGENE'S TRANSPORTATION SYSTEM PLAN AND PUBLIC OUTREACH:

The Scope of Work for the Eugene Transportation System Plan covers only the first phase of work: from initiation through identifying a viable, preferred land use and transportation alternative. Phase One will review existing transportation policies and coordinate with Envision Eugene and other planning efforts to revise, as necessary, local policies to accommodate the next 20 years' growth. Phase Two of the transportation planning program, which is not yet funded, will identify specific transportation projects, implementation strategies, and cost estimates to accommodate the preferred growth scenario.

Three public workshops are planned. The workshops will solicit community input on issues and solutions; advance understanding about existing policies, local needs, values and conditions; develop publicly desired outcomes, and identify and select alternative approaches. Proposed topics for these meetings are:

- Public Workshop # 1 - Goals, Objectives, Expected Growth, and Needs
- Public Workshop # 2 - Preliminary Concepts
- Public Workshop # 3 – Refined Concepts

We are exploring the opportunities to utilize a "town hall voting" system in workshops #2 and #3, where meeting participants weigh in using cell phones or similar technology to "vote" for certain concepts live, during the meeting. Alternately, participants could weigh in on concepts using the project website during the meeting, with results from the feedback being reported live on a screen.

Up to twenty stakeholders will be interviewed by staff and the consultant team in the early phase of the planning process. Stakeholders could include current/past elected officials, business and property owners, community and neighborhood associations, freight representatives, and service providers.

To advise staff and, ultimately, the City's decision makers, the transportation plan program will utilize a technical advisory committee and a Department Advisory Committee. The technical advisory committee (TAC) will consist primarily of agency staff that can provide operational information about various transportation-related issues, such as school planning, freight movement, passenger rail plans, and street design standards, as well as coordinate with other planning efforts and city programs. A seat on the technical advisory committee is reserved for Andrea Riner, LCOG's Transportation Program Manager. The Department Advisory Committee (DAC) will be a group of community members that represent a spectrum of transportation interests. The Department Advisory Committee will review and respond to project development at eight key milestones. The composition of the Department Advisory Committee is still being formulated, but a space has been reserved for a Metropolitan Planning Organization Citizen Advisory Committee member.

The Department Advisory Committee is expected to meet eight times between November 2010 and September 2011 (approximately every 4-6 weeks). Meetings will probably be in the evening, each lasting at least two hours. The Department Advisory Committee members might be expected to also attend the three public workshops.

The CAC bylaws state that “the Metropolitan Policy Committee must approve any activities of the Committee beyond the charges listed in these bylaws.” Formally representing the MPO CAC citizen viewpoint on the TSP Stakeholder Advisory Committee is not within the CAC charges currently listed in the bylaws.

Throughout the process, staff will remain available to update the Metropolitan Planning Organization’s Citizen Advisory Committee on the plan’s progress.

WEB PRESENCE:

To help explain transportation planning to the general public and alleviate confusion among these many projects, an integrated regional internet presence is being planned through the Regional Transportation System Plan update. As envisioned, the websites for the federal and state-required regional transportation plans, Eugene and Springfield’s local TSPs, LTD’s long-range plans, and the Regional Transportation Options Plan will be integrated so that visitors can enter through any one of the sites and easily navigate between them. An interactive map will allow visitors to post comments that can be shared by all the relevant planning entities. The web sites are a collaborative regional effort funded by ODOT. It will be maintained by LCOG after the local transportation planning is completed.

A project website will be created at www.EugeneTSP.com. Project information on the website will include a summary of the project, notice of past and upcoming meetings, and reports. The website will contain the project schedule, maps, meeting summaries, evaluation criteria, alternatives, and recommendations.

Once the initial website is developed, the consultant will update it periodically with communications from the project team, looking for opportunities to coordinate with other existing web-based processes periodically (such as with the City’s existing Facebook account). Bi-monthly updates are assumed over a 15-month period.

RECOMMENDATION:

Select a representative and an alternate to serve on the Eugene Transportation System Plan Department Advisory Committee.

FOR MORE INFORMATION: Contact: Kurt Yeiter, Senior Transportation Planner, Public Works Engineering, 99 East Broadway, Suite 400, Eugene, OR 97401; telephone 541/682-8379. Email: Kurt.M.Yeiter@ci.eugene.or.us