

PROJECT SUMMARY

Project No. _____

Coburg Loop Path, Phase 4 on N. Industrial Way (City of Coburg)

Project Visual:

See also attached 60% engineered drawing.



Project Description:

This application is for additional funds for a previously funded project to design and construct the fourth segment of the Coburg Loop Path. The project proposes a 10-foot wide hard-surface multi-use path extending from easterly end of the existing bike/ped path from Sarah Lane to the end of N. Industrial Way, creating a connection to Phase 3 of the Coburg Loop Path. This segment will also connect to existing bicycle and pedestrian facilities which begin at Pearl Street and travels north to Sarah Lane Path entrance. The project moved forward to the 60% design phase. Due to the increase in costs of the project, the current funding does not cover the costs of completing the project and additional funding is needed for completion of Phase 4.

Project Quick Facts

Location	N. Coburg Industrial Way, Coburg, OR 97408		
Project Limits (to/from)	On N. Industrial Way from the bike/ped path off Sarah Lane to the terminus of N. Industrial Way at Trail's End Park		
Length in feet	Approximately 2,700 feet	Estimated Project Cost	
Functional Class	N/A	Est. Total Project Cost	\$957,239
Completion/Purchase Year	2024/2025	Federal Funds Requested	\$229,159

Contact Information

Sponsoring Agency	City of Coburg		
Contact Name & Title	Megan Winner, Planner		
Contact e-mail	megan.winner@ci.coburg.or.us	Phone	541.682.7862

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

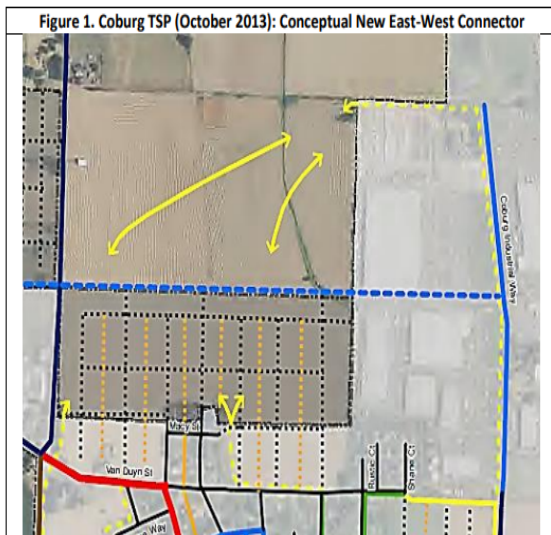
Project No. _____

Freight/Commuter Connector Feasibility Study (Coburg)

Project Visual:



Proposed Study Area



This project is a study to determine the feasibility of a new east-west freight and commuter connection between North Coburg Road and I-5, north of the City of Coburg.
 [This project is listed in the 2045 Regional Transportation Plan (RTP) as a constrained study project (Page 151).]

The mix of heavy truck and commuter traffic originating from outside the City of Coburg (i.e. from Harrisburg, Monroe, Junction City, and beyond) is bound for I-5 but required to pass through the historical downtown of the City of Coburg, particularly through an intersection with a school zone and fire station. This mix of commuter traffic creates safety and mobility issues and conflicts with the City’s objectives of creating a pedestrian and bicycle friendly community. Further, the inefficient routing of freight and commuter traffic negatively impacts the environment with idling motors creating GHG emissions and noise pollution. Additionally, closures of I-5 (e.g. associated with crashes) result in the City downtown streets being used as detour routes. Not only does this create gridlock downtown, the only thru-route blocks access to the Fire Station, preventing emergency vehicle access.

This study would determine the feasibility (and potentially the alignment) of creating a more efficient commuter and freight connection north of the City of Coburg to create a safer and healthier, bicycle and pedestrian friendly, downtown corridor.

Project Quick Facts

Location	North of the City of Coburg, Lane County Jurisdiction, Within Central Lane MPO Boundary		
Project Limits (to/from)			
Length in feet	To be determined	Estimated Project Cost	
Functional Class	To be Determined	Est. Total Project Cost	\$400,000
Completion/Purchase Year	FY 24/25	Federal Funds Requested	\$358,920

Contact Information

Sponsoring Agency	City of Coburg		
Contact Name & Title	Megan Winner		
Contact e-mail	Megan.Winner@ci.coburg.or.us	Phone	541.682.7862

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcmo.org

PROJECT SUMMARY

Project No. _____

N Coburg Industrial Way Pavement Preservation (Coburg)

Project Visual:



Project Description:

North Coburg Industrial Way serves as a vital link for many regional needs. The street accesses several service and industrial businesses that serve the entire region. This project is meant to preserve the paving that is in place and enhance spot locations from further break down.

The roadway is deteriorating in some locations more than others and with the type and amount of traffic the street facilitates, the roadway continues to deteriorate. This project is meant to preserve the pavement structure that is in place and repair locations that are further deteriorated from the rest of the roadway.

The project begins about 750 feet north of the intersection of Pearl Street and North Coburg Industrial Way, where North Coburg Industrial Way comes into City of Coburg authority, and continues to its northern terminus, at Trail's End Park, almost ¾ of a mile long.

A majority of the project will be "mill and fill", with a few locations that will be treated with dig outs. The prescribed treatment will be to mill off the top 2 inches of existing asphalt pavement and filling it back with new asphalt pavement for the full width and length of the roadway. Along with a few select locations where the roadway has detreated past the pavement structure into the base rock, these locations will be treated by dig out the damaged pavement and base rock to the subgrade and replace the full pavement structure with new base rock and asphalt pavement.

The project will also include new striping for bike lanes, which have not previously been striped before. This new striping will connect the bike lanes at the intersection of Pearl and North Coburg Industrial way to the north end of North Coburg Industrial Way to businesses, providing employees, residents and customers safer access without relying on motor vehicles. The connection will also extend to the Trail's End Park.

Project Quick Facts

Location	City of Coburg		
Project Limits (to/from)	North Coburg Industrial Way to northern terminus at Trail's End Park		
Length in feet	3,225 feet	Estimated Project Cost	
Functional Class	Collector	Est. Total Project Cost	\$545,938
Completion/Purchase Year	FY2024	Federal Funds Requested	\$489,871

Contact Information

Sponsoring Agency	City of Coburg		
Contact Name & Title	Megan Winner, Planner		
Contact e-mail	megan.winner@ci.coburg.or.us	Phone	541.682.7862

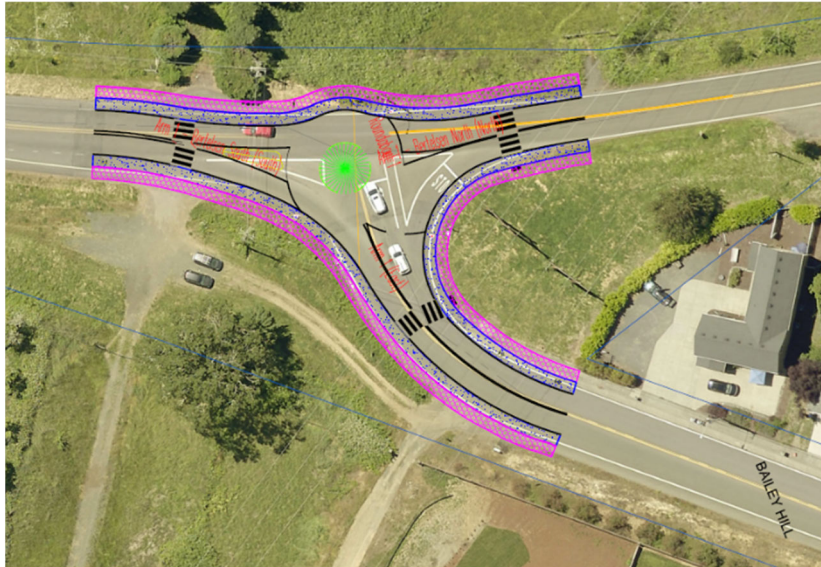
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PROJECT SUMMARY

Project No. _____

Bailey Hill Rd and Bertelsen Rd Roundabout (Eugene)

Project Visual:



Project Description:

This project will construct a roundabout with accompanying bicycle and pedestrian facilities at the intersection of Bailey Hill Road and Bertelsen Road. Currently, this location sees speeding traffic that affects both the safety and comfort of roadway users traveling in and out of Eugene, as well as visitors to Wild Iris Ridge Park.

Since 2007, there have been three severe injury crashes at or very close to this intersection. The roundabout will not only slow vehicle speed directly at this intersection, but also influence the travel speeds of drivers coming into town from more rural areas to the south of this project location. In this sense, the project will serve as a gateway that reduces vehicle speeds prior to entering denser areas of Eugene.

Project Quick Facts

Location	Bailey Hill Road and Bertelsen Road		
Project Limits (to/from)	Intersection		
Length in feet	N/A	Estimated Project Cost	
Functional Class	Minor Arterials	Est. Total Project Cost	\$1,504,514
Completion/Purchase Year	2025	Federal Funds Requested	\$1,350,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Rob Inerfeld		
Contact e-mail	rinerfeld@eugene-or.gov	Phone	541-682-5343

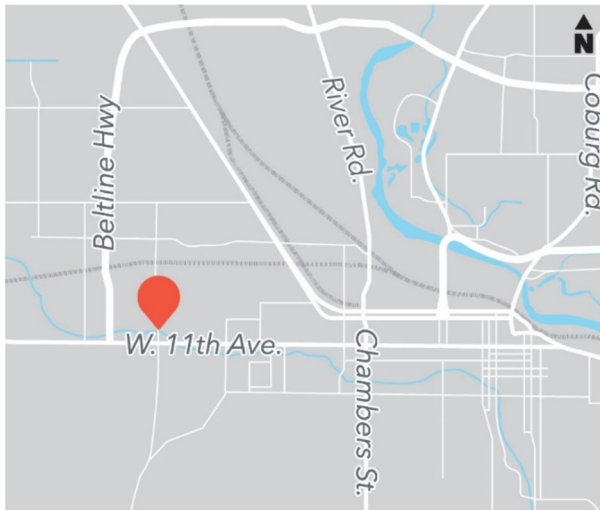
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PROJECT SUMMARY

Project No. _____

Bertelsen Rd bridge over Amazon Creek – Seismic Retrofit (Eugene)

Project Visual:



Project Description:

The Bertelsen Road bridge over Amazon Creek was constructed in 1977. It is a three-span bridge that was recently evaluated for seismic upgrades.

This was one of 31 City bridges reviewed in a seismic vulnerability assessment completed in 2016. In this initial assessment, bridge number 40041, Bertelsen Road bridge over Amazon Creek was identified as having potential seismic strengthening work that could be implemented at a significantly lower cost than the replacement cost.

Because this bridge is on an arterial street, with connectivity, and proximity to emergency routes, it was selected to be part of a project to further evaluate 10 key bridges, resulting in conceptual designs and cost estimates for seismic retrofits.

In 2020, Eugene completed the conceptual design under Key 20914. This project confirmed that the bridge could be retrofitted to withstand seismic loading identified in the *Oregon Resiliency Plan* at a third to half the cost of replacing the bridge. This funding request is for the remaining estimated budget for the engineering, permitting, and construction of the seismic retrofit work for this bridge.

Project Quick Facts

Location	Bertelsen Road over Amazon Creek (BR. 40041)		
Project Limits (to/from)	Bridge over Amazon Creek		
Length in feet	Approx. 87 ft	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$1,456,870
Completion/Purchase Year		Federal Funds Requested	\$1,307,250

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Jordan Vesper, Civil Engineer		
Contact e-mail	jvesper@eugene-or.gov	Phone	541-246-0019

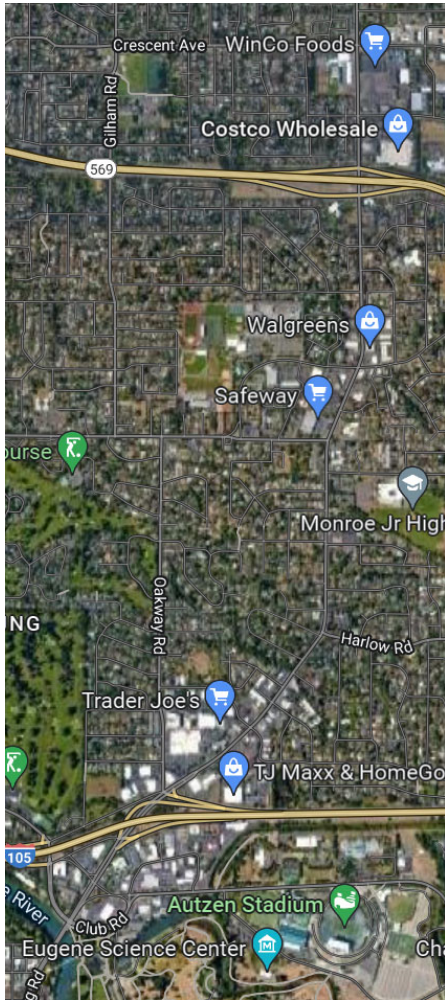
For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Coburg Road: Ferry St Bridge to Crescent Ave. Multimodal Plan (Eugene)

Project Visual:



Project Description:

The Coburg Road Multimodal Plan will review the street design of Coburg Road from the Ferry Street Bridge to Crescent Avenue and develop a design concept for the street to function better for all modes with an emphasis on walking, biking and buses. On the section of Coburg Road from Ferry Street Bridge to Oakway Road, the project will look more closely at how vehicular circulation works. On the southern section of the corridor, the study will also look at the function of side streets such as Southwood Lane and Cedarwood Drive to see if there are changes that could enhance overall vehicular flow while also improving safety for other modes.

The Coburg Road Multimodal Plan will also review and potentially revise the design concepts from the MovingAhead project with an emphasis on the Enhanced Bus concept that was approved by the Eugene City Council, Lane Transit District Board and MPC.

Coburg Road is also a high crash corridor identified in Eugene’s Vision Zero Action Plan. The Coburg Road Multimodal Plan will look for opportunities to make design changes to the street to reduce the likelihood of severe injury and fatal crashes for people walking, biking and traveling in buses and motor vehicles.

There will be a community engagement component to the project that includes residents, businesses and property owners both along Coburg Road and in adjacent neighborhoods.

Project Quick Facts

Location	Coburg Road		
Project Limits (to/from)	Ferry Street Bridge to Crescent Avenue		
Length in feet	2.7 miles	Estimated Project Cost	
Functional Class	Major Arterial	Est. Total Project Cost	\$445,760
Completion/Purchase Year	2024	Federal Funds Requested	\$400,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Rob Inerfeld, Transportation Planning Manager		
Contact e-mail	rinerfeld@eugene-or.gov	Phone	541-682-5343

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Division Ave Roundabouts and Street Redesign (Eugene)

Project Visual:



Project Description:

The Division Avenue Roundabout Project aims to address a concentration of crashes on Division Avenue between River Road and where Division Avenue diverges from Randy Pape Beltline. Many of the crashes were caused by turning vehicles failing to yield to oncoming traffic.

To address documented safety challenges along this segment, the project will include:

- Three roundabouts constructed from permanent materials
- The reduction of travel lanes from two in each direction to one in each direction
- Marked crossings for people walking and biking at all four legs of the three roundabout intersections
- Turn diverters to ensure correct traffic circulation
- Traffic calming from where Division Avenue diverges from Randy Pape Beltline to Lone Oak Way to slow drivers before they enter the series of roundabouts
- Protected bike lanes

Project Quick Facts

Location	Division Avenue		
Project Limits (to/from)	River Road to Division Avenue's Diversion from Randy Pape Beltline		
Length in feet	1,740 ft	Estimated Project Cost	
Functional Class	Major Collector	Est. Total Project Cost	\$3,364,749.80
Completion/Purchase Year	2026	Federal Funds Requested	\$2,750,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Rob Inerfeld, Transportation Planning Manager		
Contact e-mail	RInerfeld@eugene-or.gov	Phone	541-682-5343

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Franklin Blvd Alder St to I-5 Construction (Eugene)

Project Visual:



Project Description:

This project will transform an auto-centric state highway into a pleasant, multi-modal urban street that is safe for people walking, biking, riding the bus, driving, or pursuing any other transportation options. Franklin Boulevard is unsafe and unpleasant to walk and bike along and across. The existing condition of Franklin Boulevard does not support the City of Eugene’s land use vision of a vibrant walkable neighborhood with a mix of uses.

The City of Eugene, working with our partners the City of Springfield and Lane Transit District, is currently working on the NEPA phase of the project. The funds being requested will be put towards project construction and put towards a successful federal RAISE grant to expand the first Eugene phase of the project to include the eastern gateway roundabout.

The next stage of the project is anticipated to involve construction activities for the project extent westbound from I-5 to Alder Street. The project activities will include repaving the streets, reducing travel lanes, constructing bike lanes on both sides of the road, constructing a dedicated bus lane, adding roundabouts to key intersections, and reconstructing sidewalks and access ramps to walkways. Several traffic signal upgrades will also take place at select intersections, along with lighting, stormwater facilities, and landscaping.

Project Quick Facts

Location	Franklin Boulevard in Eugene		
Project Limits (to/from)	Franklin Blvd in Eugene from Interstate 5 west to Alder Street		
Length in feet	Approximately 8,000 feet (1.5 miles)	Estimated Project Cost	
Functional Class	Other Principal Arterial (Federal)	Est. Total Project Cost	\$3,983,980
Completion/Purchase Year	2025	Federal Funds Requested	\$3,575,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Trisha Sharma, Association Transportation Planner		
Contact e-mail	TSharma@eugene-or.gov	Phone	541-682-5343

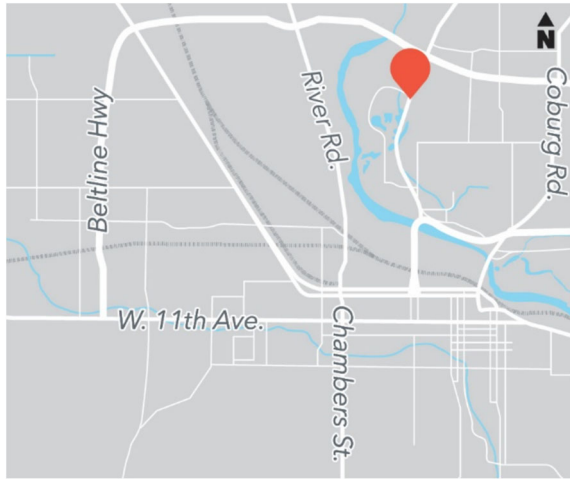
For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Goodpasture Island Rd Bridge – Seismic Retrofit (Eugene)

Project Visual:



Project Description:

The Goodpasture Island Road bridge over the Delta Highway was constructed in 1964. It is a four span bridge that was recently evaluated for seismic upgrades.

This was one of 31 City bridges reviewed in a seismic vulnerability assessment completed in 2016. In this initial assessment, bridge number 09359, Goodpasture Island Road bridge over Delta Highway was identified as having potential seismic strengthening work that could be implemented at a significantly lower cost than the replacement cost.

Because this bridge is on an arterial street, its connectivity, and proximity to emergency routes, it was selected to be part of a project to further evaluate 10 key bridges, resulting in conceptual designs and cost estimate for seismic retrofits.

In 2020, Eugene completed the conceptual design under Key 20914. This project confirmed that the bridge could be retrofitted to withstand seismic loading identified in the *Oregon Resiliency Plan* at a third to half the cost of replacing the bridge. This funding request is for the remaining estimated budget for the engineering, permitting, and construction of the seismic retrofit work for this bridge.

Project Quick Facts

Location	Goodpasture Island Road over Delta Highway (BR. 09359)		
Project Limits (to/from)	Goodpasture Island Road (Mile Point 0.1 to 0.15)		
Length in feet	Approx. 228 feet	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$2,888,589
Completion/Purchase Year		Federal Funds Requested	\$2,591,931

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Jordan Vesper, Civil Engineer		
Contact e-mail	jvesper@eugene-or.gov	Phone	541-246-0019

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

North Delta Rd Shared Use Path (Eugene)

Project Visual:



Map showing extent of North Delta Shared Use Path. Note that the flashing crossing location is not shown.

Project Description:

Problem: The existing active transportation facilities along North Delta Road between Ayres Road and Stapp Drive are not comfortable for all ages and abilities. This segment of road has a 35mph speed limit, standard bike lanes, and an east side sidewalk.

Active transportation facilities north and south of this segment consist of a wider shared use path. The facility “gap” along North Delta Road between Ayers Road and Stapp Drive is a barrier for people wishing to travel between northern residential areas and southern commercial and retail areas, and beyond.

The city’s recent acquisition of a park at the SW corner of Ayers Road and North Delta Road is also expected to generate demand for trips in the area. Ensuring people can comfortably access the park via active modes of transportation is essential.

Proposed solution: The North Delta Shared Use Path project will widen the existing sidewalk on the east side of North Delta Road, connecting to existing shared use path segments and providing a continuous path from the residential area north of Ayres Road to the Riverbank Path System along the Willamette River.

The project will add an additional 5 feet of sidewalk width to the existing 5 foot sidewalk, upgrade overhead lighting, update existing sidewalk corners, and add a flashing crossing of North Delta Highway to provide access to a newly acquired city park at the SW corner of Ayres Road and North Delta Road.

Project Quick Facts

Location	N. Eugene: N. Delta Rd between Ayres Rd and southmost intersection of Stapp Dr		
Project Limits (to/from)	Ayres Road to south most intersection of Stapp Drive		
Length in feet	3,300 feet (approximately)	Estimated Project Cost	
Functional Class	Major Collector	Est. Total Project Cost	\$1,055,755
Completion/Purchase Year	2025	Federal Funds Requested	\$947,329

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Catherine Rohan, Associate Transportation Planner		
Contact e-mail	crohan@eugene-or.gov	Phone	(541) 682-8472

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

River Road-Santa Clara Pedestrian & Bicycle Bridge (Eugene)

Project Visual:



Photo of Delta Ponds bicycle and pedestrian bridge in Eugene. The River Road-Santa Clara pedestrian and bicycle bridge would provide a similar connection over the Randy Papé Beltline, though will likely be a different style of bridge.

Project Description:

Problem: Randy Papé Beltline divides the Santa Clara and River Road neighborhoods in North Eugene. River Road is the only pedestrian and bicycle crossing of the Beltline between the two neighborhoods and the only street connecting Santa Clara, the city’s most northern neighborhood, to the rest of Eugene.

River Road at Beltline has a speed limit of 35 mph and seven lanes of traffic. The crossing has standard bike lanes and sidewalks, but feels uncomfortable to walk and bike along, especially for students traveling to North Eugene High School, which sits just a block south of Beltline. River Road is also identified as a high crash corridor in the City’s Vision Zero Action Plan.

Proposed solution: The River Road-Santa Clara Pedestrian and Bicycle Bridge project will construct a bicycle and pedestrian bridge across the Randy Papé Beltline, connecting the Santa Clara and River Road neighborhoods.

By connecting these two neighborhoods, the project will remove the primary barrier to walking and biking to school for approximately half of all students at North Eugene High School, 4J’s highest need traditional high school. The new bridge will provide a more comfortable route for people walking and biking to and from the Santa Clara neighborhood, connecting people with services and businesses south of Beltline.

Project Quick Facts

Location	North Eugene: Santa Clara and River Road neighborhoods		
Project Limits (to/from)	Ruby Avenue to Sterling Drive		
Length in feet	1,500 feet (approximately)	Estimated Project Cost	
Functional Class	N/A	Est. Total Project Cost	\$12,000,000
Completion/Purchase Year	2026 (estimated)	Federal Funds Requested	\$4,000,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Catherine Rohan, Associate Transportation Planner		
Contact e-mail	crohan@eugene-or.gov	Phone	(541) 682-8472

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

SmartTrips: New Movers & Mobility Options (Eugene)

Project Visual:



Project Description:

Eugene's SmartTrips program is a comprehensive approach to reducing drive-alone trips while boosting walking, biking, public transit, and other transportation options. Previously, SmartTrips programs were condensed to specific city regions, and this initiative will broaden those measures into a new focus of the behavior change model.

A new resident, also defined as "new movers" in reference to this project, is someone who has moved within six months of the program launch date and will learn about transportation options available in their new area through this program. With a focus on the "new movers," we will work to enhance people's transportation choices during a crucial time in their lives. When individualized marketing interventions are employed shortly after relocation, they are more likely to impact travel behavior.

Enlightening and rousing people to utilize new "mobility options" that the City is investing in will be another substantial segment of the SmartTrips program. In creating new and better active transportation infrastructure, such as protected bikeways, Safe Routes to School projects, enhanced crossings, and new greenways, this project will be geared towards informing people about the latest and better transportation options available to them.

Project Quick Facts

Location	Eugene		
Project Limits (to/from)			
Length in feet		Estimated Project Cost	
Functional Class		Est. Total Project Cost	\$668,640
Completion/Purchase Year	2027	Federal Funds Requested	\$600,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Shane Rhodes		
Contact e-mail	SRhodes@eugene-or.gov	Phone	541-682-5094

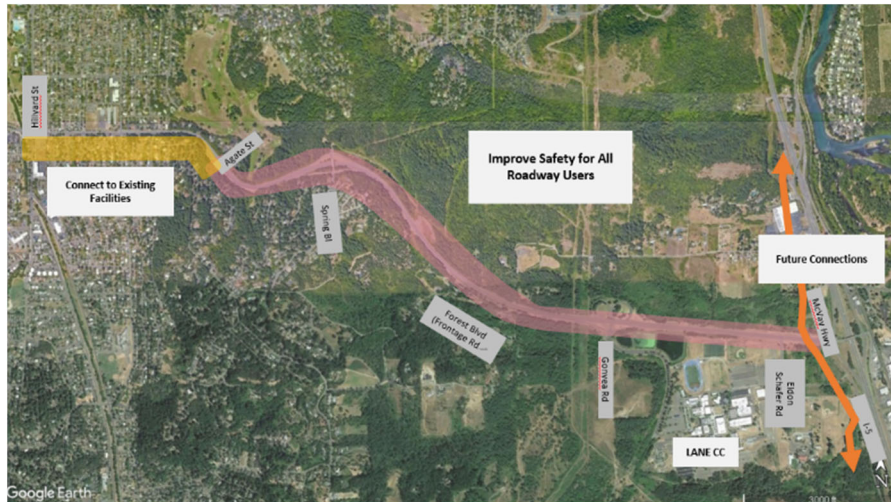
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PROJECT SUMMARY

Project No. _____

30th Avenue Active Transportation Corridor Design

Project Visual:



30th Avenue has had more bicycle/pedestrian fatalities/serious injuries than any other road under Lane County jurisdiction. The objective of this project is to advance the design concept resulting from the MPO-funded 30th Avenue Active Transportation Plan with preliminary engineering. The planning effort included technical analysis, public involvement, consideration of design alternatives, and selection of a preferred design alternative. The preferred design alternative was selected based on safety priorities. People walking and biking will have a wider space that is separated and buffered from vehicle traffic. Intersections with higher crash rates will be designed to reduce the frequency and severity of crashes.

Funding from this application will advance the design concept through preliminary engineering. This additional design work would enable a determination of needed right-of-way, environmental review and associated permit needs, stormwater management, traffic modeling, wildlife crossings, safety countermeasures, and construction cost estimate.

Design elements include creating a shared-use path on the south side of 30th Avenue, center medians and turning lanes, and intersection improvements that include replacing the T-intersection at 30th Avenue/Elton Schafer Drive with a roundabout. The design details will be focused on the portion of 30th Avenue under Lane County jurisdiction, between Spring Blvd. and Elton Schafer Drive; however, physical connections to Eugene at Agate Street and to ODOT facilities at McVay Highway will be included.

Project Quick Facts

Location	30 th Avenue, Eugene		
Project Limits (to/from)	Agate Street to McVay Highway		
Length in feet	15470.4	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$1,010,121
Completion/Purchase Year	2027	Federal Funds Requested	\$906,382

Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian, Transportation Planning Supervisor		
Contact e-mail	Sasha.Vartanian@LanecountyOR.gov	Phone	541 682 6598

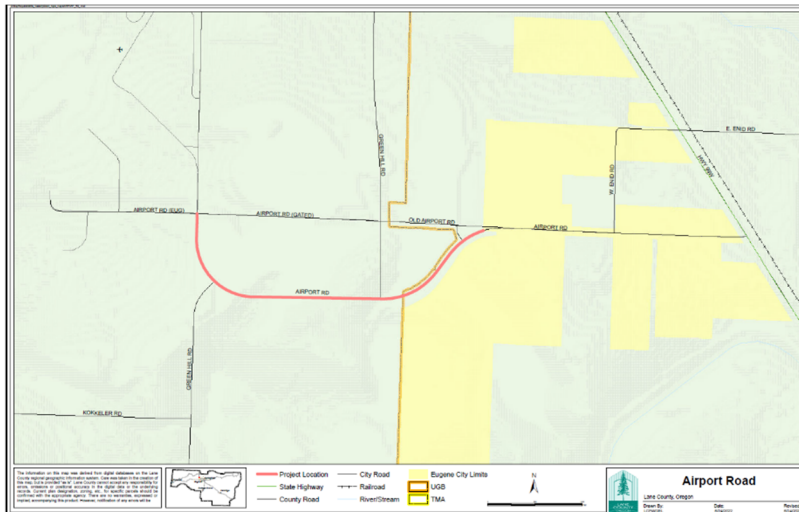
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PROJECT SUMMARY

Project No. _____

Airport Road Pavement Preservation: MP 1.52 to 0.63

Project Visual:



Project Description:

Airport Road is a critical facility that provides the surrounding region access to the Eugene Airport. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment. Implementing this pavement preservation project will prevent more costly repairs in the future and support Lane County’s Strategic Plan goal to maintain robust infrastructure.

The project corridor intersects with Green Hill Road, a location with a notable crash history. The implementation of this project will also include safety improvements at the Green Hill Road intersection, including the reconfiguration of the Green Hill Road approach; the elimination of the right turn lane; and the addition of a receiving lane. Additional safety countermeasures will be evaluated for inclusion. The intention of these treatments is to reduce crash severity, in alignment with Lane County’s Transportation Safety Action Plan.

Project Quick Facts

Location	Airport Road, Eugene, Oregon		
Project Limits (to/from)	Milepost 1.522 to 0.634		
Length in feet	4,700	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$ 1,112,000
Completion/Purchase Year	2027	Federal Funds Requested	\$997,797

Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian, Transportation Planning Supervisor		
Contact e-mail	Sasha.Vartanian@LanecountyOR.gov	Phone	541 682 6598

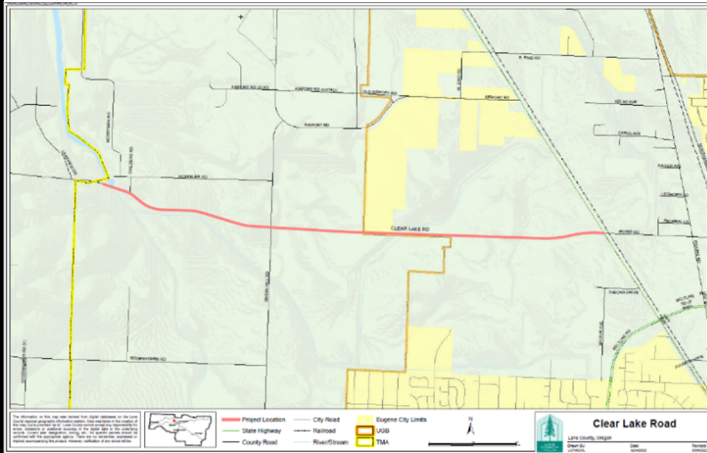
For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Clear Lake Road Pavement Preservation: MP 0.0-2.75

Project Visual:



Project Description:

Clear Lake Road is an important transportation corridor that provides access between Highway 99 to Territorial Highway and Fern Ridge Lake. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment. Implementing this pavement preservation project will prevent more costly repairs in the future and support Lane County’s Strategic Plan goal to maintain robust infrastructure.

This project also seeks to improve the intersection of Clear Lake Road and Green Hill Road to address safety and operational issues. The current intersection promotes high speed and fails to accommodate bicycle traffic. Speed treatments and other safety countermeasures will be implemented to address these issues. Additionally, operational upgrades will be made to address maintenance needs, including rehabilitation of existing conduits and junction boxes; and a signal upgrade.

The City of Eugene will provide additional funding to this project in order to build a left-turn pocket for a driveway for the future Golden Gardens sports complex. The driveway will be located on the south side of Clear Lake Road approximately 3,300 feet west of Hwy 99. The city’s contribution will cover engineering, right of way and construction costs related to adding the left-turn pocket.

Project Quick Facts

Location	Clear Lake Road, Eugene, Oregon		
Project Limits (to/from)	Milepost 0 to 2.75		
Length in feet	14,520	Estimated Project Cost	
Functional Class	Milepost 0 – 1.3: Urban Major Collector Milepost 1.3 – 2.75: Rural Major Collector	Est. Total Project Cost	\$2,454,000
Completion/Purchase Year	2027	Federal Funds Requested	\$2,179,542

Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian, Lane Transportation Planning Supervisor		
Contact e-mail	Sasha.Vartanian@LanecountyOR.gov	Phone	541 682 6598

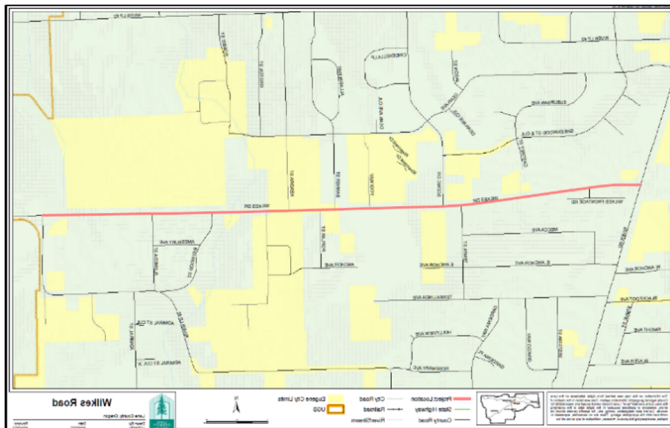
For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Wilkes Drive: River Road to River Loop 1

Project Visual:



Project Description:

The intent of this project is to bring Wilkes Drive up to urban standards. The outcome will be to better serve all users of the road and implement pavement preservation treatments to extend the service life of the road. Lane County also foreshadows this project being the conduit of jurisdictional transfer of the road to the City of Eugene.

This road supports a vibrant neighborhood and leads to city parkland that is in the planning process to be developed into the Santa Clara Community Park. Additionally, Wilkes Drive provides access to Madison Middle School.

The current cross-section of the road includes one auto-travel lane in each direction, with shoulders and a separated path that is used by many community members.

Lane County will work closely with the City of Eugene staff in the development of the project to ensure the outcome meets City standards and future construction will lead to jurisdictional transfer. Staff will use an in-depth community engagement process to confirm the appropriate cross section of the road.

Our plan is to have a clearly identified footprint and cross-section at the end of the Planning Phase to facilitate the needed environmental documentation and lead to a successful Design Phase that meets community and City of Eugene expectations. The Design Phase will complete the environmental work and preliminary engineering to ensure the project is ready for construction. Lane County's plan is to request Construction funding in the following STIP cycle as this project will take three years to Plan and Design (which is the current funding cycle length).

Project Quick Facts

Location	Wilkes Drive, Eugene, Oregon		
Project Limits (to/from)	River Road to River Loop 1		
Length in feet	4920ft	Estimated Project Cost	
Functional Class	Urban Major Collector	Est. Total Project Cost	\$1,250,000
Completion/Purchase Year	2028	Federal Funds Requested	\$1,121,625

Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian, Transportation Planning Supervisor		
Contact e-mail	Sasha.Vartanian@LanecountyOR.gov	Phone	541 682 6598

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Ticket Vending Machine Replacement

Project Visual:



Project Description:

LTD’s current ticket vending machines (TVMs) will stop receiving vendor support during this funding cycle. More than 12% of LTD riders pay with cash, a high proportion of whom are lower income riders. Ticket vending machines are an essential tool to equitably collect fares off board on EmX buses, which reduces dwell time and overall run times for the EmX. Funds from this project would purchase 70 ticket vending machines and allow LTD staff to deploy them to all existing EmX station platforms.

Project Quick Facts

Location	All EmX Platforms		
Project Limits (to/from)	N/A		
Length in feet	N/A	Estimated Project Cost	
Functional Class	N/A	Est. Total Project Cost	\$1,800,000
Completion/Purchase Year	2025	Federal Funds Requested	\$1,615,140

Contact Information

Sponsoring Agency	Lane Transit District		
Contact Name & Title	Tom Schwetz, Director of Planning and Development		
Contact e-mail	Tom.Schwetz@ltd.org	Phone	541-682-6203

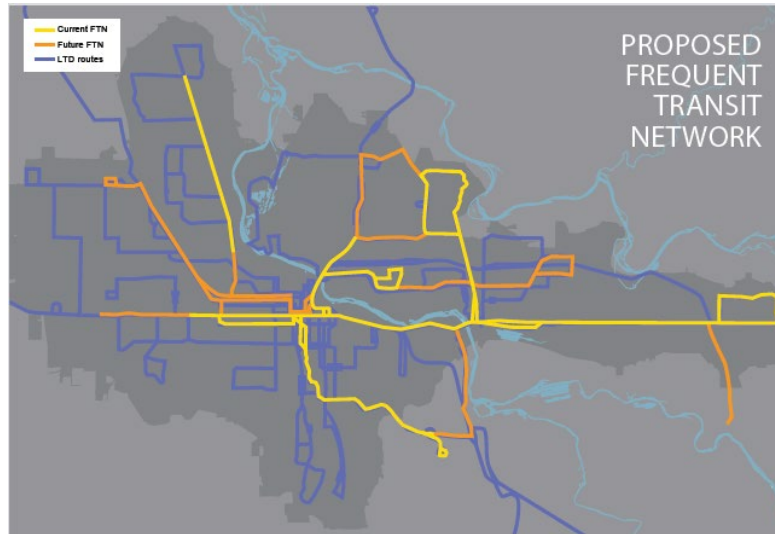
For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Frequent Transit Network Safety and Amenity Improvements

Project Visual:



Project Description:

LTD will upgrade safety features and passenger amenities along the frequent transit network (FTN). The FTN represents hosts LTD’s highest ridership stops. Investments in amenities will provide an improved passenger experience and increase ridership. There is also a need to invest in safety features along routes and around bus stops. This will improve safety outcomes along major corridors for all users. Investments may include:

- Real time information infrastructure;
- Shelter or station improvements;
- Transit signal priority;
- Wayfinding signage;
- Bicycle lockers;
- ADA improvements;
- Enhanced lighting;
- Other similar types of infrastructure improvement at locations along the FTN that will facilitate connections, improve safety, or allow for strategic investment in the FTN.

Project Quick Facts

Location	Along LTD’s frequent transit network		
Project Limits (to/from)	TBD		
Length in feet	TBD	Estimated Project Cost	
Functional Class	TBD	Est. Total Project Cost	\$1,114,455
Completion/Purchase Year	2025-2027	Federal Funds Requested	\$1,000,000

Contact Information

Sponsoring Agency	Lane Transit District		
Contact Name & Title	Tom Schwetz, Director of Planning and Development		
Contact e-mail	Tom.Schwetz@ltd.org	Phone	541-682-6203

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

MovingAhead

Project Visual:

Corridor Overview



Project Description:

MovingAhead is a partnership between City of Eugene and Lane Transit District to redesign four of Eugene’s major corridors. MovingAhead addresses needs identified in Eugene’s 2035 Transportation System Plan, Climate Action Plan 2.0, Vision Zero Action Plan, and LTD’s Long Range Transit Plan. The project has developed conceptual designs and adopted build alternatives along four of the corridors under evaluation. These are Highway 99 Enhanced Corridor, River Road EmX, Coburg Road Enhanced Corridor, and Martin Luther King Jr., Boulevard Enhanced Corridor. Funding from this application will pay for implementation planning, design refinement, and environmental review along the MovingAhead corridors.

Project Quick Facts

Location	MovingAhead corridors		
Project Limits (to/from)			
Length in feet		Estimated Project Cost	
Functional Class		Est. Total Project Cost	\$2,072,384
Completion/Purchase Year		Federal Funds Requested	\$1,500,000

Contact Information

Sponsoring Agency	Lane Transit District		
Contact Name & Title	Tom Schwetz		
Contact e-mail	Tom.Schwetz@ltd.org	Phone	541-682-6203

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

OR 225: OR126 – end of City juris. (Springfield)

Project Visual:



Project Description:

This request is to remove local overmatch funds and add federal grant funds to the existing Franklin Blvd (Hwy 225) project.

Franklin Boulevard (Hwy 225) is a primary north-south connection between I-5 and Franklin Blvd. (Hwy 126). Franklin Blvd. (Hwy 225) also connects with Lane Community College and I-5. The City has embarked on this project that will improve connections; provide bike, pedestrian, and storm water facilities, provide a safer facility for all modes, and help make the Glenwood area a vibrant place to live, work, and visit.

To begin this project, a design concept will be developed identifying the right-of-way width, various elements such as bicycle, pedestrian, and stormwater needs, intersection layout and right-of-way envelope, and potential re-alignment of an intersecting street. Once the envelope has been established, the environmental (NEPA) analysis would be completed for the corridor.

This initial step will provide certainty to development along the corridor as development has already begun, Union Pacific for their rail crossing, and utility providers so that public services can be provided in an efficient and cost-effective manner. The larger project will help further implement the Glenwood Refinement Plan and support the City of Springfield’s economic development and transportation safety priorities.

Project Quick Facts

Location	Franklin Blvd (OR 225), Springfield		
Project Limits (to/from)	Franklin Blvd (OR 126) to end of City jurisdiction		
Length in feet	8000 ft	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$800,000
Completion/Purchase Year	2023	Federal Funds Requested	\$281,895

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger, Capital Engineering Manager		
Contact e-mail	kkrueger@springfield-or.gov	Phone	541-726-4584

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Laura Street: MP 0.12 to 0.339, Urban Standards (Springfield)

Project Visual:



Project Description:

This request is for funding to complete right of way and construction for the City of Springfield portion of the urban standards project on Laura St. The project is being delivered jointly with Lane County.

Laura Street, between Monta Loma Estates and the southern Oregon Neurology entrance located on Hayden Bridge Way, is under Lane County jurisdiction. The west side of Laura St along Monta Loma Estates and the full street extending south approximately 200 ft is owned by the City of Springfield and needs urban standards upgrades. This urban standards project will 1) create a road that provides safe facilities for all users of the road including those who walk and bike, 2) improve pavement condition and avoid further costly pavement treatments, and 3) facilitate the transfer of the Lane County segment of road from to the City of Springfield. This project addresses the remaining gaps in the walking and biking networks to provide community members with continuous facilities. Improvements that would bring this segment of Laura Street up to urban standards include sidewalks, curbs, stormwater treatment, and bike lanes. The joint delivery of the project will be more efficient and limit construction impacts to one construction period instead of having higher costs and more disruption to the neighborhood by delivering two separate projects in different years.

Earlier in 2022, the MPO approved \$250,000 for design to add the segment of Laura St that City of Springfield owns to this urban standards project. See red to the left.

Project Quick Facts

Location	Laura Street, Springfield		
Project Limits (to/from)	Mile post 0.120 to 0.339		
Length in feet	1,156	Estimated Project Cost	
Functional Class	Urban Major Collector	Est. Total Project Cost	\$1,520,000
Completion/Purchase Year	2024	Federal Funds Requested	\$1,363,896

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger		
Contact e-mail	kkrueger@springfield-or.gov	Phone	541-726-4584

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Mohawk Blvd: 19th St to N. of Hwy 126E (Springfield)

Project Visual:



Project Description:

This project will reconstruct the roadway surface within the project limits. Without this project, ongoing maintenance issues and higher ongoing operational costs will continue unabated until a future full reconstruct project for the entire Mohawk/Q/19th/Marcola intersection and approaches is funded, designed, and constructed.

This arterial currently serves multifamily neighborhoods, commercial centers, and industrial areas within Springfield. The Marcola Meadows development along the north side of Marcola Rd to the east of this project is adding hundreds of homes. The construction is underway and will continue over the next several years. This segment of road provides a key access to and from the Highway 126 Expressway.

Project Quick Facts

Location	Mohawk Blvd: 19th St to N. of Hwy 126E (Springfield)		
Project Limits (to/from)	South leg of Mohawk/19th/Marcola/Q intersection to north of Hwy 126E interchange		
Length in feet	400 ft	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$1,500,000
Completion/Purchase Year	2026	Federal Funds Requested	\$1,345,950

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Sandy Belson, Comprehensive Planning Manager		
Contact e-mail	sbelson@springfield-or.gov	Phone	541-736-7135

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Pedestrian Crossing Enhancements (Springfield)

Project Visual:



BEFORE



AFTER

Photos from a recent similar rapid flashing beacon project installed near Maple Elementary School



Temporary RRFB at Thurston Rd at 69th St that will be replaced by a permanent crossing with this project

Project Description:

This project will install pedestrian crossing enhancements (i.e. rapid flashing beacons and refuge islands) on Pioneer Parkway East and West at E Street, at street crossings along the EWEB Path, and on Thurston Road at 69th Street. These locations have been discussed with or raised by the Springfield Bicycle and Pedestrian Advisory Committee and are adopted projects in Springfield’s 2035 Transportation System Plan and the Central Lane Regional Transportation Plan.

The Pioneer Parkway locations are timely since the transfer of the street from the Oregon Department of Transportation to the City of Springfield was initiated by the HB2017 Keep Oregon Moving state legislation and was recently completed. This location will help serve both the planned bikeway project along E Street as well as the EmX bus rapid transit stations on both Pioneer Parkway East at E Street and Pioneer Parkway West at F Street. These high traffic volume and speed streets currently make it uncomfortable for community members to easily and safely cross the street.

The EWEB Path crossings will help increase access to Pierce Park, which is currently being constructed by Willamalane in coordination with the Marcola Meadows development on the eastern portion of this regional multi-use path corridor. Students who attend Page Elementary School, Briggs Middle School, and some students who attend Yolanda Elementary School rely on this key route to access their schools safely. Other community members use this corridor for recreation and health as well as to access businesses and services.

The Thurston Road at 69th Street location currently has a temporary, portable rapid flashing beacon. This project will replace it with permanent, ADA-compliant infrastructure. The sidewalk on the north side of the street ends at this location and the posted speed directly to the east of the intersection is 40 MPH.

Project Quick Facts

Location	Springfield		
Project Limits (to/from)	Pioneer Parkway E and W at E St, EWEB Path Crossings, Thurston Rd at 69th St		
Length in feet	N/A	Estimated Project Cost	
Functional Class	Min/ Maj Collectors, Min Arterial	Est. Total Project Cost	\$1,740,000
Completion/Purchase Year	2025	Federal Funds Requested	\$1,561,302

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger, Capital Engineering Manager		
Contact e-mail	kkrueger@springfield-or.gov	Phone	541-726-4584

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

S. 32nd St./Jasper Rd. Preservation Project (Springfield)

Project Visual:



Project Description:

Jasper Road and S. 32nd Street in Springfield is a major collector that supports residential neighborhoods in south Springfield, as well as three schools, and access to two parks with trailhead systems that access the Willamette River. These neighborhoods are bordered by Union Pacific Railroad and Jasper Road is the only major collector access to S. 32nd or S. 42nd for motorists, pedestrians, and bicyclists to travel north of the tracks.

Jasper Road and S. 32nd Street are in prime condition for a preservation project. Laboratory testing on the sub surface structure was completed and results show a surface level treatment is adequate to preserve these roads versus a costly full reconstruct.

The project would involve milling of the top 3 inches of asphalt and then paving back. All facilities will be brought to current standards, including making ADA improvements and renewed bike lane striping throughout the project.

By performing a preservation on Jasper Road and S. 32nd Street now, the City will avoid a much more costly reconstruct project in the future.

Project Quick Facts

Location	Jasper road and S. 32 nd street (Springfield)		
Project Limits (to/from)	S. 42 nd Street to UPRR/Booth Kelly Rd.		
Length in feet	6,200 feet	Estimated Project Cost	
Functional Class	Major Collector	Est. Total Project Cost	\$3,500,000
Completion/Purchase Year	2026	Federal Funds Requested	\$3,140,550

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Ben Gibson, Surface Operations Manager		
Contact e-mail	bgibson@springfield-or.gov	Phone	541-726-2197

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

Sidewalk Rehabilitation (Springfield)

Project Visual:



Project Description:

Sidewalks are an important infrastructure asset in an urban environment that provides a safe place for pedestrians to travel without vehicle conflict by otherwise having to walk in the street. Sidewalks connect neighborhoods to schools, parks, commerce, and medical establishments that are critical for establishing a healthy, happy community.

There is a large backlog of sidewalk damage by street tree uplift affecting pedestrian traffic in Springfield. Depending on the severity of uplift, they can cause significant hazard conditions such as trips and falls causing injury. Additionally, community members confined to wheelchairs or scooters may find some of these areas difficult to navigate or completely impassable.

This project would address construction needs in neighborhoods with the worst sidewalk conditions. Many of these neighborhoods are locations where low to median income people live who are not otherwise able to repair the affected sidewalk on their own. The project would bring damaged sidewalks into ADA compliance so that all community members are able to have access to their destinations. This project could potentially also address non-ADA compliant curb ramps that are abutting damaged sidewalks by upgrading them to current standards.

All areas of reconstruction for sidewalks damaged by street trees will also have an evaluation on the tree. The tree will be evaluated for proper location due to size and determination on the root system so that reconstructed sidewalks are not again impacted in the future. Tree evaluation and potential removal beyond the sidewalk area will be supplemental to this project and not be funded from this project. Root removal in the sidewalk zone for constructing a proper subgrade base will be considered part of the reconstruct by this project.

Project Quick Facts

Location	Various locations throughout Springfield.		
Project Limits (to/from)	Springfield		
Length in feet	N/A	Estimated Project Cost	
Functional Class	Locals, Collectors, and Arterials	Est. Total Project Cost	\$1,500,000
Completion/Purchase Year	2025	Federal Funds Requested	\$1,345,950

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Ben Gibson, Surface Operations Manager		
Contact e-mail	bgibson@springfield-or.gov	Phone	541-726-2197

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Transportation System Planning (Springfield)

Project Visual:



Project Description:

A significant amount of transportation system planning work will need to be completed to serve our community’s changing needs, update plans based on changing contexts, and to comply with state transportation planning requirements. The Springfield 2035 Transportation System Plan (TSP) does not provide the level of detail for many bicycle, pedestrian, and transit projects that would be helpful to seek grant funding for project delivery or to clearly convey to developers the necessary infrastructure improvements. Additional planning work is needed to develop design concepts for many of these projects to prime them for design and construction. While the Springfield Development Code amendments adopted in 2020 implement TSP policies, further amendments are needed to comply with recent changes to the statewide transportation planning rules. The mandated changes to parking are significant and will require community discussion to determine Springfield’s approach.

This work will include updating Springfield’s Transportation System Plan, participating in the completion and adoption of the regional Central Lane Scenario Plan, updating the Springfield Development Code, and changing parking standards and parking management. The next major update to the Transportation System Plan will include more detail for pedestrian and bicycle projects. Updates to the Springfield Engineering Design Standards and Procedures Manual may also be necessary.

While City of Springfield is seeking state funding for mandated work, it is clear that additional resources will be needed to support staff involvement in completing the transportation system planning that needs to be done in the coming years. These funds could help cover project management, creation of work products, and community engagement costs.

Project Quick Facts

Location	Springfield		
Project Limits (to/from)	Springfield		
Length in feet	N/A	Estimated Project Cost	
Functional Class	N/A	Est. Total Project Cost	\$334,337
Completion/Purchase Year	2024	Federal Funds Requested	\$300,000

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Sandy Belson, Comprehensive Planning Manager		
Contact e-mail	sbelson@springfield-or.gov	Phone	541-736-7135

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

Walking and Biking Network Improvements (Springfield)

Project Visual:



Temporary RRFB at Thurston Rd at 69th St that will be replaced by a permanent crossing with this project



Sidewalk uplift will be repaired to make Springfield more accessible

Project Description:

This project will install pedestrian crossing enhancements (i.e. rapid flashing beacons and refuge islands) on Pioneer Parkway East and West at E Street, at street crossings along the EWEB Path, and on Thurston Road at 69th Street. These locations have been discussed with or raised by the Springfield Bicycle and Pedestrian Advisory Committee and are adopted projects in Springfield’s 2035 Transportation System Plan and the Central Lane Regional Transportation Plan.

This project will also include sidewalk rehabilitation. Sidewalks are important infrastructure assets in an urban environment that provide safe places for pedestrians to travel without vehicle conflict by otherwise having to walk in the street. Sidewalks connect neighborhoods to schools, commerce, and medical establishments that are critical for establishing a healthy, happy community.

There is a large backlog of sidewalk damage by street tree uplift affecting pedestrian traffic in Springfield. Depending on the severity of uplift, they can cause significant hazard conditions such as trips and falls causing injury. Additionally, community members confined to wheelchairs or scooters may find some of these areas difficult to navigate or completely impassable.

This project would address construction needs in neighborhoods with the worst sidewalk conditions. Many of these neighborhoods are locations where low to median income people live who are not otherwise able to repair the affected sidewalk on their own. The project would bring damaged sidewalks into ADA compliance so that all community members are able to have access to their destinations. This project could potentially also address non-ADA compliant curb ramps that are abutting damaged sidewalks by upgrading them to current standards.

Project Quick Facts

Location	Springfield		
Project Limits (to/from)	Pioneer Parkway E and W at E St, EWEB Path Crossings, Thurston Rd at 69th St for crossings and various locations throughout Springfield for sidewalk repair		
Length in feet	N/A	Estimated Project Cost	
Functional Class	Local, Minor and Major Collectors, and Minor Arterial Streets	Est. Total Project Cost	\$4,359,394
Completion/Purchase Year	2027	Federal Funds Requested	\$3,411,302

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger, Capital Engineering Manager		
Contact e-mail	kkrueger@springfield-or.gov	Phone	541-726-4584

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org