

# Appendix F: Public Outreach Summary

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## INTRODUCTION

The Central Lane Metropolitan Policy Organization (CLMPO) is responsible for updating the Regional Transportation Plan every four years. An important element of this update is public outreach and engagement. As such, CLMPO conducted outreach to solicit feedback from agency partners and gather input from the public throughout the RTP development.

CLMPO also conducted targeted outreach to federal and state agency partners in fulfillment of federal requirements about interagency consultation relating to the RTP's Air Quality Conformity Determination (AQCD) and environmental analysis. CLMPO coordinated with state and local air quality planning agencies; state and local transportation agencies; the United States Environmental Protection Agency (EPA); and USDOT to develop the RTP's AQCD. Additionally, CLMPO consulted with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation during development of the environmental analysis.

CLMPO conducted outreach between April 2020 and November 2021 to share information about the RTP with the public, solicit input about transportation needs and funding priorities, and learn how the public uses transportation in Central Lane County. Feedback received informed the RTP's goals, objectives, performance measures, projects, plans, programs, and outcomes.

## INTERAGENCY CONSULTATION

### AIR QUALITY CONFORMITY DETERMINATION

An AQCD for a transportation plan or program is a finding that proposed transportation activities will not impede this area from continuing to meet air quality standards and will not cause or contribute to new air quality violations. In areas that have been designated as nonattainment for National Ambient Air Quality Standards (NAAQS), including those that were redesignated to attainment in the past 20 years ("maintenance areas"), an AQCD is required whenever the Metropolitan Transportation Improvement Program (MTIP) or RTP is updated, or every 4 years, whichever comes first. The AQCD must be adopted as part of the approval process. USDOT must make the conformity determination before the plan or program can become operative.

The Eugene-Springfield area is designated a maintenance area for coarse particulate matter (PM<sub>10</sub>). This area has an approved limited maintenance plan and as such is not required to satisfy regional emissions analysis; hot spot requirements for certain projects in this area are still required. The CLMPO has prepared an AQCD for PM<sub>10</sub> which identifies air quality implications of each project on the 2045 RTP constrained project list to determine which projects are considered exempt with no requirement for hot spot analysis; which are non-

exempt but are not of local air quality concern and therefore require qualitative hot spot analysis; and which are non-exempt that have the potential for being projects of local concern, thus requiring quantitative hot spot analysis (RTP Appendix I AQCD for 2045 RTP).

Per 40 CFR §93.105, MPOs are required to follow an interagency consultation (IAC) process involving the MPO; state and local air quality planning agencies; state and local transportation agencies; EPA; and USDOT. In accordance with this requirement, CLMPO circulated a draft of this document to the Oregon Department of Transportation (ODOT), EPA, Oregon Department of Environmental Quality (DEQ), Lane Regional Air Protection Agency (LRAPA), and USDOT (Federal Highway Administration and Federal Transit Administration) for interagency consultation. The IAC review period lasted from September 14, 2021 through October 14, 2021, and CLMPO held a remote meeting with the IAC group on September 30, 2021 to review the document. Comments received from IAC partners following this meeting are documented in [Appendix A](#). All feedback has been incorporated into the final AQCD.

## **ENVIRONMENTAL CONSULTATION**

The Fixing America's Surface Transportation (FAST) Act requires MPOs to consider how the RTP will protect and enhance the environment and discuss environmental mitigation activities and potential areas to carry out these activities. CLMPO's 2045 RTP addresses these requirements in RTP Appendix H Environmental Analysis.

Per 23 CFR §450.306(g)(10), MPOs must consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan, including a comparison of transportation plans with state conservation plans or maps and a comparison of transportation plans to inventories of natural or historic resources. In accordance with this federal regulation, the CLMPO consulted with Federal, State, local, and Tribal entities responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

The agencies listed below were solicited for feedback on RTP Appendix H Environmental Analysis prior to the public comment period. CLMPO received comments from the Department of State Lands and the US Army Corps of Engineers (documented in [Appendix B](#)). This feedback has been incorporated into the final Environmental Analysis draft.

Category	Type	Agency (Contact Title)
<b>Airport Operators</b>	City	Eugene Airport (Assistant Airport Director)
<b>Disaster Mitigation</b>	State	Oregon Department of Transportation
<b>Environmental Protection</b>	Federal	U.S. Environmental Protection Agency
	Federal	U.S. Army Corps of Engineers (Eugene Section Chief)
	State	Oregon Department of Transportation Environmental R2 (Environmental Manager)
	State	Oregon Department of Environmental Quality
<b>Freight Management</b>	State	Oregon Department of Transportation Freight (Freight Program Manager)
<b>General</b>	State	Oregon Department of Transportation
<b>Historic Preservation</b>	State	Oregon State Historic Preservation Office (Deputy State Historic Preservation Officer)
<b>Land Use Management</b>	State	Oregon Division of State Lands (Aquatic Resource Planner)
	State	Oregon Department of Land Conservation and Development
<b>Natural Resources</b>	Federal	National Marine Fisheries Service
	Federal	U.S. Fish and Wildlife Service
	State	Oregon Department of Fish and Wildlife (District Fish Biologist)
	Local	Lane Regional Air Protection Agency (Executive Director)
	Local	Lane Regional Air Protection Agency (Operations Manager)
	Local	Lane Regional Air Protection Agency (Air Monitoring and Data Quality Coordinator)
<b>Tribes</b>	Tribes	Confederated Tribes of the Grand Ronde Community in Oregon (Manager, Historic Preservation)
	Tribes	Confederated Tribes of Siletz Indians (Transportation Planner)
	Tribes	Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians
	Tribes	University of Oregon Tribal Government Relations (Tribal Liaison)
	Tribes	Lane Community College Native American Student Program (Program Coordinator)

## OVERALL PUBLIC PARTICIPATION AND NOTIFICATION

To gather feedback to inform the update of the RTP, the project team developed an **online open house** that included an **issues map**, a **bilingual survey**, and a **bilingual mailer** in Spanish and English that included similar questions to what were in the survey and online open house.

Participants were able to use the issues map to identify places in the Eugene-Springfield area transportation infrastructure where they have concerns, issues, or ideas for improvement.

Overall, **190 people participated**, with 125 participating in the online open house, 46 completing and sending back the mailer, and 19 completing the bilingual survey.

Community members were informed about the online open house through the following:

- Social media posts to the LCOG Facebook page
- Posts on the project website
- Media release
- Bilingual (Spanish/English) mailer
- Bilingual (Spanish/English) flyer
- Emails asking community groups to publicize and participate in the online open house
- Presentations at community group meetings

Additionally, community members were invited to submit public comment via email or verbal testimony at monthly Metropolitan Policy Committee (MPC) meetings.

# PUBLIC FEEDBACK SUMMARY

## OPEN HOUSE QUESTIONS AND ISSUES MAP

This section summarizes the feedback received through the online open house and issues map included in the open house.

### ISSUES MAP

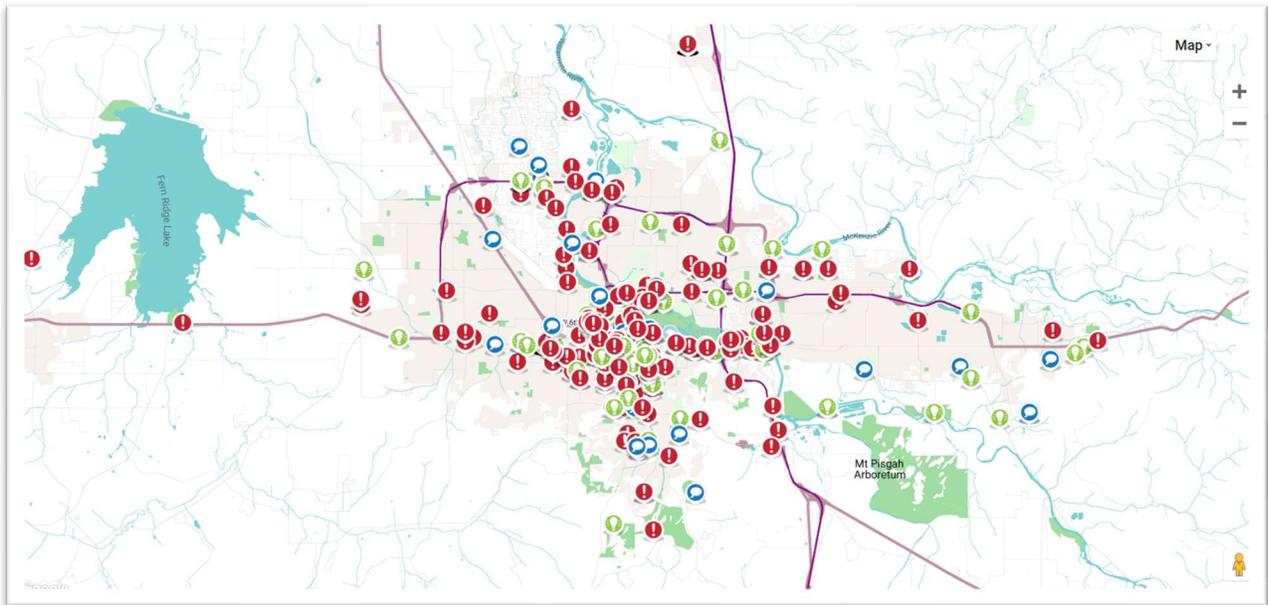
Online open house participants were given the opportunity to identify specific transportation system locations in the Eugene-Springfield area where they have concerns, issues, or ideas for improvement. **79 unique users** submitted a total of **268 comments**. **Each unique user submitted an average of 3 comments.**

Overall, **people were most focused on safety**, with the primary concern focused on bike/pedestrian **safety at intersections**. The next most common concern centered on bike/pedestrian safety due to **lack of bike lanes, narrow sidewalks, and/or bad signage**. The third most common theme across the comments was **connectivity and connections** between the different modes of transportation. These comments are summarized below by recurring themes found across the comments.

Please see [Appendix D](#) for more details about the comments as well as the specific addresses of the locations or places participants submitted comments about. It may be helpful to view the comments in context with the locations they were placed. The issues map and comments are viewable at this link: <https://maps.jla.us.com/lcog-rtp>

Respondents were given the choice of three icons:

-  (comment bubble) to denote a general comment
-  (exclamation point) to denote a problem or concern
-  (green light bulb) to denote an idea



## Safety

- People pointed out many places (over 20 locations) where the sidewalks are **too narrow**, sidewalks cannot be shared between bikes and pedestrians, and/or **bike and pedestrian traffic should be separated**
- There were several locations (over 15 locations) where people noted an **unsafe pedestrian or bike crossing**
- Many locations were noted as having **insufficient lighting**. River Path was mentioned a few times
- Many places were noted as having **poor signage**, poor signals, or inadequate pedestrian and bike crossing indicators
- People noted **high-speed traffic and speeding** being an issue at several locations
- Roughly 10 locations had **gaps in sidewalk, or a sidewalk is needed**
- Many locations (roughly 7 places) were marked as **unsafe to bike and/or as needing bike lanes**
- Several roads and locations were noted to have **too much traffic**
- People noted a few areas where they perceived houseless **camps to be unsafe**
- A few people noted a few locations where it is **uncomfortable to travel as pedestrian or bicyclist**
- People noted unsafe **left turns** south on Pearl, at 18<sup>th</sup> and unsafe **right turns** at Agate onto Franklin and E. 29<sup>th</sup> at Amazon Drive

## Bicycling

- Bike path abruptly **ends or has gaps** / bicycle connection needed (roughly 11 locations)
- Someone said that there are too many stop signs along bikeway at 12th Ave between Jefferson St and High St
- People pointed out **opportunities for a bike route**: Laura St. through PeaceHealth and a route between Veneta and Eugene
- **Bike lanes are full of debris** along Franklin going south from the Glenwood roundabouts to LCC
- People said that **safer/smoother transitions for bicyclists** are needed at W. D Street Greenway to W. D Street and from the Path to High St at 19th & Amazon Path

## Repairs or upgrades

- Roads or bike paths need to be **repaved or upgraded** (roughly 12 locations)
  - Bike path **needs to be paved** at Fern Ridge Path undercrossing at Acorn Street
- People mentioned **erosion and cracks** on bike paths west of Arthur underpass and Westbound 24th, just after Hilyard St.
- People pointed out that a few **sidewalks and trails** need to be **widened**
- Someone noted that the **decommissioned utility pole** at Chambers St. & Arthur St. northeast side needs to be removed
- Several people mentioned **flooding at Fern Ridge Path** undercrossing at Chambers and at Bertelson Rd. and on the **West Eugene Bike Path**

## Access, Connections, Connectivity

- People mentioned that a connection is needed, or **connectivity needs to be improved** at several locations
- A few people mentioned wanting a **pedestrian bridge or multi-use path** to Mt Pisgah as well as a few other locations
- Several people mentioned that the **south gate at Lane County Fairgrounds is always locked** and hinders connectivity

## Public Transit

- A few **bus stops** were mentioned as having **unreliable frequency** (Willamette St & E 27th Ave) or appearing **unmaintained and disused** (Eldon Schafer & E 30th next to LCC)
- Someone said that there needs to be **bus service to EWEB's Roosevelt building**
- Someone would like **EmX service on River Road**
- Several people mentioned the **#12 bus should not be eliminated**. Elimination will make it impossible for some to ride the bus because the next closest stop is a mile away
- People identified a few locations where service could be extended

- Someone suggested that the **Amazon Station should be retrofitted as a South Eugene HUB**
- Someone said that a **high-speed rail should be created downtown**, along rail tracks built in the I-5 right of way with a new station in Glenwood connected to EmX

**Other concerns, issues, or ideas for improvement:**

- Several locations (roughly 10) were mentioned as **needing traffic calming or traffic improvement measures**
- There were a **few anti-freeway comments** relating to the I-205, I-5/Gateway, and the planned Beltline widening.
- Many people commented about **on-street parking across Eugene**, specifically about cars parked in bike lanes
- Someone said that the **bike bridge over I-5 is their favorite** way to cross I-5.
- Someone said that **24th Street, east of Amazon Parkway is one of the best crossing intersections** for cyclists and pedestrians in Eugene.
- People would like to be able to **access trails without a car**
- Someone asked that **disabled peoples’ access** paths be increased

**ONLINE OPEN HOUSE RESPONSES**

Online open house participants were given the opportunity to respond to a series of questions about transportation needs and funding priorities in the Central Lane County region, which includes Eugene, Springfield, and Coburg.

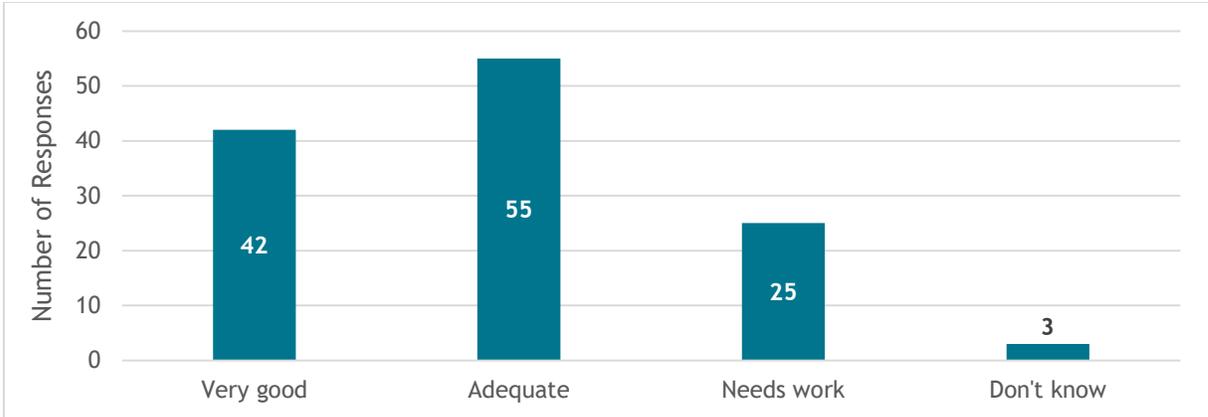
A total of **125 people participated in the online open house**. There was a total of 229 pageviews and **202 unique pageviews** of the online open house between December 16, 2020 and February 28, 2021

Feedback is summarized below.

*Note: Unless otherwise stated, the percentages listed in the analysis of each question take into consideration the number of participants who responded to the question, not the total number of people who participated in the online open house.*

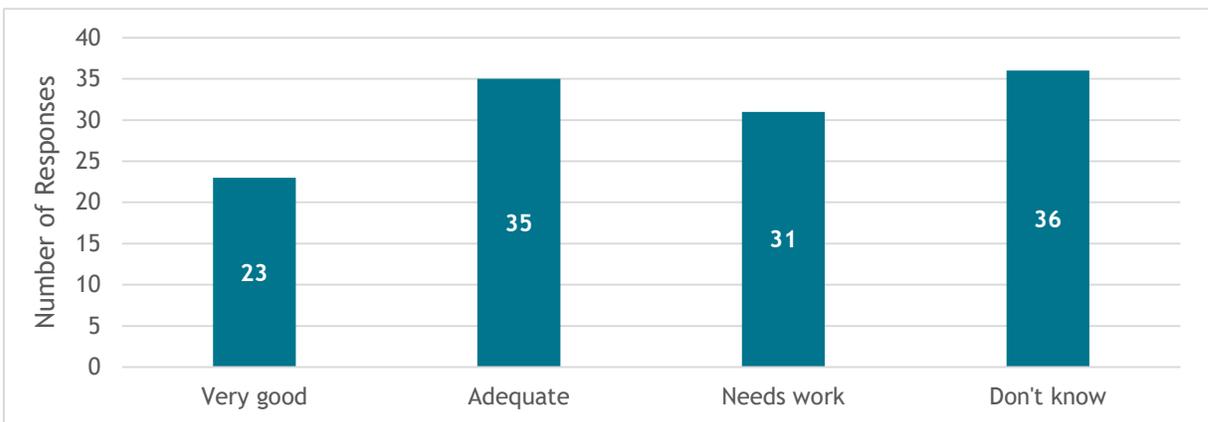
**1. How would you rate the road network for cars in the Eugene-Springfield area?**

Overall, the majority of participants (**78%**) thought that the road network for cars was either **“Very good”** or **“Adequate,”** 44% and 34% respectively.



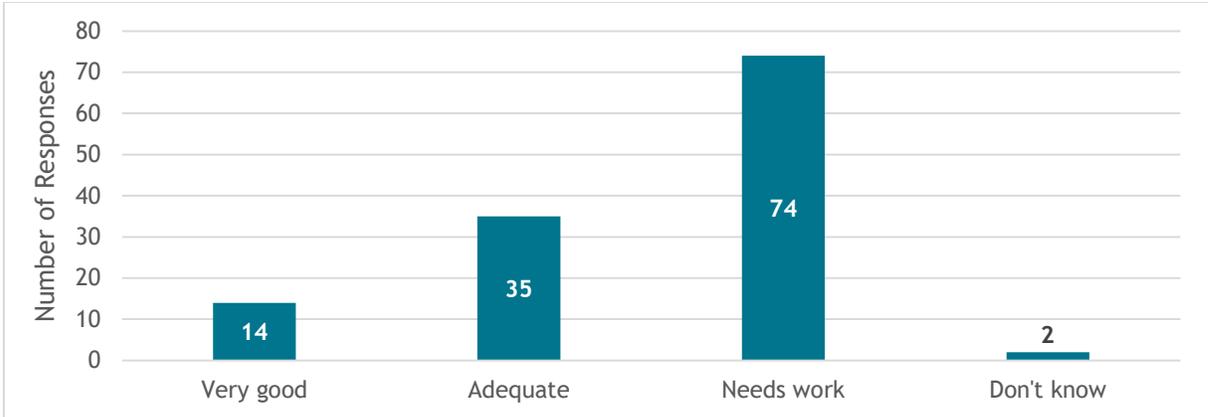
**2. How would you rate the road network for moving goods via truck/service vehicles in the Eugene-Springfield area?**

Many participants (29%) responded as “Don’t know” when asked to rate the road network for moving goods via truck/service vehicles (i.e., freight). A little over a quarter (28%) thought the network was “Adequate” and a quarter (25%) thought that it “Needs work.” Eighteen percent thought that the network was “Very good.”



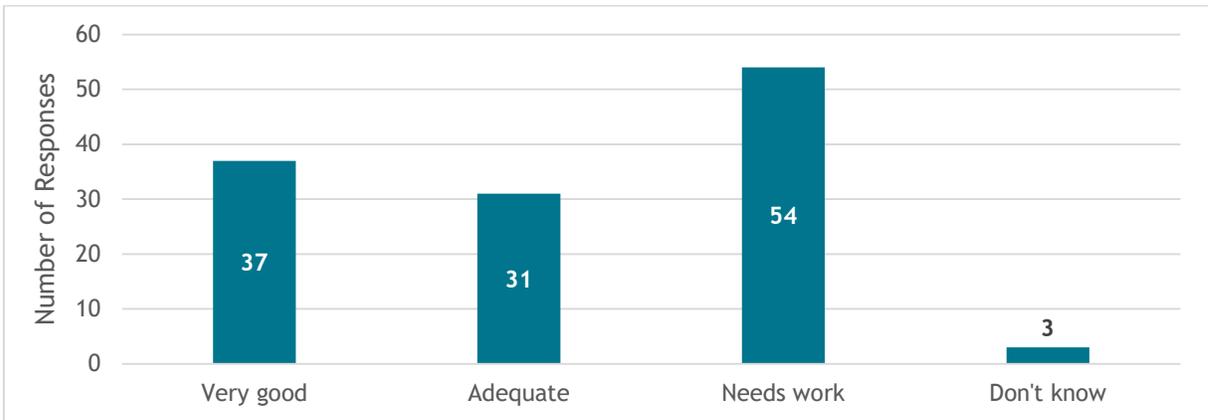
**3. How would you rate the on-street walking/rolling network (such as sidewalks and crossings) in the Eugene-Springfield area?**

A majority of participants (59%) thought that the on-street walking/rolling network needs work. A little less than half (39%) rated it as “Very good” or “Adequate.”



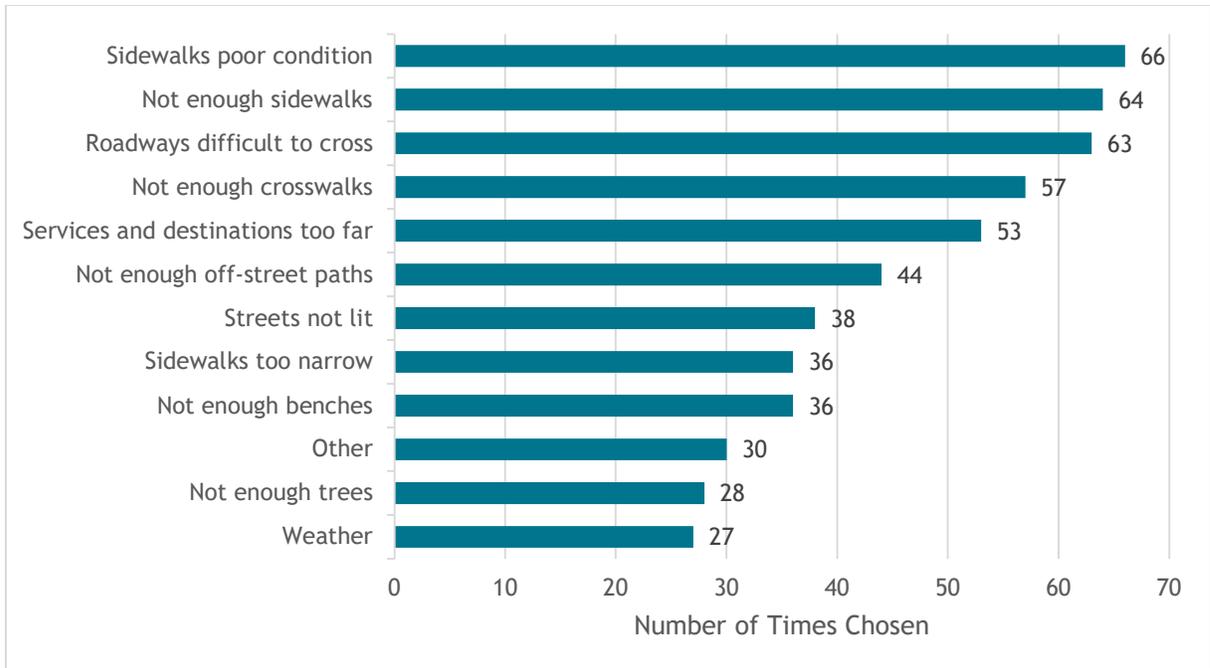
**4. How would you rate the off-street walking/rolling network (such as multi-use paths and trails) in the Eugene-Springfield area?**

While 43% of respondents felt that the off-street walking/rolling network “Needs work,” over half (55%) felt that it was either “Very good” or “Adequate.”



**5. What are the main barriers to walking in the Eugene-Springfield area? (Check all that apply.)**

Of those who responded, a little more than half felt that the main barriers to walking in the Eugene-Springfield area are **that sidewalks are in poor condition or lack curb ramps at street crossings (54%)**, there are **not enough sidewalks (52%)**, or the **roadways are difficult to cross (52%)**. Weather was the least checked barrier to walking in the area.

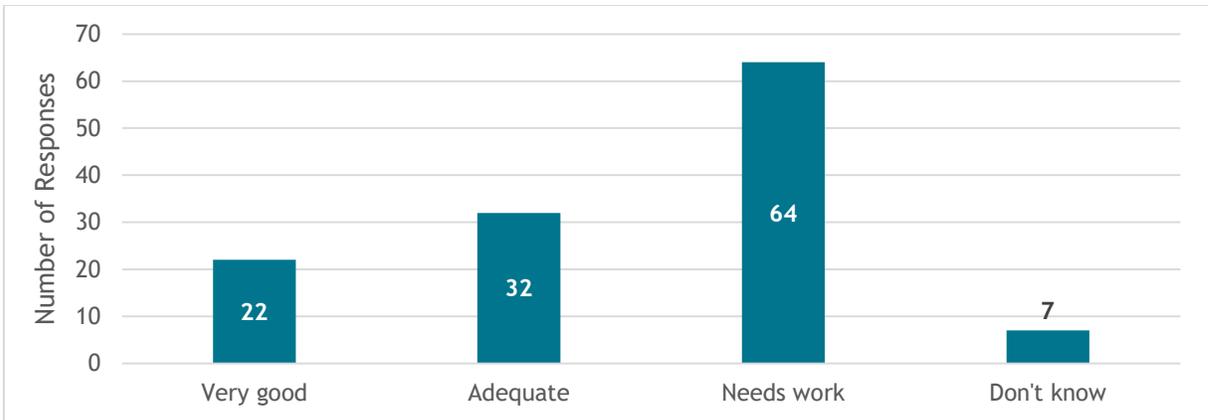


Below is a summary of the barriers people listed under “Other.” Please see [Appendix C](#) to read the individual, unedited comments.

- **Safety:** Many people wrote about safety being their top concern. They talked about the following:
  - **Distracted and high-speed** drivers
  - Perceived danger from men, **houseless people**, and/or people living on bike paths or under bridges
  - **Traffic laws** and "every intersection is a crosswalk" needs to be enforced
  - **Unleashed dogs**
- **Lighting:**
  - Better-lit sidewalks are needed
- **Other:**
  - Some felt that **cars are prioritized** over humans/nature
  - **Sidewalks are dirty/unclean** and need to be routinely cleaned
  - **Traffic calming measures** need to be introduced
  - Major, well-connected streets have **too much noise pollution**. Walking paths that connect side streets would help.
  - **Gaps** in sidewalk network

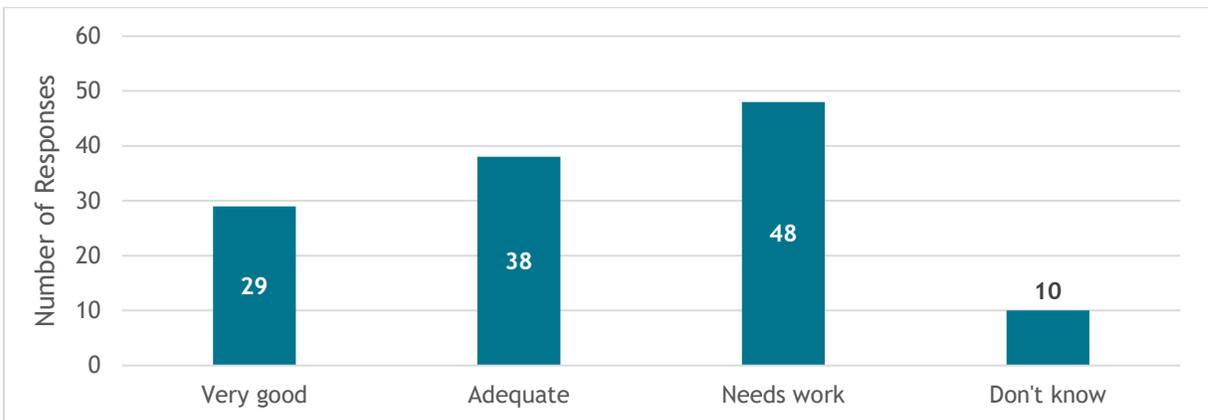
## 6. How would you rate the on-street biking network (such as bike lanes and bike parking) in the Eugene-Springfield area?

Half of all respondents (51%) felt that the on-street biking network “Needs work.” Less than half (43%) feel that it is either “Very good” or “Adequate.”



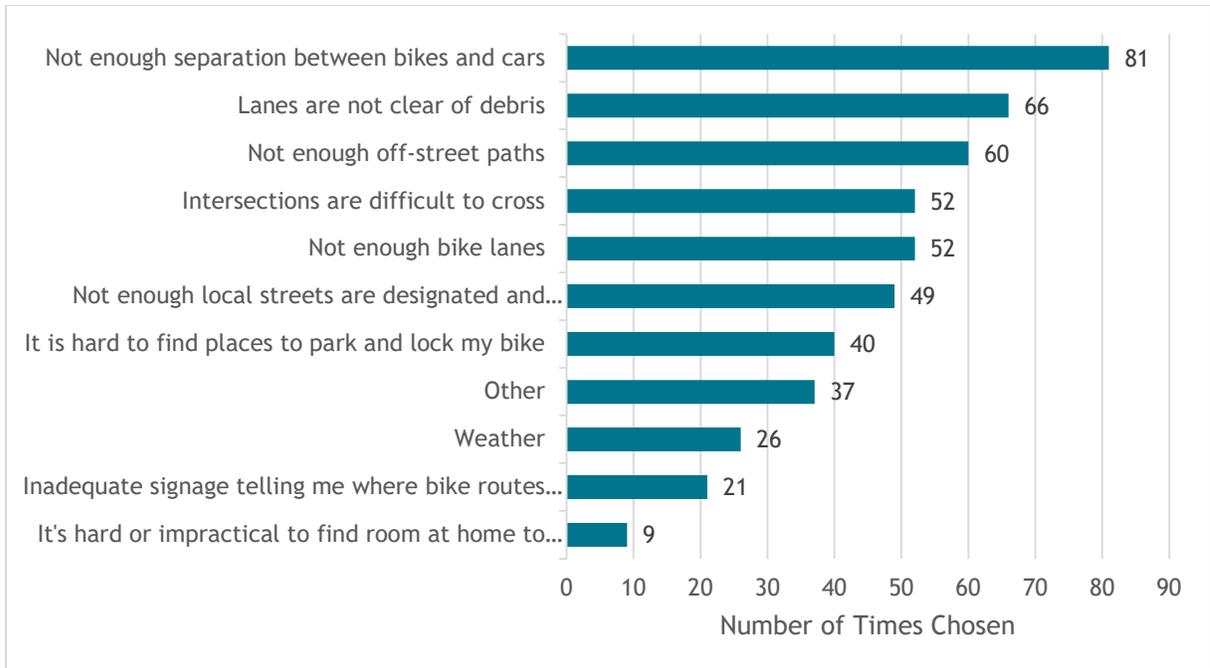
**7. How would you rate the off-street biking network (such as multi-use paths and trails) in the Eugene-Springfield area?**

A little more than half (54%) of people felt that the off-street biking network was “Very good” or “Adequate.” However, a little more than a third (38%) thought that they network “Needs work.”



**8. What are the main barriers to biking in the Eugene-Springfield area?**

Of those who responded, the majority (65%) felt that the main barrier to biking in the Eugene-Springfield is due to not enough separation between bikes and cars. This was followed by “lanes not clear of debris” (53%) and “not enough off-street paths” (48%). “It’s hard or impractical to find room at home to park and lock my bike” was the least checked barrier to biking in the area.



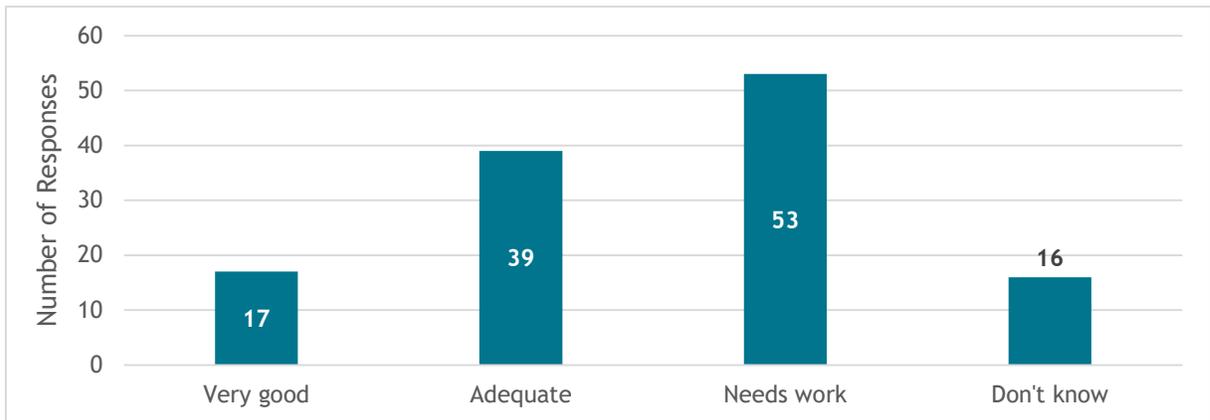
Below is a summary of the barriers people listed under “Other.” Please see [Appendix C](#) to read the individual, unedited comments.

- **Safety:** Many people wrote about safety being their top concern. They talked about the following:
  - Aggressive and/or **distracted drivers** and **high-speed** drivers
  - Distracted cyclists
  - Perceived danger and/or **public safety risk from houseless people**
  - **Bike theft**
  - E-Bikes and scooters go too fast
- **Lighting:**
  - While one person wrote that they liked the lighting on bike/pedestrian paths, many wrote that most **bike paths lack adequate lighting**, especially at night.
  - One person wrote that **off-street lighting is blinding** when cycling.
- **Connectivity:**
  - Bike lanes and trails are **not well connected throughout the county**. One person listed Veneta being particularly hard to get to. Someone said that it is hard to bike from Eugene to Springfield.
  - Someone suggested that **small, targeted, connections** could help.
- **Bike facilities and infrastructure:**
  - Some noted that bike paths are **too narrow, forcing bicyclists into the street** (specifically during the COVID-19 pandemic), while others said that some **bike facilities direct cyclists onto the sidewalk**.
  - Center **rumble strips** discourage safe passing of bicyclists.

- **Signage** on River Road is inadequate.
- Need for a **broader network of separated facilities** for pedestrians and bicyclists and **protected bike infrastructure** (cycle tracks, buffered lanes).
- **Traffic signals** should prioritize bicyclists.
- One person wrote that the **bike path** to businesses on Coburg Road is **scary and confusing**.
- **Interaction with other users:**
  - Some wrote that **pedestrians do not yield/share the path** and that some **bicyclists do not signal** when they are turning.

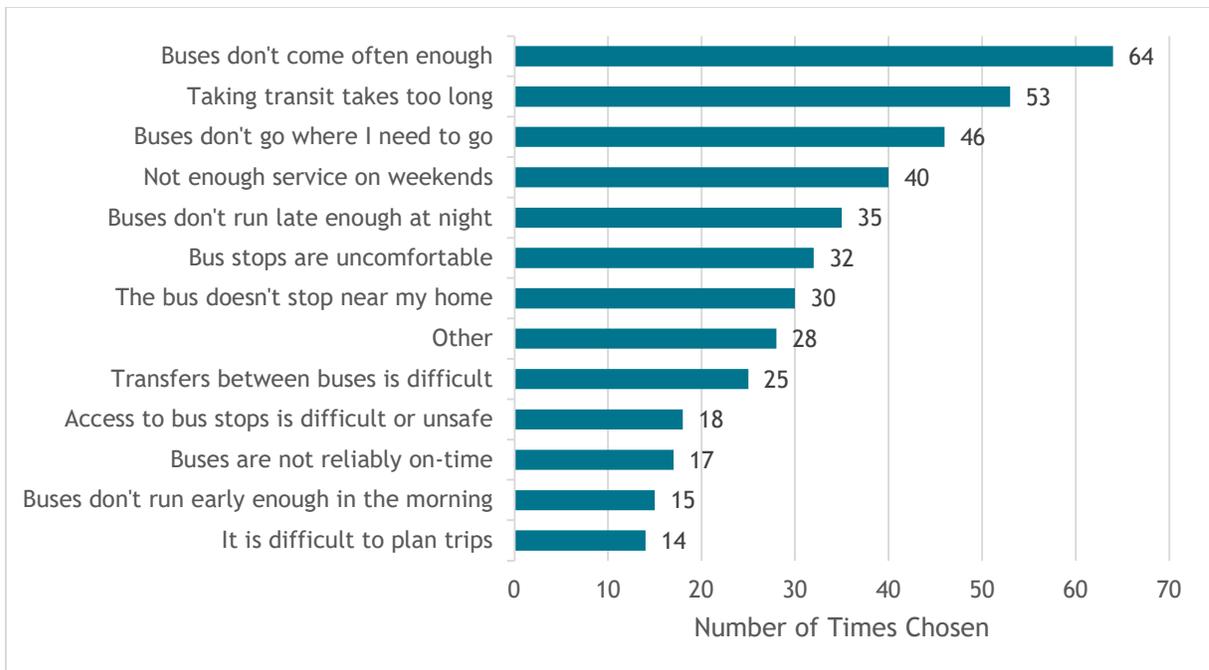
**9. How would you rate the bus (transit) system in the Eugene-Springfield area?**

Most people (42%) felt that the bus (transit) system “Needs work.” However, 45% felt that that the transit system was either “Adequate” (31%) or “Very good” (14%).



**10. What are the main barriers to taking transit in the Eugene-Springfield area?**

Of those who responded, the majority (55%) felt that the main barrier to taking transit in the Eugene-Springfield is due to buses not coming often enough. This was followed by “taking transit takes too long” (46%) and buses not going where people need to go (40%). “It is difficult to plan trips” was the least checked barrier to taking transit.



Below is a summary of the barriers people listed under “Other.” Please see [Appendix C](#) to read the individual, unedited comments.

- **Safety**
  - Many listed that the bus **does not feel clean, healthy, or safe**. Of those that wrote about cleanliness or safety, many listed **COVID-19** as the reason they are not currently taking the bus.
  - **Bus drivers are compromise comfort and safety** to keep to their route schedule
- **Infrastructure and facilities:**
  - Bus stops do not provide **weather protection**
  - **No parking** for car at most stops
  - A **phone app** for bus arrivals and schedule would be helpful
- **Connectivity**
  - Many noted that **there need to be more bus routes and that the bus needs to come more often**. Specifically, bus routes that don't connect through downtown are needed.
  - While some routes can get riders to work morning, riders are not able to find a bus back home at night.
  - A few people mentioned that **EmX is better than the bus** and that they would like to see it expanded.
  - Several people noted that **bus stops are being removed** (or will be removed) **near their home**.
- **Other**

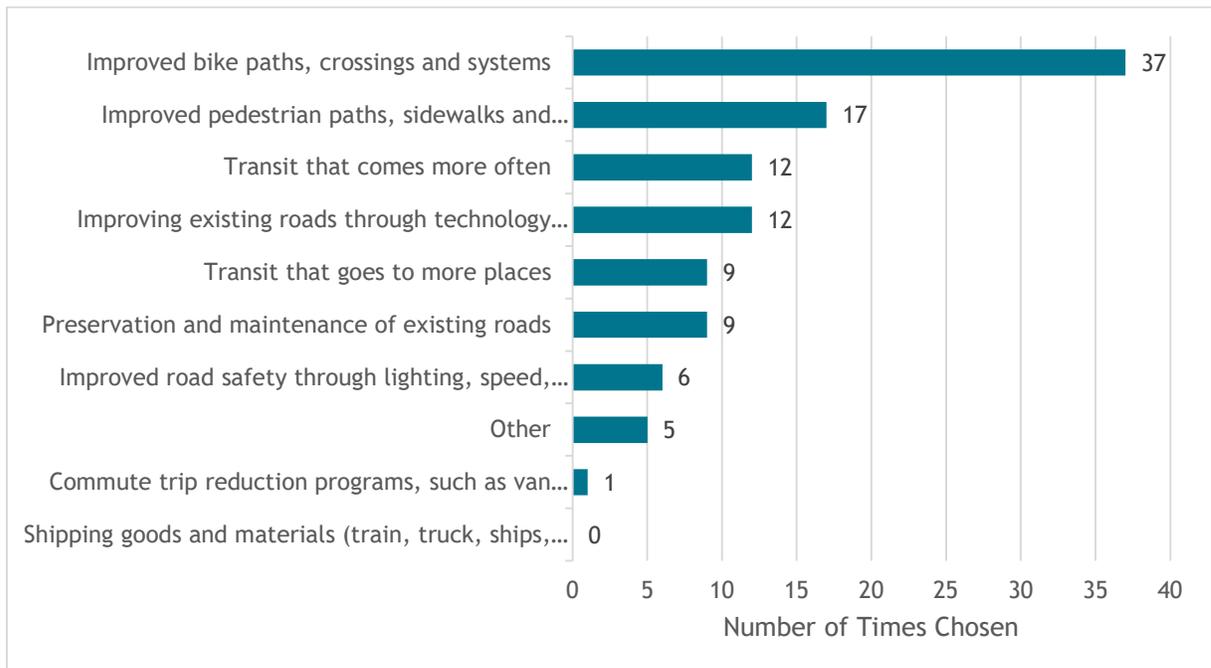
- Some said that the **bus is not pleasant**, mainly due to the people they share the bus with
- Two people said that they would **like the buses to be free**
- Someone wrote that **bus outreach is not always done well**, leaving the public out of the loop.
- Some noted that **it is quicker to bike or walk** to destinations

**11. If you had to pick just one transportation project to fund, what would it be?**

Participants were asked to choose one of the following nine transportation projects to fund:

1. Preservation and maintenance of existing roads
2. Improving existing roads through technology (signal timing, traffic management, etc.)
3. Transit that comes more often
4. Transit that goes to more places
5. Improved bike paths, crossings and systems
6. Improved pedestrian paths, sidewalks and crosswalks
7. Shipping goods and materials (train, truck, ships, planes)
8. Commute trip reduction programs, such as van pools, park and rides, teleworking, etc.
9. Improved road safety through lighting, speed, design, etc.

Of these, **people chose “Improved bike paths, crossings and systems” most often (37 times)**. No respondents chose “Shipping goods and materials (train, truck, ships, planes).”



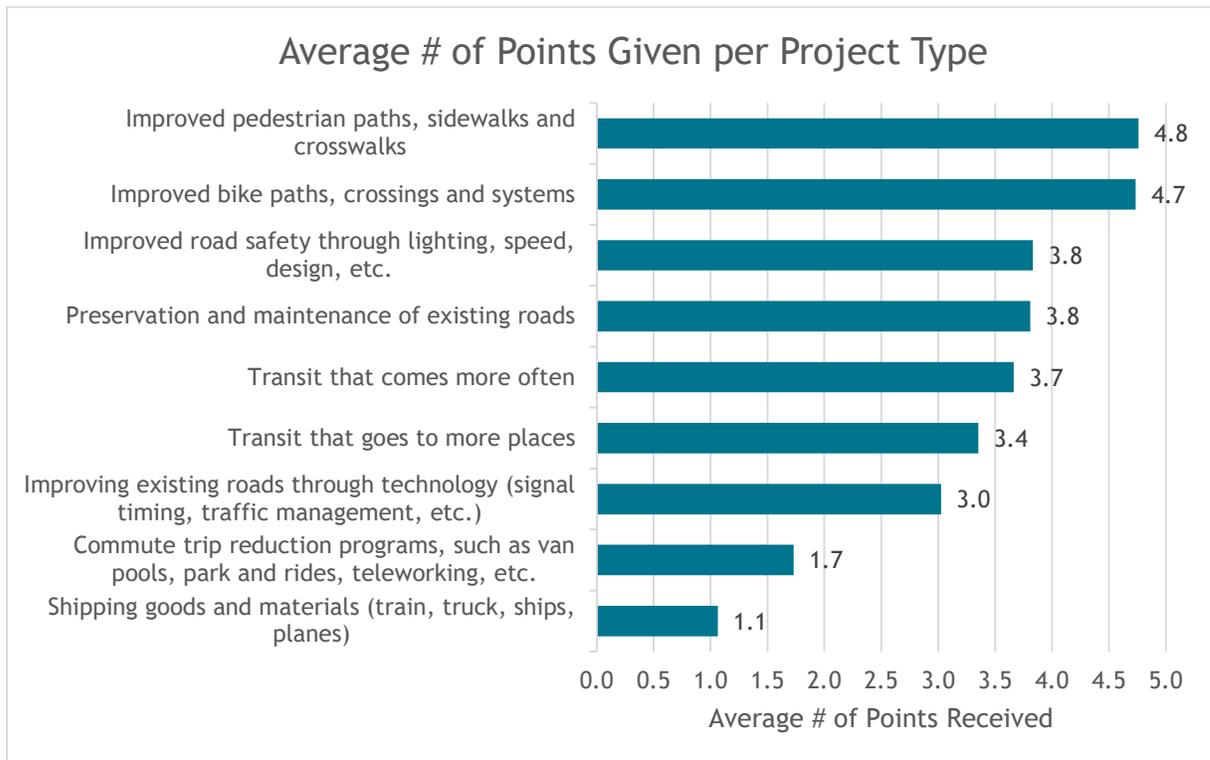
Five (5) people responded with “Other,” below are themes from their answers. Please see [Appendix C](#) to read the individual, unedited comments.

- Free buses
- Passenger commuter rail
- Addition or expansion of highways or freeways
- Upgraded roads between cities and towns on key cycling corridors
- Maintain pre-pandemic bus routes

## 12. How much would you spend on each of these types of projects?

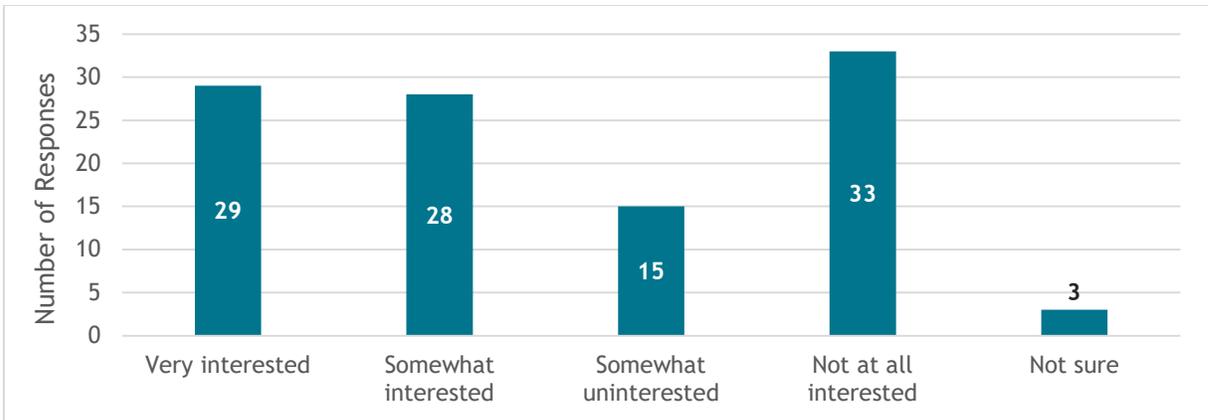
For this question, participants were given 36 points to allocate between the nine types of transportation projects presented in the previous question. They could assign up to 8 points per project.

On average, respondents gave **“Improved pedestrian paths, sidewalks and crosswalks” (4.8 points)** and **“Improved bike paths, crossings and systems” (4.7 points) the most points**. **“Shipping goods and materials (train, truck, ships, planes)”** received the lowest average number of points (1.1 points).



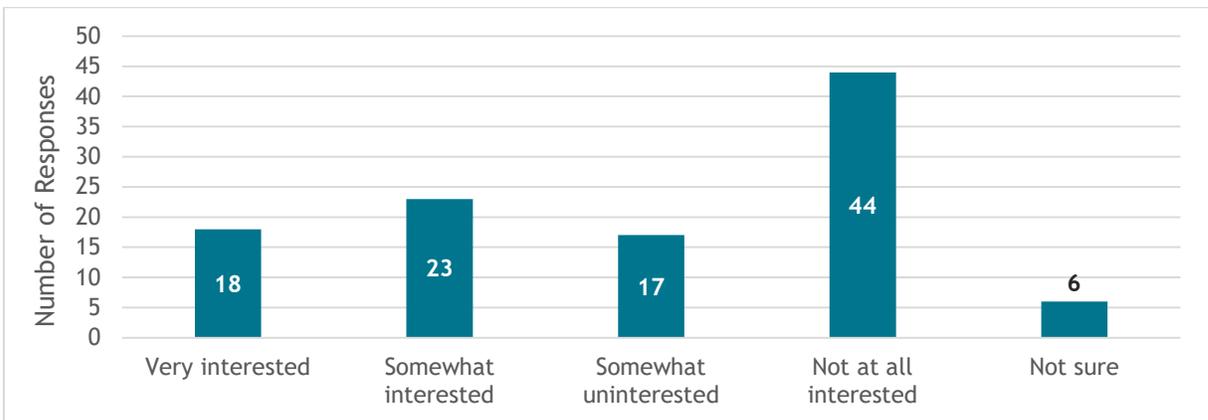
## 13. When it comes to alternative transportation options, are you very interested, somewhat interested, somewhat uninterested, or not at all interested in bike share programs or programs to allow you to try out electric assist bikes?

About a third (31%) of respondents were **“Not at all interested”** in ***bike share* programs or programs to allow you to try out *electric assist bikes***; however, more than half (53%) were either **“Somewhat interested”** (26%) or **“Very interested”** (27%).



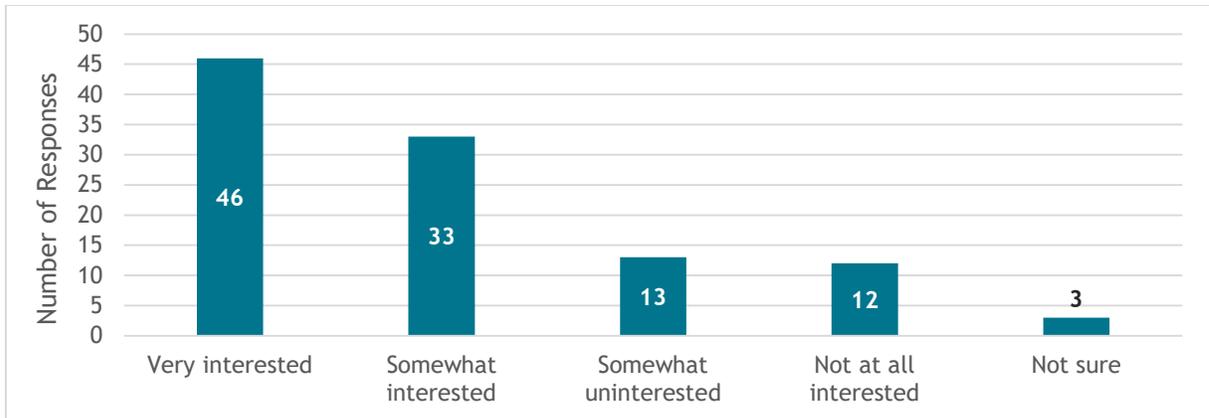
**14. When it comes to alternative transportation options, are you very interested, somewhat interested, somewhat uninterested, or not at all interested in programs to encourage the use of *electric scooters*?**

Most (41%) of respondents were “Not at all interested” in programs to encourage the use of electric scooters, with a less than a quarter (21%) “Somewhat interested.”



**15. When it comes to alternative transportation options, are you very interested, somewhat interested, somewhat uninterested, or not at all interested in programs that would make *electric vehicles more convenient to use*, such as more EV charging stations?**

Most respondents (43%) were “Very interested” in programs that would make electric vehicles more convenient to use, with about a third (31%) being “Somewhat interested.”



## 16. Do you have any other thoughts or comments you'd like to share with us?

A little under half (**46%**) of all respondents submitted a total of **57** comments. Below is a summary of the comments. Please see [Appendix C](#) to read the individual, unedited comments.

### What CLMPO should prioritize:

- A few believe that the **order or prioritization of transportation modes** should be as follows: Walking, transit, biking, car share/taxis, individual car ownership/use
- CLMPO should **focus on the problems** (speeding, DUII, distracted driving)
- Prioritize **pedestrian access and safety**
- Currently **focus too much on automobile infrastructure** (like parking) and prioritize **people who live downtown or by the UO campus**
- Some would like **e-bikes to be prioritized** over electric vehicles. These comments are at odds with the feedback in questions 13-16; where respondents indicated more interested in electric vehicles overall

### Several people related the RTP to more broad issues:

- One person said that **increasing density will improve transportation for the community**. Related to this, people believe that increased density is needed where good rapid transit lines are installed
- Someone said that the city (possibly Eugene) needs to **greatly enhance density of retail options in non-downtown areas** to reduce “drive everywhere habits”
- One person asked that CLMPO **not view this as just a transportation plan** and that **transportation must be seen as part of a larger strategy** to address climate change, housing affordability, equity, and health and economic opportunities

### Car / Driving network

- Concerns:
  - A few respondents felt that there was a **lack of freeway/highway systems** in the Eugene/Springfield area
  - Some people said they **do not like curb bump-outs**
  - **Traffic lights used to be synced**, but now EmX interferes with that
  - Downtown lacks convenient parking

- Several respondents mentioned that there is an **overabundance of on-street parking**, which negatively impacts bike/pedestrian safety and encourages more driving
- Transportation planning must still acknowledge that **systems to support single occupancy vehicles are unsustainable**, even as we shift to electric vehicles
- Someone said that they are **not in favor of speed bumps or attempts to reduce the use of cars**
- Ideas / Suggestions:
  - **Commercial vehicles** (trucks, etc.) **should bear a larger percentage of maintenance costs** since they cause a majority of damage to roadways
  - Off-ramps should be extended.
  - **Current infrastructure is not maintained and should be fixed** before investing in modifications or improvements
  - **Eliminate parking on Broadway** and turn it back into a pedestrian/bike/scooter/skate right of way with space for outdoor dining
  - Ability to **pay for parking with a smart phone app** (in reference to downtown parking meters)

### Electronic Vehicles

- Many thought that **EV charging infrastructure needs to be expanded** to prepare for what is perceived to be an inevitable shift to electronic vehicles. Someone mentioned that programs to **encourage employers to install workplace electric vehicle charging** should be created
- Someone mentioned “**electric micromobility**” and that the county should plan for this
- One person said that **electric cars should not be prioritized** because they **do not address inequities in our transportation system**

### Biking network and infrastructure

- Concerns / Comments
  - Like the new **bike lanes that are more separate** from car traffic
  - **Center-line rumble strips** sometimes cause unsafe passing of bikes by motorists
  - Someone expressed concern about **River Road northbound when nearing Beltline** as being extremely dangerous for bicycles and said that the **area along Roosevelt at 99W** is very dangerous
- Ideas / Suggestions
  - Better program to keep the streets free of leaves and other debris
  - More options for bike paths in Santa Clara area
  - Better lighting near WWTP bike path
  - **“Bikes May Use Full Lane” signs** need to be put up to educate motorists and encourage them to be less aggressive towards bicyclists

### E-bikes and bike share programs

- Concerns / Comments
  - Some expressed concern about electric scooters and e-bikes **sharing cycling infrastructure** given their greater speed and the perception that users tend to not signal
  - Electric bikes, etc. are **not compatible with existing infrastructure**
- Ideas / Suggestions

- Respondents said that **e-bikes should be made accessible to all** and that there should be **infrastructure to help people feel safe** using them
- Programs to **subsidize e-bike purchases**
- Expansion in **lower income areas should be prioritized**

### Transit network and infrastructure

- Concerns / Comments
  - Bus system is **too expensive**
  - Bus shelters **don't protect people from weather**
  - **Lighting is too bright/harsh**
  - Perception that **people are not interested** in riding the bus
- Ideas / Suggestions
  - Use **smaller electric buses** to go more places
  - Existing bus routes should **have more frequent service**, but not at the expense of cutting routes
  - A **higher, regional-level public transportation planning** is needed to create more better, and faster rail connections to larger and more distant population centers
  - **Expand EmX** to places like Veneta, Coburg, Creswell, Junction City
  - Change zoning so that there are more places to go nearby people's homes

### Walking network

- Concerns / Comments:
  - Someone mentioned that **most of their neighborhood** (1 block west of Hwy 99 near Royal) **has no sidewalks and is poorly lit**, making the neighborhood feel unsafe
- Ideas / Suggestions:
  - Many respondents said that they would like **a system where the majority of people can easily walk and use transit for most of their daily needs**
  - **Density of housing or development** could encourage more walking and biking
  - **Pedestrian/bicyclist only spaces**
  - Someone listed **several ways walking could be made more accessible**, such as mandating sidewalk infill when properties sell, upgrading neighborhood collectors to have at least one sidewalk/multi-use path, educating residents on their responsibilities to keep sidewalks free of debris and vegetation trimmed, etc. (please see individual comments in the appendix)
  - A program to **assist low income homeowners to repair sidewalks**
  - **Additional law enforcement** to increase traffic safety and the safety of pedestrians

### Climate Change and Sustainability

- Many respondents agreed that **driving gasoline-powered cars needs to be disincentivized** and reduced, largely to combat climate change and pollution.
- Someone thought that the **gasoline tax should be raised** to disincentivize people from using gasoline-powered vehicles

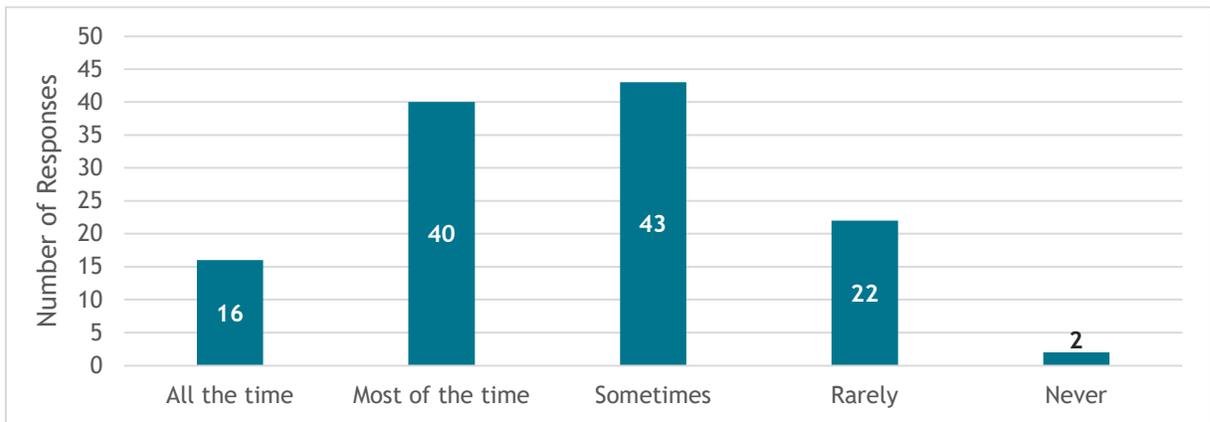
### Other

- Someone mentioned that the **“Twenty is Plenty”** is a welcome program in Eugene

- **Ideas for technological improvements:** Automatic traffic controls/enforcement, automatic photo tickets, auto traffic metering to minimize traffic at peak hours.
- There was the perception that **LCOG is not working in the best interests of Coburg** or the rural areas of Lane County

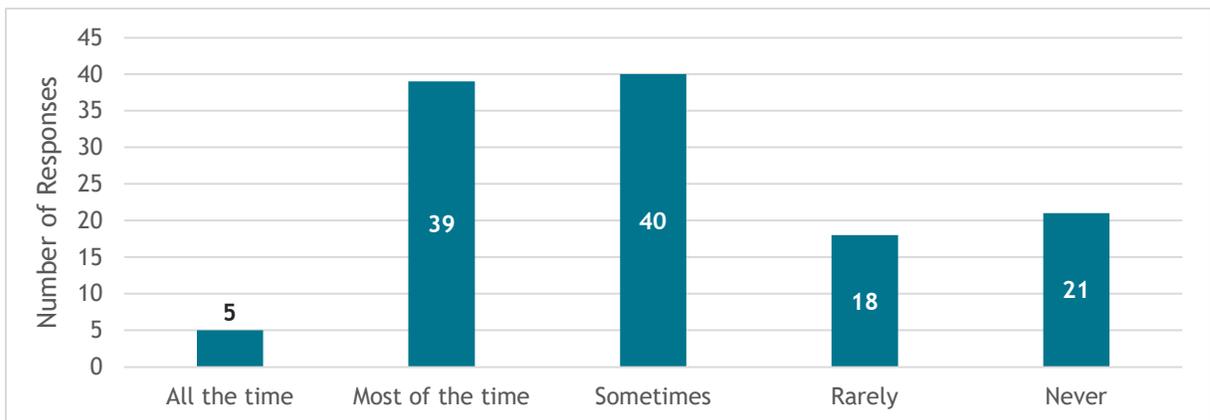
**17. How do you usually get from one place to another by driving or riding in a car or other motor vehicle?**

Of those who responded, **most respondents (35%) said that they “Sometimes” travel by driving or riding in a car or other motor vehicle.** While almost half (46%) said that they get from one place to another by car or motor vehicle “All the time” or “Most of the time.”



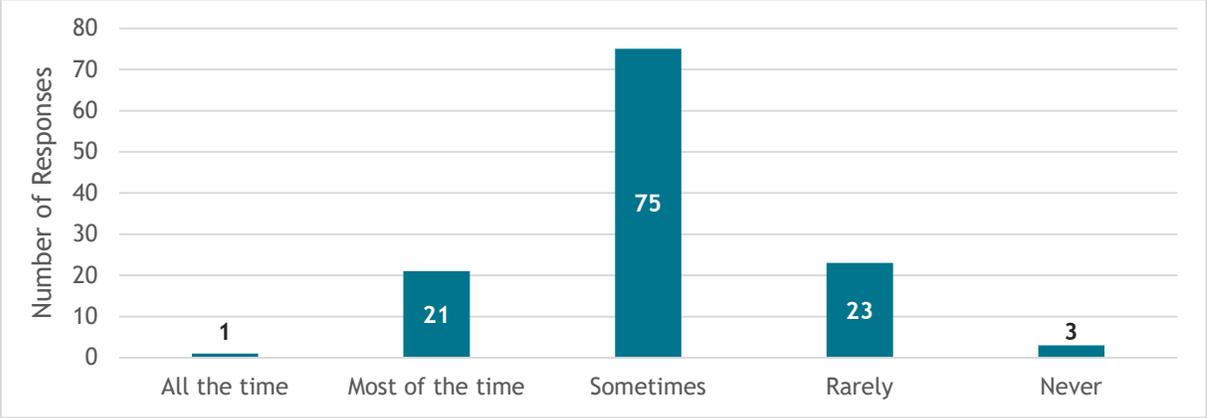
**18. How do you usually get from one place to another by riding a bike?**

The **majority of respondents (65%) said that they either “Sometimes” travel by bike (33%) or travel by bike “Most of the time” (32%).** Only 4% of respondents said that they usually get from one place to another by bike “All of the time.”



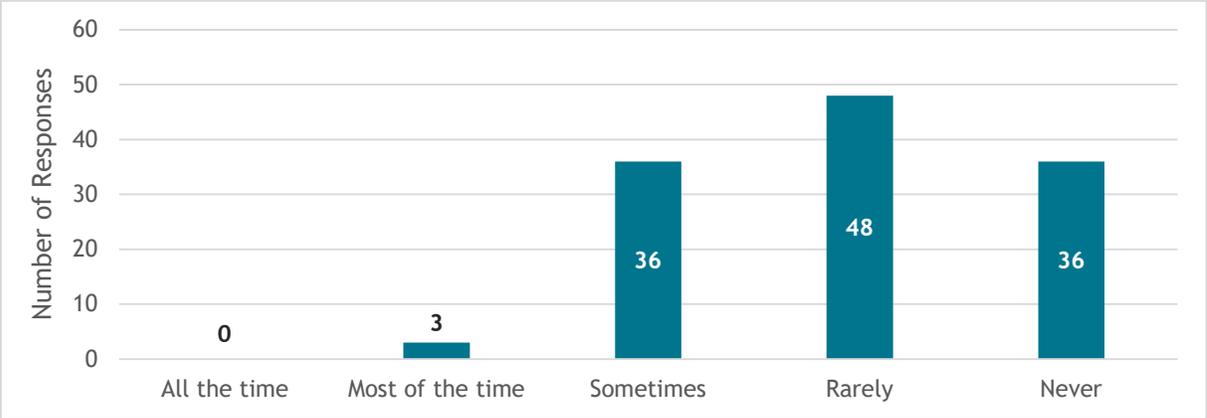
**19. How do you usually get from one place to another by walking?**

The majority of respondents (61%) said that they usually get from one place to another by walking “Sometimes.” Only one person said that they get to places by walking “All of the time.”



**20. How do you usually get from one place to another by taking the bus?**

The majority of respondents (39%) “Rarely” take the bus. An equal amount either “Never” take the bus or “Sometimes” take the bus to get from one place to another (29% for each). None of the participants said that they travel by bus all of the time.



**21. How do you usually get from one place to another using other means of transportation?**

Sixteen (16) people said that they usually travel by another means of transportation. Below is a summary of the responses. Please see [Appendix C](#) to read the individual, unedited comments.

- One person said they are thinking about getting an **electric bike because of big hills**

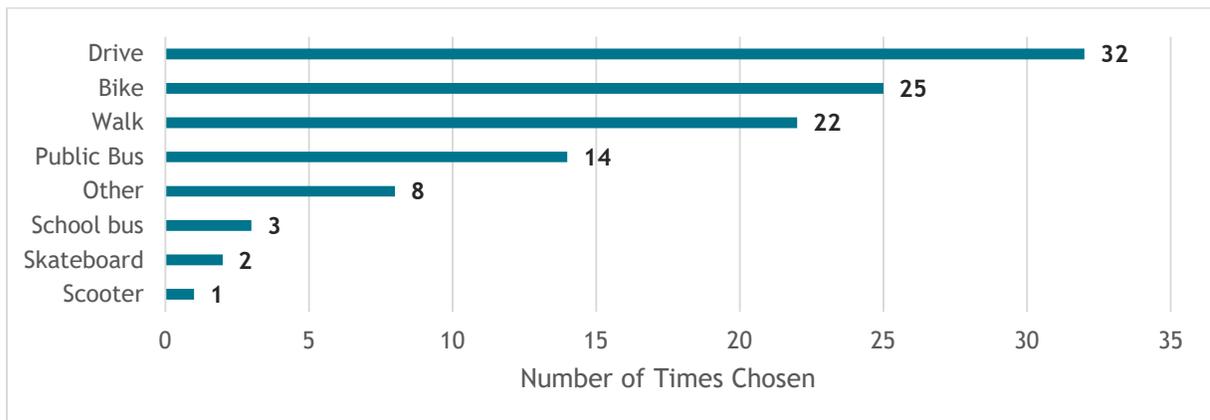
- Many people mentioned their **transportation habits have changed significantly due to COVID**. Pre-COVID, people biked and took transit; now, many people work from home and don't commute anymore
- Many said they have been **avoiding buses during COVID** but **will resume taking the bus once they are vaccinated**
- One person mentioned that **bike paths flood** and **sidewalks are broken and nonexistent**, and that "car rams" on slippery sidewalks are hazardous
- A major shortcoming is a **lack of coordination between the cities and the county** and referenced the stretch of Highway 99 between Dillard Rd. and Creswell, which they said is very dangerous for cyclists
- One person said that they **would take the bus more often if the bus was timely** and if they **didn't have to walk far**

**22. Do you or a member of your family travel to and from school on any given day?**

The majority of respondents (**69%**) said that they or a family member does not travel to and from school.

**23. If yes, please select the most common travel method(s) that you use? (Check all that apply.)**

Of those who said that they or a family member travel to and from school, **about a quarter (26%)** said that they drive to and from school, followed by **21%** saying that they bike to and from school.



Below is a summary of the responses. Please see [Appendix C](#) to read the individual, unedited comments.

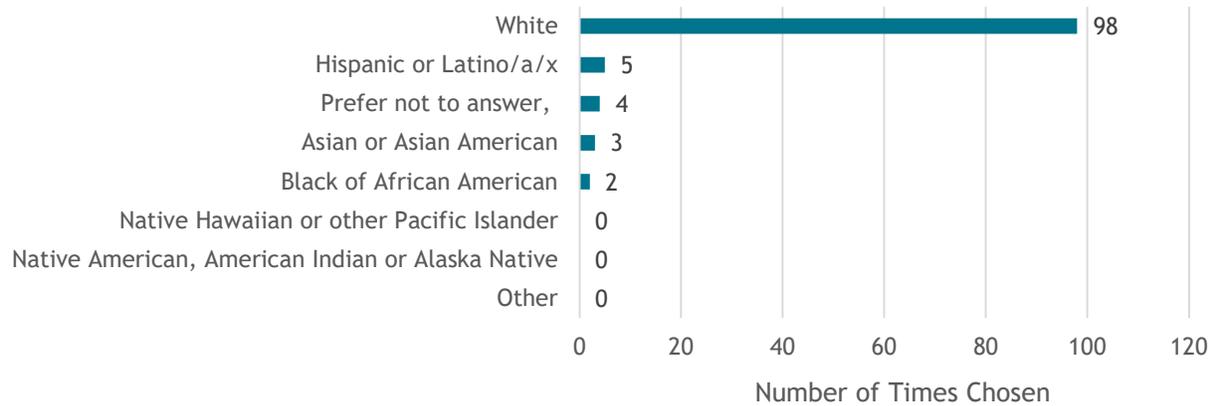
- If "**Transit Tomorrow**" removes the bus stops near the respondent's house, they may no longer use the public bus to get to school and the student may drive
- Someone responded that they **drive an electric vehicle**
- Someone said that they would love to bike if there were a safe connection

## DEMOGRAPHIC INFORMATION

Participants from the online open house were asked a series of optional demographic questions. This information is useful to compare with the county's current demographics.

### Racial or Ethnic Identity

**The majority of participants identify as white (88%),** higher than the percent of the Lane County population that identifies as white (81.2%). Three (3) respondents identified two racial or ethnic identities. The second largest group of participants selected Hispanic or Latino/a/x (4%).

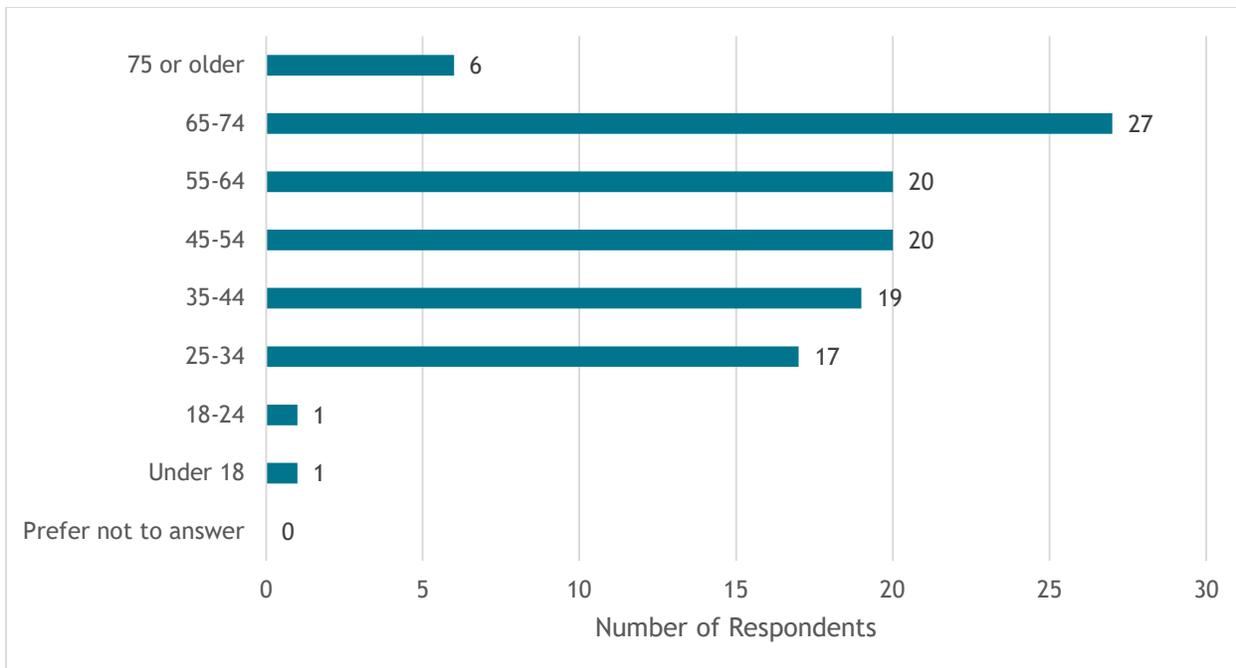


### Language (other than English)

Participants were asked if they spoke a language other than English at home. **The majority of respondents (99%) speak primarily English at home,** which is above the percent who speak only English at home in Lane County (91.5%). Six (6) responded that they speak Spanish and one (1) said they speak Japanese at home.

### Age

Overall, the age of participants was higher than the median age of community members in Lane County (39.5 years old). Of those that responded, the **largest group of participants were between the ages of 65 – 74 (24%).** The second largest groups were between the ages of 45 – 54 (18%) and 55-64 (18%)



### Annual Household Income Before Taxes

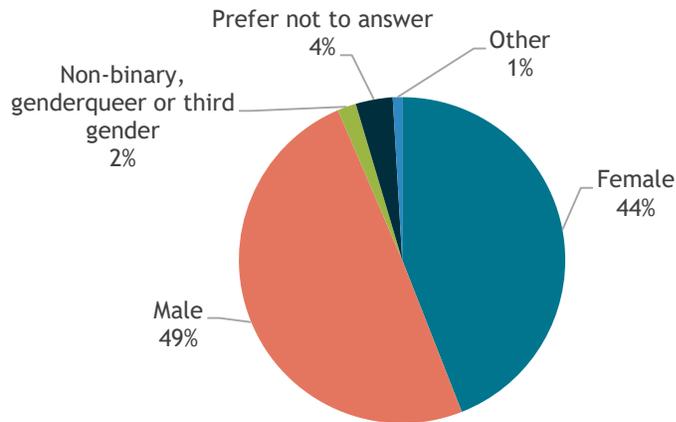
The majority of the respondents have a household income between \$100,000 to \$149,999 a year, which was more than double the median household income in Lane County (\$49,958).



### Gender

The majority of participants (49%) were male, while 44% were female, with 4% of respondents preferring not to answer and 3% indicating they identified as non-binary, genderqueer, third

gender, or other. This somewhat aligns with the distribution seen in Lane County, where 49% of the population is male and 51% is female.



### Zip Code of Primary Residence

Of those who responded, the most common zip codes were 97405 (28%), followed by 97402 (18%) and 97401 (16%). More detailed information can be found in [Appendix E](#).

## BILINGUAL SURVEY

A Spanish language survey was developed as an alternative to the online open house, which was offered in English. There were no initial responses to the survey; therefore, the survey was translated into English to be bilingual and was shared with students of Downtown Languages, a nonprofit in the Eugene area that provides language, literacy, and other educational programs.

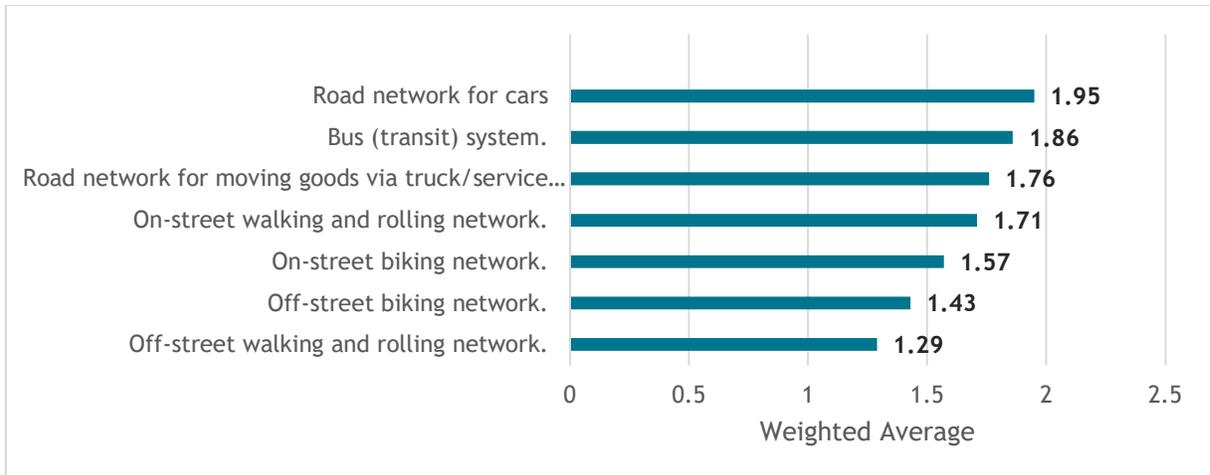
Students from Downtown Languages who completed the survey between May 1-31, and who provided their contact information, were provided with a \$20 Visa gift card. While there **a total of 22 responses, 19 people completed the survey** and left their contact information.

*Note: Unless otherwise stated, the averages listed in the analysis of each question take into consideration the number of participants who responded to that question, not the total number of people who participated in the survey.*

### 1. How would you classify the following modes of transportation in the Eugene-Springfield area? (Where 3 is “Very good” and 1 is “Needs work.”)

Overall, the **road network for cars received the highest average score** of 1.95, while the **off-street walking and rolling network had the lowest score** (1.29), meaning that it needs the most work out of all the modes of transportation presented.

This feedback was consistent with the online open house and mailer.



**2. What are the main barriers to walking, biking, and taking public transportation (the bus) in the Eugene-Springfield area?**

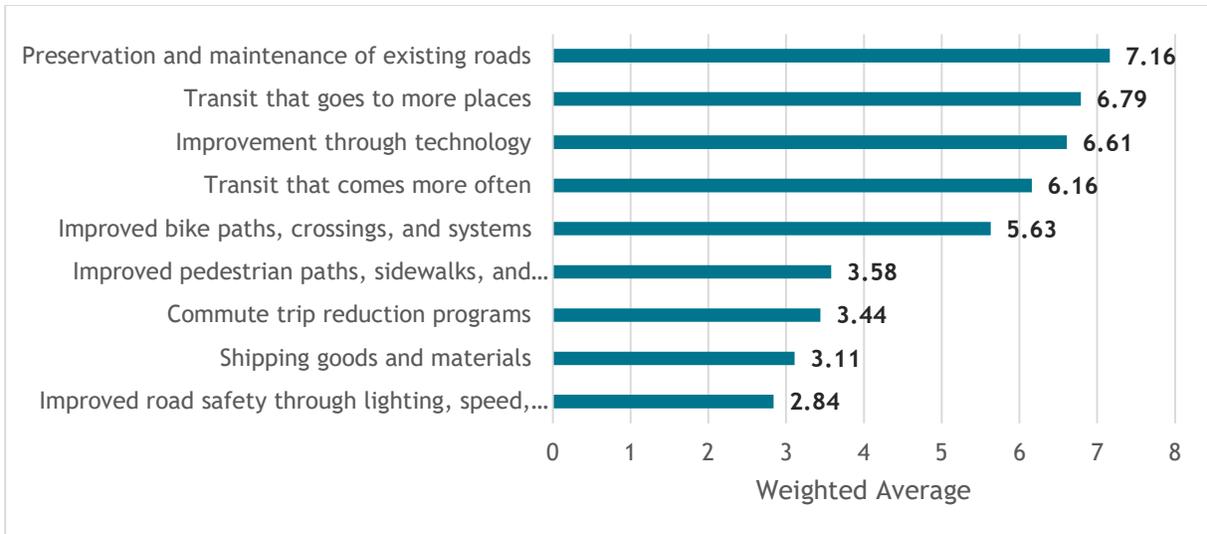
Below is a summary of the responses. Please see [Appendix G](#) to read the individual, unedited comments.

- Lack of **consistent and adequate transit service**
- **Signal timing** does not support active transportation efficiency or safety
- **Lack of pedestrian infrastructure**
- There is **limited space on public transit for riders**
- Main streets are not built to **support active transportation and public transit users**
- **Communication limitations** with drivers makes traveling by public transit difficult.
- Sidewalks and pedestrian infrastructure **are not ADA accessible**
- **Lack of bike facilities**, including bike service areas (pumps, etc.)
- **Road maintenance issues** create mode conflicts

**3. Prioritize these transportation projects from most important to least important. (Where 9 is most important and 1 is least important)**

Of the nine transportation projects presented, **“Preservation, maintenance of existing roads” scored the highest.** This was followed by “Transit that goes to more places.” “Improve road safety” scored the lowest.

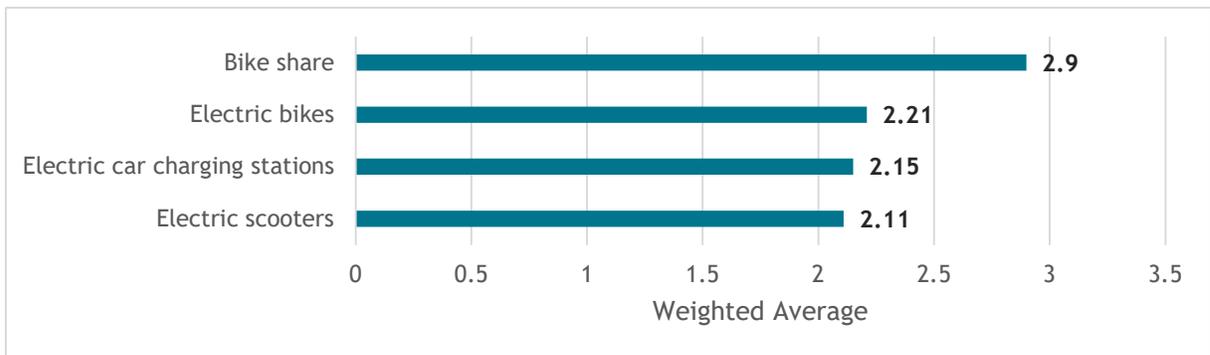
While respondents to the online open house and mailer also ranked “Preservation, maintenance of existing roads” high, they gave “Improved road safety” a higher priority than survey respondents.



**4. Please share your level of interest in each of the following future programs. (Where 4 is “Very interested” and 1 is “Not interested”)**

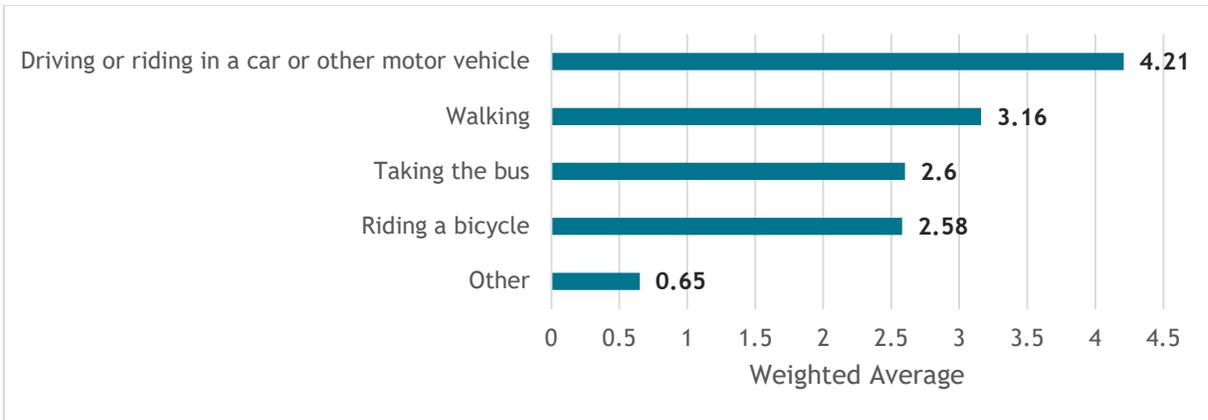
Overall, **more people were interested in programs for bike sharing.** People were least interested in programs for electric scooters.

Unlike survey respondents, respondents to the online open house and mailer expressed more interest in programs that would make electric vehicles more convenient to use over the other programs over the other programs.



**5. How often do you use the following modes of transportation? (Where 5 is “All the time” and 1 is “Never”)**

Overall, **people get from place to place by driving or riding in a car or other motor vehicle most of the time.** On average, people use bikes least often. This feedback was consistent with the online open house and bilingual mailer

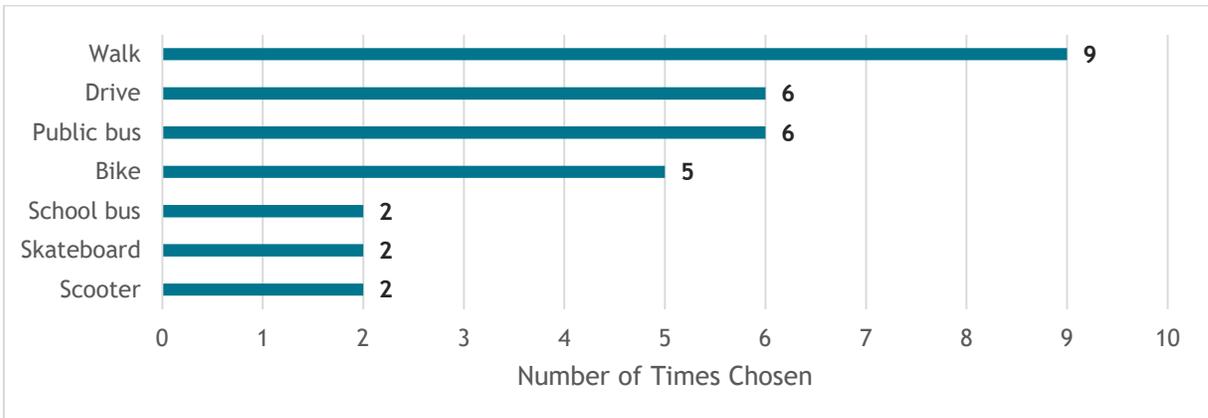


**6. Do you or a family member regularly travel to and from school? (Check one)**

Of those that responded to this question, **a majority (14) responded that they or a family member regularly travel to and from school**. Only six people indicated that neither they, nor a family member, regularly travel from school or work.

**7. If your answer is yes, please select the most common travel method(s) you use. (Check all that apply)**

Of those who regularly travel to and from school, **most walk or bike**. Online open house and mailer respondents were most like to say that they drove to school .



**8. Do you have any other ideas or comments you want to share with us? (Open text)**

Below is a summary of the responses. Please see [Appendix G](#) to read the individual, unedited comments.

- Maintain/increase existing public transit routes
- Provide additional bus routes in the area
- Support electric scooter program implementation
- Improve maintenance of the street

## BILINGUAL MAILER AND COMPARISON TO ONLINE OPEN HOUSE RESPONSES

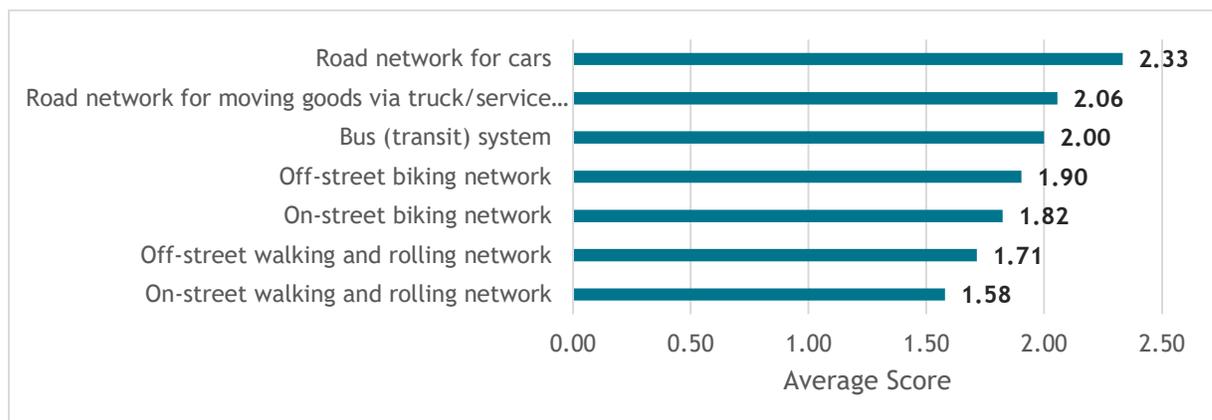
This section summarizes the feedback received from the bilingual mailer that was sent to roughly 3,000 people in Eugene, Springfield, and Coburg. **46 people sent back completed the mailers.** All were returned with responses given in English.

*Note: Unless otherwise stated, the averages listed in the analysis of each question take into consideration the number of participants who responded to that question, not the total number of people who sent back a mailer.*

### 1. Rate the following modes of transportation in the Eugene-Springfield area. (On a scale of 1-3, where 3 is “Very good” and 1 is “Needs work”)

Overall, the **road network for cars received the highest average score** of 2.33, while the on-street walking and rolling network had the lowest score (1.58), meaning that it needs the most work out of all the modes of transportation presented.

**Comparison with online open house:** This was consistent with the responses to the online open house where the majority of people felt that the road network for cars was either “Very good” or “Adequate,” and that on-street and off-street walking networks need work, as well as the on-street biking network. However, people who mailed in their responses were more likely to think that the bus system was adequate, whereas open house participants were more likely to think it needed work.



### 2. What are the main barriers to walking, biking, and taking public transit (bus)? (Open text)

Overall people felt that the **condition of the sidewalks or bike paths was a barrier** to walking or biking. **Safety was a common** theme throughout, with reckless drivers, inadequate signage or lighting, not enough safe cross walks, and houseless people being the primary reasons people felt unsafe walking, biking, or taking public transit in Central Lane County.

People also noted that **Bethel is isolated from the rest of Eugene**, and it is hard to get places in that area.

**Comparison with online open house:** Feedback was consistent with the online open house—pedestrian paths, sidewalks and crosswalks and bike paths, crossings and systems need to be improved.

Below is a summary of the common themes found in the responses by transportation type. Please see [Appendix F](#) to read the individual, unedited comments.

### **Walking**

- Distance (too far to walk)
- Gaps in sidewalk
- Hostile drivers
- Inadequate signage, lighting
- Poorly maintained sidewalks and inadequate lighting
- Not enough safe crosswalks
- Very dangerous intersections
- Wheelchair and walker unfriendly

### **Biking**

- Bike paths that are not continuous nor interconnected
- Do not feel safe (because of too many cars or people)
- More access for 3 wheel bikes
- Noise and pollution
- Not enough off-street biking networks or designated bike lanes
- On-street biking network in Eugene is very good but the system in Bethel needs work
- Poor lighting
- Poorly maintained bike lanes

### **Taking public transit (bus)**

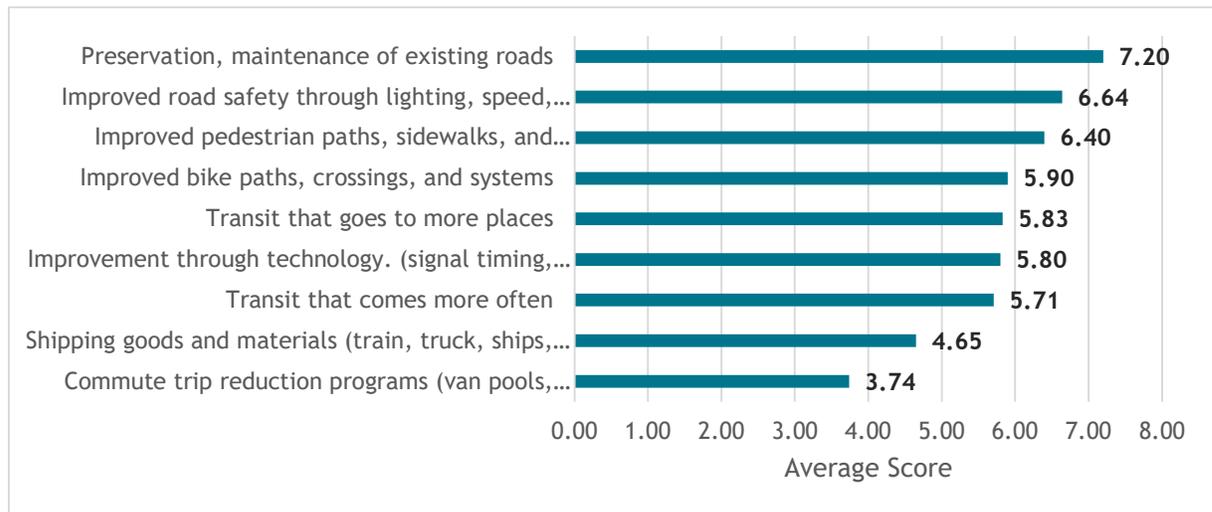
- Benches for the elderly to sit while waiting for the bus
- Bus infrequency, duration
- Bus routes disappearing
- Bus stops are too far
- Bus system in Eugene is very good but the system in Bethel needs work
- Desire for the old style bus pass
- Not enough people ride the bus
- Perception that only druggies and homeless people take the bus

**3. Prioritize these transportation projects from 9 (Most important) – 1 (Least important):**

Of the nine transportation projects presented, **“Preservation, maintenance of existing roads” scored the highest.** This was followed by “Improved road safety through lighting, speed, design, etc.” and “Improved pedestrian paths, sidewalks, and crosswalks.”

“Commute trip reduction programs (van pools, park and rides, etc.)” scored the lowest.

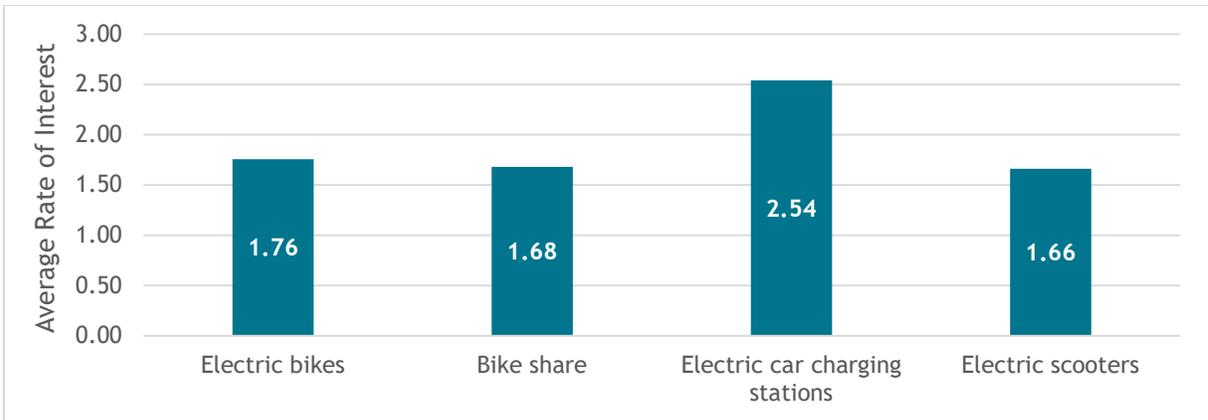
**Comparison with online open house:** People who responded to the open house were more likely to choose “Improved bike paths, crossings and systems” or “Improved pedestrian paths, sidewalks and crosswalks” as their top transportation project. These were also the projects that people awarded the most points to in question twelve of the open house.



**4. Which of the following programs are you interested in? (On a scale of 1-4, where 4 is “Very interested” and 1 is “Not interested”)**

Overall, **more people were interested in programs for electric car charging stations.** People were least interested in programs for electric scooters.

**Comparison with online open house:** Feedback was consistent with the online open house, where a larger percentage of respondents said that they were somewhat or very interested in programs that would make electric vehicles more convenient to use over the other programs.



**5. How often do you use the following modes of transportation? (On a scale of 1-5, where 5 is “All the time” and 1 is “Never”)**

Overall, **people get from place to place by driving or riding in a car or other motor vehicle most of the time.** On average, people use bikes least often.

**Comparison with online open house:** Feedback was consistent with the online open house where a larger percentage of people said that they drive or ride in a car more than the other modes of transportation.



**6. Do you or a family member regularly travel to and from school?**

Of those who answered, only **three (3) people said that they or a family member regularly travels to and from school.** Of those who said yes, most drive, walk, or take public transit. Two (2) people said that they bike, and one (1) person said they take the school bus.

**Comparison with online open house:** This was consistent with the feedback received through the online open house.

## 7. Do you have other comments or questions? *(Open text)*

Below is a summary of the responses by transportation type. Please see [Appendix F](#) to read the individual, unedited comments.

### **Public Transit**

- Bus stop is too far from home and grocery store
- Desire for more busses going further outside the county
- Smaller, circular bus routes

### **Walking / Sidewalks**

- Improve signal timing for pedestrians
- Sidewalks need to be repaired

### **Biking**

- Bike paths need to be safer

### **Driving**

- The highways are well maintained
- Neighborhood streets need to be repaired
- Traffic hours are too crowded

### **Other**

- Several respondents said that Lane County does a very good job with its transportation network
- People do not know how to use roundabouts and crosswalks
- Someone living in Bethel said that they need a car to get everywhere
- Desire for RTD service to the beach and back
- Ride-share and taxis are expensive
- Desire for signal timing and lighting and speed safety measures.
- Someone said that trucks need to be re-routed and use Beltline Rd to West Eugene
- Someone found the questionnaire confusing

## **BILINGUAL MAILER AND ONLINE OPEN HOUSE RESPONSES AGGREGATED FOR RELEVANT QUESTIONS**

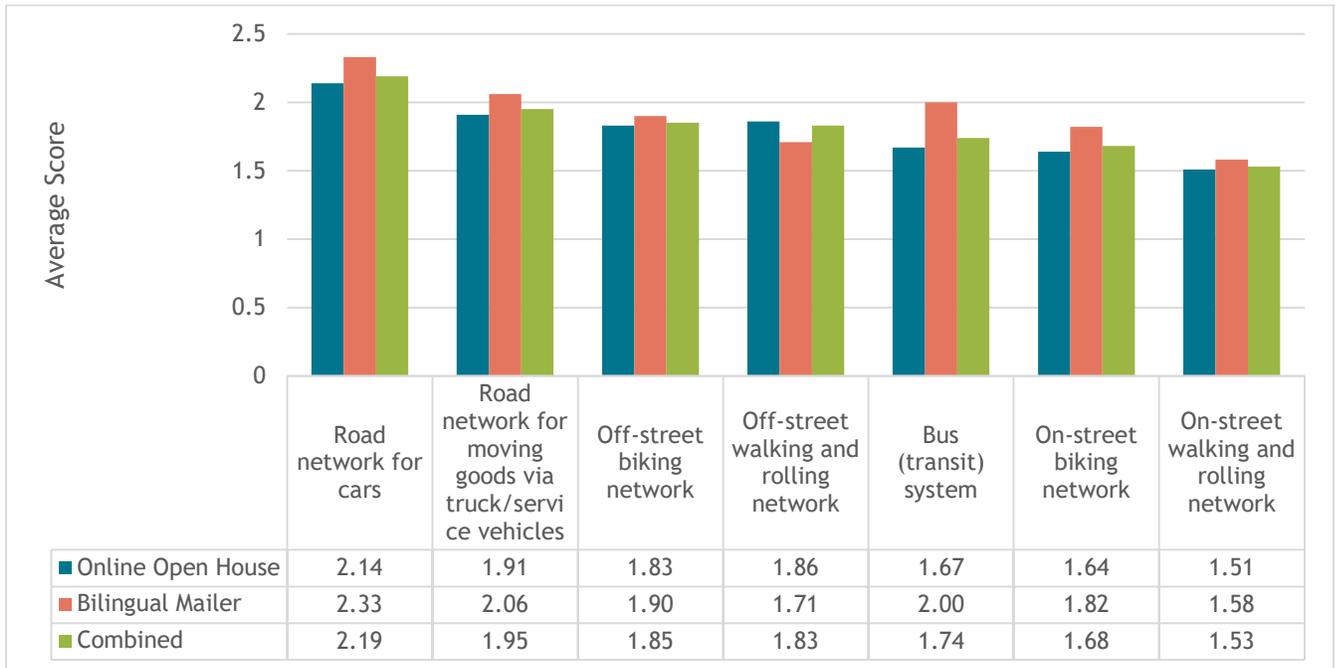
Below are the following questions that were in posed in such a way in both the bilingual mailer and online open house that they were able to be compared.

### **Rate the following modes of transportation in the Eugene-Springfield area.**

Below is a comparison chart between data from the online open house and data from the bilingual mailer for how people rate various modes of transportation. The data from the online open house has been converted from qualitative data to quantitative data where “Very Good”

equates to 3, “Adequate” to 2, and “Needs work” to 1, which aligns with the rating scale used in the mailer. “Don’t Know” was excluded from the data set.

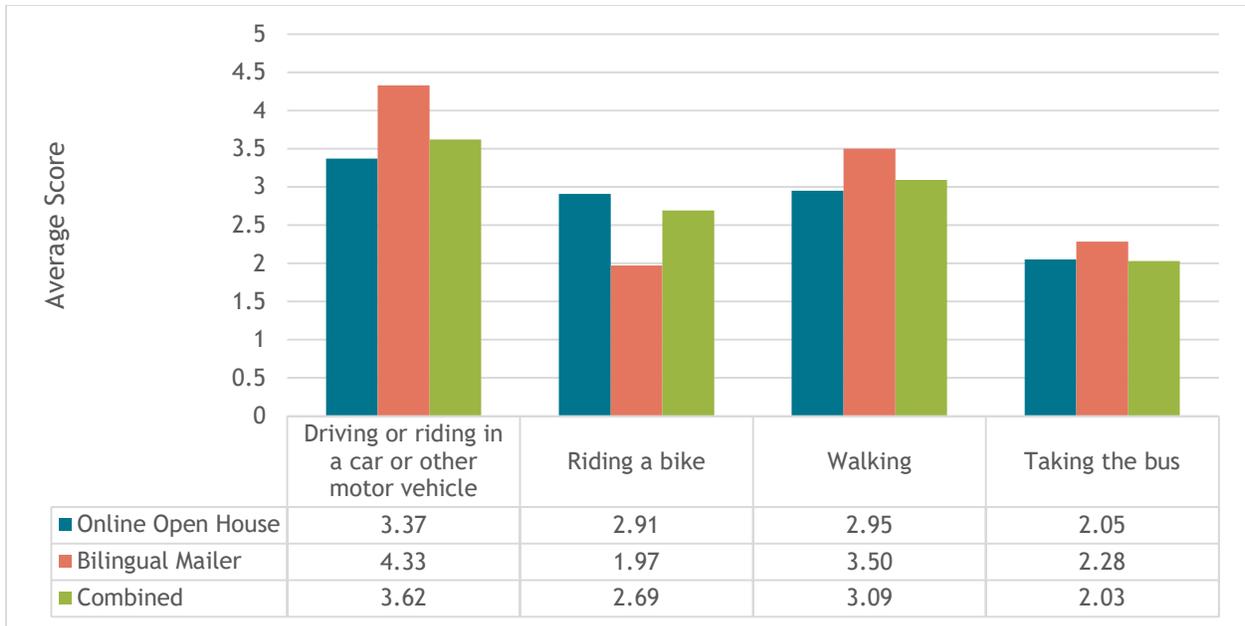
When taken as aggregate, the **road network for cars remains the most highly rated mode of transportation** with a score of 2.19. The on-street walking and rolling network remains the mode of transportation that needs the most work.



### How often do you use the following modes of transportation?

Below is a comparison chart between data from the online open house and data from the bilingual mailer for how often people use various modes of transportation. The data from the online open house has been converted from qualitative data to quantitative data where “All the time” equates to 5, “Most of the time” to 4, “Sometimes” to 3, “Rarely” to 2, and “Never” to 1, which aligns with the rating scale used in the mailer.

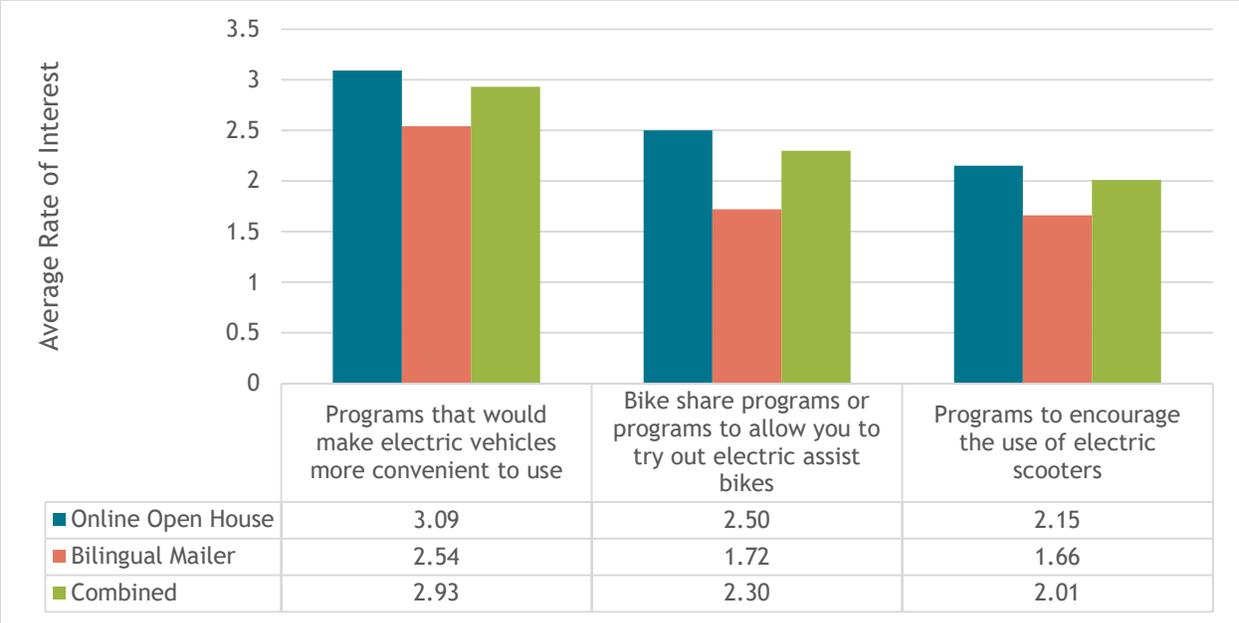
When taken as aggregate, **driving or riding in a car or other vehicle** remained the most used mode of transportation.



### Which of the following programs are you interested in?

Below is a comparison chart between data from the online open house and data from the bilingual mailer for how interested people were in various e-bike, bike share, scooter, and electric vehicle programs. The data from the online open house has been converted from qualitative data to quantitative data where “Very interested” equates to 4, “Somewhat interested” to 3, “Somewhat uninterested” to 2, and “Not at all interested” to 1, which aligns with the rating scale used in the mailer.

When taken as aggregate, **programs that would make electric vehicles more convenient to use** remained the most popular, while electric scooters remained the most unpopular.



## NEXT STEPS

Below are some recommended next steps:

- Consider conducting targeted outreach, possibly reopening the online open house and Spanish language survey and/or conduct listening session meetings, to solicit additional feedback from groups that were underrepresented in the initial outreach period.
- Categorize the comments and recommendations received from the public according to the project or program they fall under in the RTP. Recommendations or comments that do not fall under one of these projects or programs will be shared with the City and County to be incorporated into planning and funding ideas.

# APPENDIX A: AQCD INTERAGENCY CONSULTATION COMMENTS RECEIVED

**From:** [Clark, Adam](#)  
**To:** [CLARKE Kelly A](#); [max hueftle](#); [Steve Dietrich](#); [morgan.schafer@deq.state.or.us](#); [Pepple, Karl](#); [jasmine.harris@dot.gov](#); [TUJICA RACHAEL \(LCOG List\)](#); [emily.dline@dot.gov](#); [BOBREGO JEREMY \(LCOG List\)](#); [Ned.Conroy@fta.dot.gov](#); [JOHNSTON BILL \(LCOG List\)](#); [MAHER John D](#); [THOMPSON Paul E](#); [CALLISTER Dan](#); [CURRIER Ellen](#); [DORFMAN Rachel M](#); [GILES Lance \(SMTP\)](#)  
**Subject:** RE: Conformity Meeting: Central Lane MPO Regional Transportation Plan AQCD  
**Date:** Thursday, September 30, 2021 11:53:53 AM

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**CAUTION:** This email originated from outside the organization. DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi all; here is the recommended edit I mentioned on this morning's call for pg 6, paragraph 3 of the AQCD, with additions in green (go Ducks?);

"In ~~certain~~ areas ~~that have been designated as nonattainment for a~~ where air quality emissions have exceeded the National Ambient Air Quality Standards (NAAQS), including those that were redesignated to attainment in the past 20 years ("maintenance areas"), an AQCD is required whenever the Metropolitan Transportation Improvement Program (MTIP) or MPO's Metropolitan Plan (RTP) is updated, or every 4 years, whichever comes first."

Thanks for a great call!

Adam Clark  
Air Planning Section  
Air and Radiation Division  
EPA Region 10  
206-553-1495

**From:** [Borrego, Jeremy \(FTA\)](#)  
**To:** [CLARKE Kelly A](#); [Max Hueftle](#); [SteveDietrich@trapa.org](#); [morgan.schafer@deq.state.or.us](#); [clark.adam@epa.gov](#); [people.karl@epa.gov](#); [Harris, Jasmine \(FHWA\)](#); [TUPICA RACHAEL \(LCOG List\)](#); [Conroy, Ned \(FTA\)](#); [JOHNSTON BILL \(LCOG List\)](#); [MAHER John D](#); [THOMPSON Paul E](#); [CALLISTER Dan](#); [CURRIER Ellen](#); [DORFMAN Rachel M](#); [GILES Lance \(SMTP\)](#); [Cline, Emily \(FHWA\)](#)  
**Subject:** RE: Conformity Meeting: Central Lane MPO Regional Transportation Plan AQCD  
**Date:** Thursday, September 30, 2021 11:35:40 AM  
**Attachments:** [AQCD for CLMPO 2045 RTP Draft 20210914 JB.pdf](#)

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Hey all,

Thanks for the informative meeting and great discussion. Attached are my comments on the RTP AQCD. If you have any questions, please let me know.

Thanks again,

Jeremy Borrego, AICP  
Transportation Program Specialist  
Federal Transit Administration  
Region 10 - Seattle, WA  
Phone: 206.220.7956

**From:** [Harris, Jasmine \(FHWA\)](#)  
**To:** [CLARKE Kelly A](#); [Clark, Adam](#); [max huefler](#); [Steve Dietrich](#); [morgan.schafen@odeg.state.or.us](#); [Pepple, Karl](#); [TUPIGA RACHAEL \(LCOG List\)](#); [Cline, Emily \(FHWA\)](#); [BORRERO JEREMY \(LCOG List\)](#); [Conroy, Ned \(ETA\)](#); [JOHNSTON BILL \(LCOG List\)](#); [MAHER John D](#); [THOMPSON Paul E](#); [CALLISTER Dan](#); [CURRIER Ellen](#); [DORFMAN Rachel M](#); [GILES Lance \(SMTP\)](#)  
**Subject:** RE: Conformity Meeting: Central Lane MPO Regional Transportation Plan AQCD  
**Date:** Thursday, September 30, 2021 3:15:44 PM  
**Attachments:** [image001.png](#)  
[FHWA - AQCD for CLMPO 2045 RTP Draft 20210914.pdf](#)

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Thank you Kelly, attached are FHWA's comments!

Jasmine Harris  
Transportation Planner  
Federal Highway Administration- FHWA | Oregon Division  
530 Center St NE, Suite 420 | Salem | OR | 97301  
O 503.316.2561 | F 503.399.5838  
[Jasmine.Harris@dot.gov](mailto:Jasmine.Harris@dot.gov)



**From:** [GILES Lance \(SMTP\)](#)  
**To:** [CLARKE Kelly A](#)  
**Cc:** [Max Hueftle](#)  
**Subject:** RE: LMP design value wildfire data exclusion  
**Date:** Thursday, September 30, 2021 2:36:01 PM

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Hi Kelly,

I think that should be of no concern as far as the AQCD is concerned.

It means that the PM10 data is still on record and included in AQS (the EPA database), unless an official request is made for an Exceptional Event and is concurred with by the EPA.

However, the PM10 wildfire data that would contribute to a violation of the NAAQS is allowed to be excluded from the DV calculation when qualifying for the LMP without the EPA EE concurrence.

-Lance

---

**From:** CLARKE Kelly A <KCLARKE@Lcog.org>  
**Sent:** Thursday, September 30, 2021 2:25 PM  
**To:** Lance Giles <lance@lrapa.org>  
**Cc:** Max Hueftle <max@lrapa.org>  
**Subject:** RE: LMP design value wildfire data exclusion

Hi Lance,

Thank you for this. I will address it in the AQCD.

I am not clear, though, on what this means: Such data are not eligible to receive a concurrence flag in AQS and are not excluded from AQS or other design value calculations performed in AQS

Is that anything of concern or note?

Kelly

---

**From:** Lance Giles <lance@lrapa.org>  
**Sent:** Thursday, September 30, 2021 2:14 PM  
**To:** CLARKE Kelly A <KCLARKE@Lcog.org>  
**Cc:** Max Hueftle <max@lrapa.org>  
**Subject:** FW: LMP design value wildfire data exclusion

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Kelly,

Below is the response from EPA that includes the attached documentation. Hopefully a little extra language in the AQCD and a link to the attached document will satisfy Adam Clark's request for clarification on the removal of wildfire data.

-Lance

---

**From:** Duboiski, Christi <[duboiski.christi@epa.gov](mailto:duboiski.christi@epa.gov)>  
**Sent:** Thursday, September 30, 2021 12:32 PM  
**To:** Lance Giles <[lance@lrpa.org](mailto:lance@lrpa.org)>  
**Cc:** Vaupel, Claudia <[Vaupel.Claudia@epa.gov](mailto:Vaupel.Claudia@epa.gov)>; Clark, Adam <[Clark.Adam@epa.gov](mailto:Clark.Adam@epa.gov)>  
**Subject:** RE: LMP design value wildfire data exclusion

Hi Lance. Thanks for the clarification. I'll give you my initial response and then Claudia and Adam can weigh in with additional information or corrections, if necessary.

I understand that part of the regional Air Quality Conformity Determination (AQCD) for traffic planning contains PM10 trend data for Oakridge, and the FTA is asking LRAPA to reference the documentation or agreement that shows that removal of the wildfire data is allowed for DV calculations for LMPs.

I've attached the FAQ document for Exceptional Events (2016 Revisions to the Exceptional Events Rule: Update to Frequently Asked Questions – updated 2020) that answers your question. This guidance (See section E.13) states that "for purposes of developing a PM10 Limited Maintenance Plan, air quality monitoring data that area not exceedances or contributions to violation of the NAAQS may be treated in a manner " analogous" to the treatment of exceedance data under the Exceptional Events Rule, provided the impacted data otherwise satisfy the federal definition and criteria for exceptional events. Such data are not eligible to receive a concurrence flag in AQS and are not excluded from AQS or other design value calculations performed in AQS."

So, the removal of wildfire data when calculating the average DV for the most recent 5 years of data to show that the area qualifies for the LMP is allowed, but the data will not receive concurrence flags or be excluded from AQS DV calc.

See specifically Section E.13 - **Question:** Can an air agency request to exclude data by preparing a demonstration that meets the requirements of the Exceptional Events Rule for purposes of PM10 Limited Maintenance Plan eligibility?

Hope this helps

## APPENDIX B: ENVIRONMENTAL CONSULTATION COMMENTS RECEIVED

**From:** [CURRIER Ellen](#)  
**To:** [CLARKE Kelly A](#); [DORFMAN Rachel M](#)  
**Subject:** Fwd: Environmental Coordination for Central Lane Metropolitan Planning Organization Region Transportation Plan  
**Date:** Wednesday, September 29, 2021 3:41:03 PM  
**Attachments:** [lmaoe001.tpo](#)  
[20210929 Corps to LCOG Ltr\\_CLMPO RTP.pdf](#)

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FYI.

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**From:** Griffith, Daniel C NWP <[Daniel.C.Griffith@usace.army.mil](mailto:Daniel.C.Griffith@usace.army.mil)>  
**Sent:** Wednesday, September 29, 2021 3:15:02 PM  
**To:** CURRIER Ellen <[ecurrier@lcog.org](mailto:ecurrier@lcog.org)>  
**Subject:** Environmental Coordination for Central Lane Metropolitan Planning Organization Region Transportation Plan

You don't often get email from [daniel.c.griffith@usace.army.mil](mailto:daniel.c.griffith@usace.army.mil). [Learn why this is important](#)

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Hi Ellen,

Please see attached for the USACE response to the request for comments on the above referenced project. Please feel free to contact me if you have any questions or require further information.

Thanks,

Danny

Daniel C. "Danny" Griffith  
Regulatory Project Manager  
U.S. Army Corps of Engineers   
Portland District, Eugene Regulatory Field Office  
211 East 7th Avenue, Suite 105  
Eugene, Oregon 97401-2763  
 541-465-6878  
[daniel.c.griffith@usace.army.mil](mailto:daniel.c.griffith@usace.army.mil)



DEPARTMENT OF THE ARMY  
U.S. ARMY CORPS OF ENGINEERS, PORTLAND DISTRICT  
211 EAST 7<sup>TH</sup> AVENUE, SUITE 105  
EUGENE, OR 97401-2763

September 29, 2021

Regulatory Branch  
Corps No.: NWP-2021-468

Ms. Ellen Currier  
Lane Council of Governments  
859 Willamette Street, Suite 500  
Eugene, OR 97401  
ecurrier@lcog.org

Dear Ms. Currier:

We received a request via email on September 14, 2021 from the Lane Council of Governments (LCOG) requesting the U.S. Army Corps of Engineers (Corps) review the Central Lane Metropolitan Planning Organization (CLMPO) draft long-range Regional Transportation Plan (RTP) located in Lane County, Oregon. Specifically, the CLMPO requested that we review Appendix D of the RTP and provide comments.

The Draft Appendix D describes the RTP as multiple efforts to be completed over several years across a large geographic area. It does not disclose the details of specific projects, but instead proposes to tier to site-specific project evaluations as they occur. As a result, we are providing general comments regarding Corps jurisdiction and authority.

We have reviewed the Draft Appendix D pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act of 1899 (RHA). Under Section 10 of the RHA, a Department of the Army (DA) permit is generally required to construct structures or perform work in or affecting navigable waters of the U.S. Portions of the Willamette River and McKenzie River within Lane County, as well as some waters along the Oregon coast in Lane County, are regulated under Section 10 of the RHA. Therefore, based on the maps included in the Draft Appendix D, it appears a Section 10 DA permit may be required for one or more individual projects within the RTP.

Under Section 404 of the CWA, a DA permit is generally required for the discharge of dredged or fill material (e.g., fill, or mechanized land clearing) into waters of the U.S., including wetlands. Discharges of dredged or fill material in waters of the U.S. that may result from certain activities can be exempt from regulation under Section 404. Based on the maps included in the Draft Appendix D, it appears a Section 404 DA permit may be required for one or more individual projects within the RTP.

Section 14 of the Rivers and Harbors Act of 1899 and codified in 33 U.S.C. § 408 (referred to as "Section 408") authorizes the Secretary of the Army, on the recommendation of the Chief of Engineers, to grant permission for the alteration or occupation or use of a Corps federally authorized project if the Secretary determines that the activity will not be injurious to the public interest and will not impair the usefulness of the project. An alteration is defined as any action that builds upon, alters, improves, moves, occupies, or otherwise affects the usefulness, or the structural or ecological integrity of a Corps federally authorized project. Several federally authorized projects, such as the Amazon Creek Diversion Canal, are present within the geographic boundary of the RTP and thus may require Section 408 review for one or more individual projects with the RTP. You can find more information on Section 408 review at: <https://www.nwp.usace.army.mil/408/>.

Additionally, the Corps must evaluate whether the RTP may impact any real estate interest held by the Corps. Given the large geographic area of the RTP as described in the Draft Appendix D, one or more individual projects within the RTP may require review by the Corps Real Estate Division. You can find more information on the Corps' Real Estate Office at: <https://www.nwp.usace.army.mil/Library/Aerial-photos/>.

The Draft Appendix D states that coordination and consultation with the Corps and other agencies would occur during individual project development, design, and permitting. I encourage this coordination with my staff regarding the applicability of the Corps jurisdiction and authority for projects included in the RTP. If you have any questions, please contact Mr. Danny Griffith by telephone at (541) 465-6878 or e-mail at [daniel.c.griffith@usace.army.mil](mailto:daniel.c.griffith@usace.army.mil).

Sincerely,



William D. Abadie  
Chief, Regulatory Branch

**From:** [CURRIER Ellen](#)  
**To:** [CLARKE Kelly A](#); [DORFMAN Rachel M](#)  
**Subject:** Fwd: Environmental Coordination for the Central Lane Metropolitan Planning Organization's Regional Transportation Plan  
**Date:** Friday, September 17, 2021 8:17:22 AM

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**From:** BROWN Jevra \* DSL <[jevra.brown@dsl.state.or.us](mailto:jevra.brown@dsl.state.or.us)>  
**Sent:** Thursday, September 16, 2021 3:13:36 PM  
**To:** CURRIER Ellen <[ecurrier@lcog.org](mailto:ecurrier@lcog.org)>  
**Subject:** RE: Environmental Coordination for the Central Lane Metropolitan Planning Organization's Regional Transportation Plan

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Ellen,

Thank you for the opportunity to review the draft Regional Transportation Plan. I have mostly restricted my review to the Waters section of the document with some attention to areas that may have implications on DSL" Removal-Fill program. I have forwarded your request to our Proprietary program as we may have land and waterway ownership interests within the study area.

Page 23, Wetlands: The inventories appropriate for planning in Oregon and within the plan study area are those included within the Statewide Wetlands Inventory for which there is an online web map, find the link to the web page in my signature line for details, scroll down to the map link. The SWI includes the NWI as delivered from the USFWS and also includes a subset of the USGS NHD for waters mapping and subsets of the USDA NRCS soil survey SSURGO/STATSGO combined dataset for Oregon to flag areas with greater likelihood of containing unmapped wetlands or waterways. The SWI should be used outside of the study areas of Local Wetlands Inventories (LWIs).

Technically the SWI also includes approved LWIs and approved wetland delineations and determinations. This mapping has not yet been incorporated into the SWI web map. The mapping associated with these documents supersede the previously mentioned SWI datasets within their respective study areas. There are several approved LWIs within the plan study area, reports, maps and GIS are available from this web page: <https://www.oregon.gov/dsl/WW/Pages/Inventories.aspx> See the two Eugene, two Springfield and the Coburg approved LWIs. It sounds like you may have accessed these already. Eugene has four study areas that have not been approved for use. Springfield has an LWI in review. These may be approved for use for future project-specific planning.

Delineations and determinations are not available in GIS format and are usually reviewed more on a project-specific level. This approved delineation mapping or determination decision may be obtained through public records requests: <https://www.oregon.gov/DSL/Pages/PRR.aspx>

Because this planning effort begins to estimate the number of projects that may include wetlands

and waters impacts we may anticipate that wetland and waters mitigation may be required to offset those impacts. We appreciate that the mitigation strategies beginning on page 35 do emphasize the first steps in mitigation which are to avoid and minimize impacts to the greatest extent practicable. When these steps have been taken and impacts are necessary, there are a number of mitigation banks that serve this plan area. A map of mitigation bank service areas can be found here: <https://www.oregon.gov/dsl/WW/Pages/MitigationMap.aspx> The jurisdictions within this plan area may also consider if there are locations where wetland and waters mitigation projects may serve double duty to also protect from flood hazards by for example providing additional flood storage and delay, or may serve to improve water quality. Long range planning at the scale of this plan area may begin to identify appropriate mitigation project locations. If such locations might serve multiple transportation projects please work with the DSL mitigation specialists for appropriate mitigation planning: <https://www.oregon.gov/dsl/WW/Pages/Mitigation.aspx>

Scanning the document it looks like you included most of the concepts and I am only refining what is written. Let me know if there is anything else we can do.

Thank you for the opportunity to review the draft.

Jevra Brown, Aquatic Resource Planner

Department of State Lands

Cell 503-580-3172

Checking for wetlands and waters? – Use the [STATEWIDE WETLANDS INVENTORY](#)

To help prevent the spread of COVID-19 many of the DSL staff are telecommuting.

## APPENDIX C: ONLINE OPEN HOUSE OPEN TEXT QUESTIONS

Below are the unedited comments that respondents submitted for the open text questions in the open house.

### QUESTION 5: What are the main barriers to walking in the Eugene-Springfield area? *(Check all that apply.)*

Those who chose “Other,” wrote the following in the open text box:

- I'd like sidewalks to be better lit-- but not in a way that's disturbing to residents like street lamps are
- Drivers are distracted or in too great a hurry for ped and bike safety
- dangerous men
- Too much car parking, too many cars going too fast, buildings are often oriented to parking lots, doors are difficult to access on foot
- Auto traffic moving too fast
- Security - too many scary people camping under bridges and in parks along paths
- I'd prefer to bike!
- Too many people living on bike paths/sidewalks/parking strips to be safe. Also, off-street lighting is blinding when cycling, so it makes it LESS safe. Lastly, how about some traffic law enforcement?
- Roadways are designed to encourage high speed driving.
- Bums/thieves/druggies
- Safety inadequate nearly everywhere.
- It would be helpful if the sidewalks were routinely cleaned of trash, leaves and other debris.
- Due to insufficient resources for the houseless, public safety concerns are an unfortunate, unintended, risk to pedestrians
- Too many streets (e.g., Jefferson St.)were designed as easy ways to move TRAFFIC to and from downtown. Springfield Main Street is even worse! We need more traffic calming measures on many streets in this area...OR better traffic law enforcement.
- Only major streets with incredible noise pollution connect all the way through town; there are lots of quiet neighborhood streets that dead-end. Having walking paths that connect side streets would help.
- Safety issues
- sidewalks abut streets where traffic is going too fast
- Danger from homeless population and city is too spread out

- Illegal camping, unsanitary conditions, and unleashed dogs create unsafe conditions that make use of a car more preferable.
- There are no safe and pleasant ways to walk from Eugene to Springfield
- Cars prioritized over humans/nature
- Gaps in sidewalk network
- The law that "every intersection is a crosswalk" is not known or enforced at all. If this law were actually used, the walking environment would improve vastly.
- Some places unsafe to walk due to unhoused camping
- Drivers of vehicles are behaving dangerously and putting people walking and cycling at risk of injury or death.
- Lack of crosswalk enforcement and related driver education
- ill mannered bicycle and skateboard riders
- don't feel safe
- arthritis
- Cars and drivers

### **QUESTION 8: What are the main barriers to biking in the Eugene - Springfield area? (Check all the apply)**

Those who chose "Other," wrote the following in the open text box:

- Aggressive auto drivers and careless cyclists
- Drivers are distracted or in too great a hurry for bike and ped safety
- Not enough streets made difficult to access for cars, like Alder from 19th to 24th
- The bike lanes that are there often don't connect to each other, bike lanes often disappear at intersections, there are too many cars going too fast, there is conflict built into off-street bike facilities (e.g. intersections lacking clear right-of-way), bike facilities often are less direct methods, too many bike facilities direct cyclists onto the sidewalk
- Drivers are getting meaner, too many door zone bike lanes, bike paths lack adequate lighting, poor bike infrastructure near commercial destinations, using park space for transportation introduces conflict
- Security - too many scary people along the river paths
- Motorists refuse to obey the law and enforcement is nonexistent. Add in the ever-expanding size of their largely unguided missiles, and it fails. Lastly, stop with the center rumble strips; they discourage safe passing of people on bikes.
- Connection to and bike path to businesses on Coburg Road - scary and confusing around hwy
- Too many breaks in the system; bike paths too narrow during COVID so forced onto streets, which is not terrible but has its own drawbacks; almost no one gives warnings

upon passing, which is even worse for ebikes/scooters given their greater speed;  
pedestrians do not yield/share the path

- Bike Theft, people hanging out along paths/underpasses
- Roadways are designed to encourage high speed driving.
- Connections within Eugene-Springfield are generally good but it's hard to get to Veneta
- Druggies/bums/thieves
- Signage on River Road inadequate to know which streets have a path to the West Bank Trail. Love lighting on bike/ped paths.
- Connectivity - many bike paths are not connected at key intersections. Small, targeted, connections could have huge impacts
- I don't need to ride a bike
- We need reduced design speeds for anywhere people biking and walking share space with people driving, and we need a broader network of separated facilities for those who don't feel safe sharing space. Both of these things should be prioritized so that a rapid rollout of a bike/ped network can happen in advance of the major population growth on the way.
- Danger from homeless camps and garbage
- Steps to discourage bicycle theft are infrequent. Thieves are permitted to operate with little effort to dissuade them.
- There are not enough ways to bike from Eugene to Springfield--especially at night when the river path is not lit.
- No safe bike parking "afraid of theft"
- Fast cars prioritized over human safety/livability/environment
- Not enough protected bike infrastructure (cycle tracks, buffered lanes)
- I think the area is doing pretty well, but improvements are needed! We need to steadily increase bike riders and walkers and do everything possible to facilitate this growth.
- Not enough protect or Class 1 bike lanes
- Traffic signals should prioritize bicyclist. Lack of lighting along the Amazon park and Willamette river trails make it scary for riding at night.
- Bike theft
- Major bikeways (e.g., 13th) force bikes to catch every red light, no coordination
- Roads are in a horrible state of disrepair
- Drivers of vehicles are behaving dangerously and putting people walking and cycling at risk of injury or death.
- Bike theft
- bike lanes and trails are not interconnected enough
- bikes stolen

- Basically, cars are the problem. (I have one, so don't @ me.) Also, there's no safe route to the (wonderful) river bike path from anywhere south of Fifth Ave., especially with construction at the former EWEB site messing up access via High Street.
- don't feel safe - too many beggars
- arthritis
- Cars and drivers

### **QUESTION 10: What are the main barriers to taking transit in the Eugene - Springfield area? (Check all the apply)**

Those who chose "Other," wrote the following in the open text box:

- Bus stops are terrible. Especially the costly new ones. No weather protection and foolish expenditure on custom metal fabrication and trite art
- Bus doesn't stop near my workplace; also the area needs more density of development to support transit
- Transit Tomorrow proposal to remove bus stops near my home
- Doesn't feel clean, healthy, or safe.
- I don't feel safe while I'm on the bus, and it is far from pleasant. There is always a deranged person trying to engage me in conversation, or someone yelling at their child, or someone having a conversation about having sex or taking drugs. I'm not actually an old fuddy-duddy, it's just that being on the bus should be more pleasant than driving, not less.
- Drivers are too focused on keeping to schedule, compromising comfort and safety.
- I can take the bus from Eugene to Veneta in the AM but there is no bus back home
- Not interested, waste of money
- not enough diversity in bus service
- It is difficult to assess bus service with the pandemic. I am really looking forward to EmX bus services on River Road--when the pandemic is over. That would provide sufficient frequency that I won't worry if the bus is not 'on time.' Bus service to downtown is quick for me, once I am on the bus.
- Make them free like Corvallis!!!
- Bus stops that include trash cans need more routine attention.
- closures/cut backs on lesser used routes severely inconveniences residents (elderly, handicapped) who need buses to get to stores and services.
- The hub/spoke system means that trips other than downtown take a very long time. If I want to head straight south or north, for example, it doesn't make sense to have to go downtown first.
- No parking for car at most stops
- I lost my easy acces to the bus from my home several years ago.

- The bus network is great for a metro area of our size. I mostly use the EmX which is excellent. Would love to see that expanded up Coburg or River Road.
- Public Transit is lower priority than private cars
- The bus system is okay for an area of this population but again, we need to make steady improvements to get more people using our bus system. It needs to be super convenient and easy to use. More bus routes, more often, reaching more places. A free bus system, like they have in Corvallis, would be best.
- A phone app for clearly and easily getting bus arrival times a bus stops would be nice.
- Due to COVID, I'm not using the bus.
- Bus outreach is not always done well, leaving the public out of the loop and sometimes frustrated.
- EMX is better than the bus, transit should replicate that schedule
- Congestion makes transit travel slower than SOV
- Right now, it's just COVID. Too scary. Hopefully this will change.
- LTD considering stopping service to my area
- Quicker to bike/walk to destinations
- need more not less bus routes

**QUESTION 11: If you had to pick just one transportation project to fund, what would it be?**

Those who responded "Other," wrote the following in the open text box:

- free buses like Corvallis
- Passenger commuter rail
- The addition or expansion of highways or freeways
- Upgrading roads between cities and towns on key cycling corridors to accommodate cyclists and motorists. For example, economic and recreational activity between Eugene and Creswell is suppressed by the dangerous stretch of Highway 99 beyond Dillard Road. Everyone loses and safety is compromised.
- maintain pre-pandemic bus routes based on providing access for all (elderly, disabled, students, & people who chose to travel by bus in the neighborhoods

**QUESTION 16: Do you have any other thoughts or comments you'd like to share with us?**

- install touchless walk signals during pandemic.
- ev charging infrastructure needs to be greatly expanded
- More transit, fewer single user auto traffic.
- I think the intersection between zoning and transportation is an important issue. Where good rapid transit lines are installed, increased density is in order. This also requires a

larger regional view than the area of this public transportation planning. That bigger picture includes more, better, faster rail connections to larger and more distant population centers and expansion of good transportation services such as EMX to places like Vineta, Coburg, Creswell, Junction City. Perhaps those ""exurbs"" need to be encouraged to limit their urban growth boundaries in exchange for better public transportation connections that limit or reduce job to home and home to shopping area car trips.

- Dedicated bus lanes with frequent service MUST be a top priority if we are to move toward sustainability; Commit publicly and bring policies and budget into alignment with a prioritization of modes as follows--- 1. walking> 2. transit> 3. biking> 4. car share/taxis> 5. individual car ownership/use; Change zoning so that there are more places to go nearby people's homes; make e-bikes accessible to all and create the infrastructure that will support people in feeling safe using them;
- Used to bike commute (now retired)
- The bus system is too expensive. \$9Million each for huge hybrid buses that don't ever use the electric option. NOW spending \$10mil each for huge electric buses. Use smaller electric buses to go more places. The bus shelters are a joke. They don't protect people from wind or rain. Better bus shelters, less art work. I think the lighting is too bright/harsh as it is. Choose softer looking, directional LEDs to reduce night pollution...we live on this planet with other creatures.
- Fix 30th ave biking
- Parking is not expensive enough. We really need more Donald Shoup-inspired parking pricing in Eugene! When parking spaces are full for blocks and blocks, you have to raise the prices! Also, I know this is a transportation survey, but increasing density of development, especially within a mile of the downtown cores and along major corridors, will be the best investment our community can make in improving transportation for our community.
- Try out? How about programs to subsidize ebike purchase? All evidence so far says they reduce VMT
- Our priority should be to build out a system where 95% of people can easily walk and use transit for 95% of their daily needs. Add bicycle and other active infrastructure to address needs beyond that, and then auto use last.
- I'm glad for the new bike lanes that are more separate from car traffic. I have always hated, say, Pearl St. where bikes were supposed to ride to the left of center, a very dangerous feeling place. Likewise the bike lane on 11th downtown. I hate it.
- Electric micromobility is likely coming whether encouraged or not. It would be to the advantage of the area if this revolution is planned for -- both to avoid conflicts with existing non-motorized users, but also to maximize use of micromobility over passenger cars. Eugene-Springfield has the opportunity to be a model here. Also, we absolutely

need to have programs encouraging employers to install workplace electric vehicle charging and programs to incentivize charging network operators to install DC fast chargers for EVs.

- Multi use paths are a thing of the past with electric scooters, skate boards and bikes competing with bikes, roller blades, skate boards, joggers, baby carriages and walkers.
- Overabundance of on-street parking, and a near-complete lack of enforcement of the few restrictions, destroys bike/ped safety and induces more driving. Time to put that acreage to better uses than storing people's private property. Also, I understand Lane County leads the state in roadway deaths and drunk drivers are a big part of that. However, putting in center-line rumble strips on roads that don't have truly rideable shoulders causes unsafe, and illegal, passing of bikes by motorists. In the interest of safety, we're making our county roads less safe for the most vulnerable users AND discouraging a means of transportation that adds years to people's lives. (People who ride bicycles live, on average, about 3 years longer than those who don't.) Let's focus on the problems (speeding, DUII, distracted driving) rather than assuming no one will travel between cities by bike. That assumption becomes self-fulfilling when things like rumble strips are cut in. Lastly, but probably most important, we really need to put up ""Bikes May Use Full Lane"" signs. It educates motorists and causes them to be less aggressive towards the people they encounter who are on bikes. While we're at it, put up educational signs about ORS 811.065, safe passing of bicyclists. The map failed me, but the southbound bike lane on Coburg Rd as it approaches Eugene north of Crescent simply disappears. Imagine encountering this on arrival from the Willamette Valley Scenic Bikeway while trying to get to one's Hotel. That hazard is a terrible look for us.
- I'm concerned about electric scooters and e-bikes sharing cycling infrastructure given their greater speed and indication so far that the users of the former are at least as likely to ignore proper warning protocol when passing as are cyclists. City also needs to greatly enhance density of retail/etc. options in non-downtown areas to reduce auto trip lengths drastically. Few areas in area offer 20-minute neighborhoods, city has done little to advance medium density housing with setbacks that will reassure opponents so that outlying neighborhoods will get out of their drive-everywhere habits
- Please don't view this as just a transportation plan--transportation must be seen in context, as part of our strategy for climate change, housing affordability, equity, and health and economic opportunity.
- Electric cars are a waste. They do not address inequities in our transportation system or land use policies that support cars over people. Stop pouring money into it.
- I'd be much more interested in getting more people on electric bikes than in electric cars, which still use virtually 100% of their power to move the vehicle, not the passenger. And they still need parking spaces.

- Obviously people in this area are not interested in riding a bus. LCOG is not working in the best interests of Coburg or the rural areas of Lane County. Continued growth is slowly destroying this once peaceful, safe area. The root cause of the problems in this area and the entire world is over population. We should be putting our focus on that and not a bandage over the problem.
- We all need to move to EV use, sooner or later. Vehicles and charging stations need to move ahead together.
- EV and autonomous vehicles are very soon going to be the predominant mode of transit. We should be planning for this shift in vehicle ownership and type. Charging, pick-up/drop-off regulations in downtown, smart intersections, autonomous truck delivery.
- Most interested in how funding will support reduction in ghg emissions
- I would ride my bike more often in the winter if there were a better program to keep the streets free of leaves and other debris. Wet leaves can be dangerous for bikers and walkers.
- Hi... Concerning the plans you are creating, please note that I'm not in favor of more speed bumps or attempts to reduce the use of private automobiles. Folks should be able to use and enjoy different types of transportation options that work best for them and that they can afford without impediments. Thank you to each of you who are working on these plans and for your help in making our community a better place to live! :-)
- How will you assess these data statistically? What are your hypothesized outcomes, and how did you plan to test these? Are there conceptual, theoretical, or operational methodologies that are used to support your findings as both valid and reliable? How do you hope to gauge the importance of the risk-benefit spatial attributes you requested participants to place on the map? I have developed a very similar methodology to this over the past few years; the application, for the purposes of a doctoral dissertation, is on brownfield land uses. However, I can suggest statistical tests and methodologies to strengthen your results. I would also be very excited to talk after the survey closes to learn more about the roadblocks you have encountered, which can help me as I move forward in my research. This is an awesome collaborative tool!
- (I wasn't able to make a mark on the map using my phone) Most of my neighborhood (1 block west of Hwy 99 near Royal) has no sidewalks & is poorly lit. We like to walk our dog to Peterson barn, but when it's dark early most of the year, it doesn't feel safe to do so early in the morning or after work since it is so dark & we have to walk in the street.
- We need to address the lack of freeway/highway systems in the Eugene/Springfield area. Technology and improved sidewalk/bike lanes will not make up for the lack of extra roadways that are needed.
- More walking and biking through density, reduced car use, ped/bike only spaces among others are great ways to attract young professionals to our community and to make it thrive. I hope that the city will start to implement these things and more.

- As the population ages, active transportation will more likely feature walking versus bicycling, scooters. Making it more accessible should be a priority, e.g., mandate sidewalk infill when properties sell; upgrade neighborhood collectors to have at least one sidewalk/multi-use path; educate residents on their responsibilities to keep sidewalks free of debris and vegetation trimmed; set traffic lights so there's a time when every traffic lane is red so that when the light turns green and the pedestrian gets the go-ahead to walk, they aren't endangered by those running red lights; ensure cleaning up sidewalks is part of contracts to do work in the right-of-way (gas line installs, tree trimming for utilities); schedule clean-up of major walking routes abutting roads after gravel is used for ice/snow (as it gets kicked up on the sidewalk and makes it very slippery); use more HAWK pedestrian crossings versus the flashing beacons.
- Free EV charging at Parcade is GREAT! Blinking yellow light pedestrian crossings are good. Traffic light patterns and signage is good. Cyclists & boarders should wear bright neon reflective clothing.
- One area not addressed here is additional law enforcement to increase traffic safety and the safety of pedestrians and visitors in some areas of the metro area, such as downtown Eugene.
- I primarily use bike for transport, occasionally using my own vehicle and car share. I walk for leisure in my neighborhood. Sidewalks in my older neighborhood need repair but some home owner neighbors cannot afford to replace. Would like a program to assist low income home owners upgrade sidewalks in front of our homes. If there is a program would like to know.
- Shifting to electric vehicles is long overdue. The gasoline tax should be raised such that the price of gasoline does not fall below a certain price. This would ensure steady movement away from gasoline-powered vehicles.
- I have an electric bike but I am wary of using it for errands because I believe it will be stolen when parked in front of businesses. I believe the concept of public transit being a more frequent or going more places is somewhat misleading in terms of how LTD interpreted this question a few years ago existing bus routes should be improved to increase speed and efficiency and but not at the expense of cutting out routes completely. In an ideal world we'd like to see frequent service everywhere, but not if what is meant is at the expense of any access at all.
- Planning for an electric vehicle future should not come at the expense of the transportation issue surrounding SOV use. With the climate driver reduced or eliminated by EVs, transportation planning must still acknowledge that systems to support SOV use are unsustainable.
- Thanks for working on this! Transportation reform is crucial to reduce global warming. Most local climate pollution comes from cars, a fact too often ignored by people claiming to care about climate change.

- ITS has best GHG bang per buck. Would love to see small barriers in connections improved for active modes.
- I'm not sure if EVs should count as ""multi-modal."" They are still cars and still take up more than their fair share of road space and parking space. Make sure to invest in e-bikes as much or more as you are investing in EVs.
- I think electric vehicles are a part of the solution to our climate crisis, but they don't make cities more beautiful, safe or pleasant. This technology will happen without a boost from us. Pedestrians are our most vulnerable users; start with pedestrian access and safety for the biggest bang for our buck. Investment here will have a trickle up effect, and will have a positive effect on biking and transit.
- I can't go back to the map but I was not thinking of bike share when putting comments on the map. If you use/expand bike share, it needs to be expanded to lower income areas (ie- West Eugene).
- Your map doesn't work. Extremely dangerous for bicycles along River Road northbound when nearing Beltline. Cars turning right across bike lane to take shortcut through parking lot to River Ave, to turn right onto River Ave, to turn right onto Beltline, and to turn right onto Division! Holy cow! Who designed this area?! Dangerous area along Roosevelt at 99W. Vehicles leaving and entering new gas station (two access/exit points) most drivers don't stop before the sidewalk that cyclists appear to need ride both directions. And this is, just past the turn lane from 99 southbound to Roosevelt westbound, where drivers often don't stop. Vehicles exiting ew gas station are often turning eastbound AND crossing the eastbound bike lane. There are so many issues in this area - between the angled railroad crossing and the intersection with the neighborhood to the north and industrial area to the south (seems a lot of FedEx trucks go in and out of there). And NOW a 7-11 is going in at 99 and Roosevelt! VERY bad planning and design in these two areas.
- I'm a fan of bike share programs, but Eugene's doesn't really serve anyone who doesn't live downtown or by campus. The state of bike infrastructure (at least in Eugene) is decent (for a city in the united states), but it's intimidating for someone who isn't used to riding bikes which makes a lot of people not consider using it. If the paths were more common and less intimidating, and the bike share radius larger, it would be useful to far more people.
- Stop with the curb bump-outs, all they do is decrease situational awareness because I'm concerned about watching for new curbs so I don't wreck my sidewalks. Also, I don't like large EV batteries, hydrogen paste exchange stations are way better from a mining standpoint.
- The city will need to build infill housing and climate goals and space concerns can't sustain more automobile infrastructure. Concern for automobile infrastructure (like parking) already limits the scope of projects that we consider acceptable. We need to

strive for a future Eugene with intra-city travel dominated by public transit and bike-like options.

- Residential EV plug in option for people with no off street parking
- Complete the sidewalks on College Hill. Put overhead lines underground. Redesign streets to make them pedestrian friendly. Build more housing spent. Stop sprawl.
- hard to ride bikes on River Road with heavy traffic need more options for bike paths in Santa Clara area need better lighting near WWTP bike path -- very unsafe early in morning for commuters
- Roadways through-out the city are in horrible disrepair. Commercial vehicles (trucks, etc) should bear a larger % of maintenance costs since such vehicle cause a majority of damage. Increase traffic police patrol...running red lights/stops signs, cell phone use and general dangerous driving has become commonplace.
- Need to have automatic traffic controls/enforcement on Harlow Road and Coburg Road. No cops; automatic photo ticket writers. Also, auto traffic metering, minimizing traffic at peak hours, on same roads. Twenty is Plenty is a welcome program in Eugene!
- I'd probably be more interested if I had an ev.
- Bicycling is not practical in Eugene for much of the year. Scooters and skateboards should not be used on sidewalks. Ever.
- Make sure bike share programs, electric assist or not, are accessible - and don't make getting trikes or other accessible bikes a mysterious process (\*cough PeaceHealth cough\*). I am personally uninterested in scooters, but I do know they can cut down on car traffic and be useful especially in downtown. Honestly, I'd eliminate parking on Broadway and turn it back into a pedestrian/bike/scooter/skate right of way with a lot of space for restaurants to have tables outside. The Streatery was awesome. Let's keep it up all year.
- It doesn't take a computer simulation to figure out the traffic issues in the Eugene Springfield area, just drive and pay attention as traveling westbound on beltline over the river is an excellent example. Traffic lights on sixth & seventh Street used to be synced if you maintained a single speed, but now we have the EMX. Franklin at U of O, forget it. it is a lot of stop-and-go. Off ramps (if you want to spend money on anything) should be extended because, for some silly reason, people in this region feel that they have to slow down about a mile before them thus creating a bottleneck. Downtown I avoid it whenever possible because I don't feel safe also lack of convenient parking and having to race the parking meter. On the meters, it would really be great if you put in your debit card and it charges you for the time that you are there so you can take time to actually shop. I like the one parking option where I pay with my smartphone and if I need more time, I just go to my phone and add more time. And finally, you have a history of not maintaining the current infrastructure and I would fix that before thinking about any modifications or

improvements. Poorly maintained roads cost people hundreds of dollars per year in vehicle damage and delays.

- Electric bikes, etc. are NOT compatible with our existing pedestrian/cycling infrastructure. If they are allowed (which it appears is inevitable) we need more space to allow safe use for all users. Speeds are much faster using these modes and from my experience the users of these technologies are not aware of courteous passing and signaling. My preference is to ban the use of these on pedestrian/cycling paths. Put them in the auto lanes and have those users deal with them. If ""20 is plenty"" electric modes of transportation have sufficient capability to use the auto lanes w/o impeding traffic flow.
- Adding alternative transportation is good for the environment & interested able bodied people, however, it should be a supplement, not a replacement for buses as transportation.
- Amazon Station, Santa Clara, and other neighborhood hubs

### **QUESTION 21: How do you usually get from one place to another using other means of transportation?**

Of those who said that they usually travel by another means of transportation, they wrote the following in the open text box:

- tempted to get an electric bike version for some of the big hills around here...
- I have been avoiding the buses somewhat during COVID, look forward to when I can get vaccinated.
- I've spent most of the past two years on crutches. It's a nightmare here. Bike paths flood (very dangerous to traverse standing water on crutches). Sidewalks are broken and nonexistent. Car rams on slippery sidewalks are hazardous. Just horrid!
- My husband rides his bike quite regularly for recreation in the summer and in the neighborhood for errands. A friend and I used to go out to lunch once a month, and in nice weather, we took the bus for an adventure.
- COVID has decreased my biking as I now work from home and no longer bike commute.
- Link trips; have multiple choices that favor biking and walking
- I suspect that I am not the only community members whose transportation mix has adjusted due to the risk-based perception of COVID. This should be taken into account. My answers to the questions above, pre-COVID, would have been substantially different. For example, the relationship between my walking and bus behavior would have been the reciprocal of what I reported here.
- In vehicle with other
- A major shortcoming is a lack of coordination between the cities and the county. For example, the stretch of Highway 99 between Dillard Rd. and Creswell is very dangerous

for cyclists. Roads should be designed so cyclists can travel between towns. This is now completely overlooked to the peril of cyclists and annoyance of drivers.

- My habits have changed significantly due to COVID. Pre COVID I mostly walked, bikes, and took transit. Now, I work from home and don't have a commute.
- Things have changed during the pandemic. We've been told that public transport is not recommended, but we'd like to return to it after, if our routes are still intact.
- I used to ride bus more. Looking forward to riding again after COVID-19.
- Biking is usually weather-dependent
- Won't ride Public Transit during Covid-19 (Age-66)
- My son uses the bus all the time as he choses not to drive. With physical limitations, I drive most of the time, but if I can take the bus in a timely manner, & not have to walk very far, I would take the bus more often. When I can no longer drive, we bought our house partly to be near a bus stop for the future.
- These questions make no sense during the pandemic

**QUESTION 23: If yes, please select the most common travel method(s) that you use.**

For those who said that they or a family member travel to and from school and selected "other" as their most common travel method, they wrote the following in the open text box:

- But we would LOVE to bike if there were a safe connection. It's only 2 miles.
- This will change if Transit Tomorrow removes the bus stops near our house. Not sure how our student will get to school then; she is now old enough to drive so we may add a passenger car to the road.
- By herself
- well, when you actually \*went\* to school
- My partner drives every day as an essential retail worker
- Mostly walk. Rarely drive.
- Ev
- This should be allowed only for people who respond yes to the previous question. Also, what is school? K-12, college? university? What if that is where we work?

**APPENDIX D: ISSUES MAP COMMENTS**

Below are the unedited comments that respondents submitted in the issues map, grouped by address. Respondents wrote in the location name.

Location Name	Comment	Address
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River Road & Division Ave	Way too much traffic at this intersection	1 Division Ave, Eugene, OR 97404, USA
37th at Willamette intersection	Inadequate marked pedestrian crossings in this area	10 W 37th Ave, Eugene, OR 97405, USA
Delta/Green Acres Intersection	Bike path abruptly ends at a very high traffic intersection. It is impractical for anyone who is not a very confident cyclist to access the businesses on Green Acres.	1005 N Delta Rd, Eugene, OR 97408, USA
where eastbound bike path meets N Delta Hwy	the bike path ends at a large and busy intersection. I've complained about it before. Solution would be a signal for all vehicle traffic to stop to allow peds and bikes to cross over to the south side of Crescent to access JoAnn's, Goodwill, MOC, etc.	1005 N Delta Rd, Eugene, OR 97408, USA
Fern Ridge Path undercrossing at Bertelson Rd	The Fern Ridge Path undercrossing at Bertelson Rd floods often, forcing people to cross the high-speed and poorly signed and marked Bertelson Rd. About a year ago, a person on bike had to make this detour, and a reckless driver crashed into them, causing serious injury to the person on bike.	1011 S Bertelsen Rd, Eugene, OR 97402, USA
Prescott Ln	Pavement here is very rough, degraded, and several sunken strips where it has been dug up.	1055 Prescott Ln, Springfield, OR 97477, USA
6th Ave	There are too many lanes to cross safely. The sidewalks are too narrow. The wide street and many lanes encourage people to drive too fast here (in my experience, typically 10-15 mph over the speed limit). This is an extremely hostile environment for biking and walking and divides the neighborhood. I have lived along highways of 100k-200k AADT that were less divisive than this street.	1070 OR-99, Eugene, OR 97402, USA
Bike Lane / Connections on Coburg	This area is so confusing on a bike! Crossing under the highway (both directions) is unclear and feels very unsafe with the number of car-traffic	1075 Ruth Bascom Bike Path, Eugene, OR 97401, USA

	directions and lack of driver awareness of crossing bikes.	
Coburg-MLK-Club Rd- I 105	These intersections are very confusing, convoluted, and don't seem to work well for any mode. Maybe a less convoluted design would work better?	11 Coburg Rd, Eugene, OR 97401, USA
4th Ave and Blair Blvd	Drivers of vehicles do not adhere to painted crosswalks, and it is also difficult to see around the sharp angle of Blair Blvd, leaving people crossing in this area in a difficult and dangerous situation. This problem becomes increasingly noticeable with the amount of foot traffic due to walkable businesses in the area and the walkable nature of the Whiteaker (Whiteaker Community Market, Red Barn Natural Foods, Slice Pizza, etc.), and two bus stops on either side of the street, resulting in people crossing the street frequently. A stop sign on Blair Blvd would greatly improve this intersection.	1100 W 4th Ave, Eugene, OR 97402, USA
Acorn underpass on Fern Ridge Bike path.	Repave the path surface from rough and jarring asphalt to either 1) much smoother (and wider?) asphalt or 2) concrete as in the remainder of the path.	1130 Acorn Park St, Eugene, OR 97402, USA
Fern Ridge Path undercrossing at Acorn Street	The Fern Ridge Path undercrossing at Acorn Street is extremely rough and narrow. It is not fun to ride a bike on it.	1130 Acorn Park St, Eugene, OR 97402, USA
delta ponds	A bridge connecting the gravel paths into a loop	1150 Darlene Ln, Eugene, OR 97401, USA
West 11th Underpass	Security concern with loitering people under this bridge. Also, a common area where bicyclists get flats. I have had 2 under this brindle in the last year.	1165 Sam Reynolds St, Eugene, OR 97402, USA
Bike Path too narrow	Bike path pavement is too narrow on NE side of intersection, users frequently misjudge the turn and fall off the pavement into the dirt. Pave an	1190 City View St, Eugene, OR 97402, USA

	additional 2-3 ft to accommodate turning radius at this intersection.	
Access path from West 12th Avenue to Fern Ridge Path near City View St	The path that connects West 12th Avenue to Fern Ridge Path near City View St has failed pavement, is narrow, and extremely difficult to navigate safely. It needs to be repaved and signage improved.	1195 City View St, Eugene, OR 97402, USA
University / 19th Intersection	Cars frequently blow through stop sign, barely slowing down	1208 E 19th Ave, Eugene, OR 97403, USA
North side Willamette River bike trail	Add lights. Does not feel safe due to being too dark at night.	1218 Aspen St, Springfield, OR 97477, USA
Commons Drive roundabout	More roundabouts like this would be great.	123 S Garden Way, Eugene, OR 97401, USA
bike infrastructure on Coburg	I would love to ride my bike to Trader Joe's more often, but the bike path abruptly ends and you have to navigate a busy parking lot or ride on a narrow sidewalk	124 Coburg Rd, Eugene, OR 97401, USA
Fern Ridge Path crossing at Polk St	It is hazardous for people crossing Polk Street. Cars drive too fast and fail to stop for people crossing the street. This is also a Safe Routes to School route. It is not clear where people should cross Polk Street and Amazon Creek.	1249 W 16th Ave, Eugene, OR 97402, USA
West Eugene Bike Path	The path regularly floods throughout the winter, which cuts off essential access as a commuting route for bicyclists and walkers to employment centers and essential services both to West Eugene and center city. This also cuts off all forms of recreational access	1250 Bailey Hill Rd, Eugene, OR 97402, USA
Narrow Sidewalk for Amt of Foot/Bike Traffic	There is a very narrow sidewalk between the community garden and Lincoln School building for the amount of foot and bike traffic that use it to get	1259 Monroe St, Eugene, OR 97402, USA

	to the Fern Ridge Path, the dog park, and north of 18th.	
E 13th Ave bike lane to/from campus	Light coordination is poor making this a really slow biking route. Bikes have to stop at every intersection.	1290 Patterson St, Eugene, OR 97401, USA
13th and Lincoln	Raised pedestrian crosswalk across West 13th avenue is too high, like a speed bump on steroids.	1293 Lincoln St, Eugene, OR 97401, USA
13th and Lincoln	The raised sidewalk is too high.	1293 Lincoln St, Eugene, OR 97401, USA
Raised Crossing	This new raised crossing is WONDERFUL!! The problem is that people driving don't have a lot of notice and are often speeding when they hit it. Add some signage or other notice, so people don't hit it going so fast. If folks were actually going the speed limit, it wouldn't be a problem. I'd like to see MANY more of these around the city, so let's get this right.	1293 Lincoln St, Eugene, OR 97401, USA
Garfield and 13th	Major E-W traffic is routed through residential neighborhoods (from 11th to 13th, 18th) causing frequent accidents. Instead extend E-W traffic on 11th to Chambers.	1295 Garfield St, Eugene, OR 97402, USA
Polk Street	The entire length of Polk Street has failing pavement and no safe space to ride a bike. Its design encourages drivers to speed. Please remove on-street parking of private vehicles from the public right of way and reallocate the space for people to move about safely.	1295 W 18th Ave, Eugene, OR 97402, USA
Street bike sensing needed and Pedestrian flashing signage at Polk and 22nd.	1) add a bike activated street induction diamond to alert cars of approaching bikes 2) integrate the bike activation circuit with pedestrian activated solar crossing flashing warning signs	1295 W 22nd Ave, Eugene, OR 97405, USA

bike path at City View	Mark all cross-streets on the Amazon path. Just stencil on the overpass (both ways) or create a signpost so we know where we are & can describe it to others.	1304 City View St, Eugene, OR 97402, USA
West Bank Path	The entire length of asphalt path needs has multiple potholes and bumps. It needs to be replaced and widened.	131 Arbor Dr, Eugene, OR 97404, USA
13th avenue bike path	The 13th avenue bike path is a terrible experience for cyclists -- stopping every block, forced to stop on a green light, despite wanting to go straight (consider a cyclist going eastbound on 13th having to stop at pearl -- it's nonsensical), etc, etc. Attempting to cross 13th via a N/S street is also now a terrible experience. I can't think of a single thing that was not made worse due to the 13th avenue bike lane.	1313 Pearl St, Eugene, OR 97401, USA
Fern Ridge path at Oak Patch	The passive signage here seems somewhat dangerous. What about adding a solar activated warning signal for cross car traffic?	1333 Oak Patch Rd, Eugene, OR 97402, USA
West bank bike path	The asphalt portions of this bike path are in need of consideration for upgrades to the wider and friendlier concrete version.	135 Oakleigh Ln, Eugene, OR 97404, USA
West Bank Trail	I am looking forward to the rehabilitation of the West Bank Trail, delighted for the lighting. It will be a real asset to recreational biking and walking and for commuter travel.	135 Oakleigh Ln, Eugene, OR 97404, USA
Bike Path west of Arthur underpass	This location has serious creekbank slumping and path erosion. Large cracks are filled with tar but the creek clearly needs some additional rock work improvements and the path needs to be placed on a more stable underpad and concrete redone.	1398 Arthur St, Eugene, OR 97402, USA
W 19th	This whole stretch needs traffic calming like E 19th got, if not diverters. Way too much	141 W 19th Ave, Eugene, OR 97401, USA

	aggressive driving. Get the through traffic onto 18th where they belong	
Alton Baker Eastgate Woodlands	End the oasis of darkness, it's too dark for most to feel safe, requires buying expensive lights and ultimately generates more VMT, causing greenhouse emissions that will harm the wildlife	1451 Walnut Rd, Springfield, OR 97477, USA
River Path between D St and I-5	The lack of lighting here is extremely dangerous.	1451 Walnut Rd, Springfield, OR 97477, USA
South end of Knickerbocker/offramp	Need bike and ped access to southbank trail here. a signaled crossing here and a ramp and at grade crossing of the racks would connect this whole neighborhood- Laurel Hill Valley to the network.	1452 Sylvan St, Eugene, OR 97403, USA
Maxwell Rd	This is one of the only ways to get between River Rd and Barger. The alternatives are going south to Roosevelt, or north to Irving and going south on 99. The bridge has a narrow sidewalk on one side, and no bike lane. Given how important it is for cyclists and pedestrians, improving this is fairly important.	1475 Maxwell Rd, Eugene, OR 97402, USA
Bike path connection	A connection here or at the end of manor drive to the existing path behind RiverBend would create great access for local residents and allow bikes to avoid the dangerous section of MLK	15 Kathleen Ct, Springfield, OR 97477, USA
Washington-Jefferson Viaduct	This viaduct is extremely impactful to air quality, noise levels, transportation connectivity, and levels of car traffic in the neighborhood. It would serve car traffic better and be less impactful to the neighborhood if it terminated at 1st Ave instead of 7th Ave.	150 N Jefferson St, Eugene, OR 97402, USA
Clearwater Park	Pedestrian bridge to Mt Pisgah. Would also open up creating a path on the south side of the river as well.	1502 Clearwater Ln, Springfield, OR 97478, USA

Mohawk Blvd near Olympic	Uncomfortable area to bike through due to vehicular traffic and little recognition of the bike paths	1520 18th St, Springfield, OR 97477, USA
Patterson between Franklin and 24th	Crossing Patterson east-west on foot is too difficult. Paint east-west crosswalks at every intersection.	1547 Patterson St, Eugene, OR 97401, USA
Hilyard from Franklin to 24th	Crossing Hilyard east-west on foot is too difficult and is a major route for students. Paint east-west crosswalks at every intersection.	1553 Hilyard St, Eugene, OR 97401, USA
Between 27th and 24th on Amazon	Lots of foot traffic with no clear or lit crossing in this area	157 E 27th Ave, Eugene, OR 97405, USA
Two-way bike lane on Alder along campus	Two-way bike traffic along the one-way road is confusing for cars crossing Alder. Drivers may not know to look both ways for bikes, especially if new to the area.	1584 Alder St, Eugene, OR 97401, USA
Fern Ridge Path undercrossing at Chambers	Frequent flooding makes it impassible, requiring users to cross Chambers at surface	1600 Chambers St, Eugene, OR 97402, USA
99	I work off of 99 and live in the Whitaker. Buses take over an hour to travel that short distance and cycling conditions are not safe.	1601 State Hwy 99 N, Eugene, OR 97402, USA
River Loop	This road has a fairly high speed limit (45?) and no shoulder/lights, but it has a lot of foot and bicycle traffic. Given the increasingly residential nature of the area, it seems like it should be lowered.	1625 River Loop 1, Eugene, OR 97404, USA
18th Overpass	Safety and lighting has been a concern. Also, lots of trash and debris left by the house-less camps nearby	1665 W 18th Ave, Eugene, OR 97402, USA
Chambers St. & Arthur St. northeast side	Remove the decommissioned utility pole that is on the northeast corner. It is unnecessary and blocks vehicular views of pedestrians, especially if you're on Chambers making a right turn onto Arthur. The pole reduces pedestrian visibility and makes this intersection more unsafe.	1775 Arthur St, Eugene, OR 97402, USA

ECCO Apartment/DariMart	The recent death of Tony Lockhart as he crossed River Road is a strong indicator that a signalized crossing is needed at this location. With the addition of 53 units at Iris Place across the street, even more pedestrians and vehicles will be accessing River Road. Please prioritize safety measures in this and similar locations.	178 Norman Ave, Eugene, OR 97404, USA
Intersection of E 30th Ave and Agate	Install a stop light so that people can safely turn left from Agate onto 30th Ave. Less expensive, but not as safe, improvement is to slow traffic on 30th. Don't let speed go up to 45mph until after Spring Blvd.	1781 E 30th Ave, Eugene, OR 97405, USA
Coburg Road	Car drive very fast and biking does not feel safe	1785 Adkins St, Eugene, OR 97401, USA
18th & Hilyard Intersection	New light is inadequate to protect crossing cyclists from turning cars	1788 Hilyard St, Eugene, OR 97401, USA
Buck Street North	Needs a pedestrian crosswalk between Oak Patch and Brittany	1790 Buck St, Eugene, OR 97402, USA
Hwy 126	This is the only way to get to many towns to the east, but since it's a very high traffic road, the lack of shoulder means it's not a safe road to bike down.	180 S 79th St, Springfield, OR 97478, USA
Intersection 18th & Jefferson	Bike flow north/south is difficult due to parking; narrow travel between parked and moving traffic	1805 Jefferson St, Eugene, OR 97402, USA
Mohawk Blvd bridge over 126	Crossing the bridge isn't easy due to vehicle traffic and slope	1871 Mohawk Blvd, Springfield, OR 97477, USA
Goodpasture Island Rd and Ridgeway Dr/Happy Ln	Crossing Goodpasture on foot or bicycle is dangerous. There is a blind curve making it difficult to see if westbound traffic is coming. Traffic in both directions drive way too fast,	1878 Happy Ln, Eugene, OR 97401, USA

	especially eastbound traffic exiting from Delta Hwy.	
Laura St	This could make a great bike route to safely access the PeaceHealth campus from Downtown Springfield. Right now it's just another fast street for drivers who for some reason prefer not to use the fast street a couple hundred feet to the East.	1887 Laura St, Springfield, OR 97477, USA
Grove St.	This is a main throughfare in a residential zone (25MPH), but people regularly speed through here up to 40 MPH at the center between Silver and Maxwell. Need low speedhumps to slow traffic since there's no sidewalks and this is travelled by students as a main corridor for schools.	1909 Grove St, Eugene, OR 97404, USA
Intersection at Franklin and Villard	Takes forever to cross Franklin as a pedestrian, here and at other intersections. When you do get to cross, I can barely make it across before the countdown ends.	1917 Franklin Blvd, Eugene, OR 97403, USA
Bike ped bridge over 126	Connect Springfield's Ward 1 to the bike path network along the Willamette with a bridge to the by-gully path here	1951 Don St, Springfield, OR 97477, USA
Gilham Road	Protected Bike lanes would be helpful here as there are three schools on the road and children to often not feel safe with no separation between them and cars. Protected bike lanes would also give more separation for people walking.	1958 Gilham Rd, Eugene, OR 97401, USA
Hilyard north of 23rd	The on-street parking, narrow travel lanes, and frequent pedestrian crossings on this section of road combine to make a hazard. Most nerve-racking place for me to drive in Eugene	1961 Hilyard St, Eugene, OR 97405, USA
Westmoreland Park	The lighting in this park is so bad that we can't bike or walk through here at night safely.	1965 Fillmore St, Eugene, OR 97405, USA

<p>Garfield, between 8th and 6th</p>	<p>This section of Garfield does not have bike lanes and it is too dangerous to ride on the street, even for experienced riders. Traveling here by bike is on sidewalks and involves crossing from one side of the street to the other. It's pretty bad.</p>	<p>1975 W 8th Ave, Eugene, OR 97402, USA</p>
<p>Multi-use path in Westmoreland Park</p>	<p>The pavement is crumbling and failing in several locations between the Boys and Girls club and the bridge over 18th Avenue. I assume it has received no care since the bridge was installed. It needs to be replaced.</p>	<p>1985 Fillmore St, Eugene, OR 97405, USA</p>
<p>All along Jefferson</p>	<p>Drivers go too darn fast all along Jefferson</p>	<p>1993 Jefferson St, Eugene, OR 97405, USA</p>
<p>24th Street, east of Amazon Parkway</p>	<p>This is one of the best crossing intersections for cyclists and pedestrians in Eugene! Cars stop on 24th for this crossing pretty reliably (like, 90-95% of the time?). Can we mark and sign more intersections like this at key crossings in the area (e.g. 24th and Alder)?</p>	<p>1995 Amazon Pkwy Ct, Eugene, OR 97405, USA</p>
<p>Taylor and W. 20th curb access to pedestrian path</p>	<p>Increase disabled access to pedestrian bark mulch path by restricting on street parking for a curb replacement with a graded access point to the path and portable toilet from the street. (this idea may require coordination with City Parks and Open Spaces planning....)</p>	<p>1995 Taylor St, Eugene, OR 97405, USA</p>
<p>Westmoreland Pickleball Courts and related parking and resident problems</p>	<p>Residential parking, disturbances, and traffic/parked car safety risk interactions on Polk is affected by the high volume use of pickleball courts at this location. My idea is to relocate the pickleball courts to the present site of the now abandoned Kidsports building and make use of the off-street parking for the courts. The base problem with the present courts is that they were constructed in a wetland and have cracks from artesian water pressure that makes their use during much of the rainier months compromised. I realize that this idea probably needs to also be</p>	<p>1995 Taylor St, Eugene, OR 97405, USA</p>

	coordinated with Eugene Parks and Open Spaces.	
13th Street Bikeway	This bikeway is a really great idea that continues to be a complete failure. There at least used to be a bike lane that would allow you to go east from Jefferson to Campus only stopping twice or so. Now all users need to stop almost every block through the downtown area. Hopefully a change in the traffic lights can be made so this will become a functioning route again.	20 E 13th Ave, Eugene, OR 97401, USA
Bike bridge to Glenwood	Make it happen!	200 B St, Springfield, OR 97477, USA
Fairway Loop	Traffic diverter on Fairway Loop was misplaced and required a second one placed to the north of the first to keep traffic out. City removed this diverter without comment. How do we get it restored? New developments allowing cut through traffic around the diverter are going in and we'll end up with the original problem of too much traffic cutting through the neighborhood here.	2004 Eastwood Ln, Eugene, OR 97401, USA
Pearl and 18th	When I travel by bike south on Pearl, at 18th I have had several occasions when cars turn left from Pearl to 18th in front of me in the bike lane.	205 E 18th Ave, Eugene, OR 97401, USA
road on NE corner of Pearl and 19th.	You have to press a crossing button to cross the road and the pavement to get to the button is cracked and has standing water on rainy days.	205 E 18th Ave, Eugene, OR 97401, USA
Garfield & 7th Ave	Trnfer from south or east of this intersection to the bike path over to Roosevelt Blvd is awkward. There is no direct connection from W 11th, there is no bike lane/path via Garfield, which has heavy and speedy traffic, so this is a dangerous transition from neighborhoods to get over to Hwy 99 and spots north	2060 W 7th Pl, Eugene, OR 97402, USA
Pioneer Parkway	Way too scary to cross on foot or by bike, restore two way second & third, add a stop sign here. This highway infrastructure hurts business and	207 D St, Springfield, OR 97477, USA

	property values in Downtown Springfield and is antithetical to our home town feel.	
Hilyard and Patterson	East-West pedestrian crossings on Hilyard and Patterson are impossible. Cars never stop at so-called "unmarked crosswalks". Painted crosswalks are needed at every east-west crossing between Franklin and 24th.	2091 Hilyard St, Eugene, OR 97405, USA
Charnelton & 11th Ave	This problem has been corrected very recently with a barrier. I experienced a hit and run, while on a bike. A car turned right, into my lane. I swerved, braked hard, and hit the side of their car, then leaping forward over the bike as they sped off. These types of intersections can be identified with a high degree of accuracy and predictability using geospatial analytics -- in addition to the perceived risk-benefit attributes that you are requesting from local participants.	211 W 11th Ave, Eugene, OR 97401, USA
Connect South Bank Trail	Connect the south bank bike trail from the Autzen to Knickerbocker bike bridges. This is a big missing link that will become very important as Glenwood redevelops and builds its riverfront trail. There's enough room between the tracks and the river for a trail and frequent usage will cut down on transient camping problems in this secluded area.	2133 Franklin Blvd, Eugene, OR 97403, USA
The scary tunnel	The scary tunnel is scary, the path nearby floods, come on, make a real connection between campus and glenwood. Maybe let's replicate what it feels like to ride through here at night for drivers on Franklin by converting the bridge over the tracks for drivers into a rickety rope suspension bridge.	2133 Franklin Blvd, Eugene, OR 97403, USA
30th Avenue	There's no good way to ride a bike to LCC. 30th Avenue has no shoulder on the west side, and the on/off ramps, while convenient for cars, are dangerous for bicycles. A bike path paralleling the road would make this route much safer.	2135 Spring Terrace Dr, Eugene, OR 97405, USA

<p>Fern Ridge Bike Path Chambers to Danebo</p>	<p>I would like my daughter to have been able to walk or bike to Churchill HS, but it really has not been safe enough for years. Between homeless camps blocking road underpasses or groups of men smoking pot and yelling obscenities, the path is not safe for any child to walk or bike along it.</p>	<p>2139 W 15th Ct, Eugene, OR 97402, USA</p>
<p>Multi-use path connector on west side of Club Road</p>	<p>The connector from the north bank river path to the intersection of Club Road and I-105 has serious tree root uplifting and failures. Drivers exit the driveways across the path without looking for people on foot or bikes.</p>	<p>22 Club Rd, Eugene, OR 97401, USA</p>
<p>Bike and Pedestrian (School) crossing at Polk</p>	<p>1) Street to bike path access for bikes is not integrated with signage 2) Pedestrian crossing remains dangerous for school groups traveling from Adams to ATA track, Boys and Girls Club, etc. 3; minor ) Map showing path to sidewalk alignment is inadequate unless satellite view.</p>	<p>2205 Polk St, Eugene, OR 97405, USA</p>
<p>Intersection of 22nd Ave and Jefferson St., Eugene.</p>	<p>Even with PED-activated crossing signal, plus zebra striped crossings on north and south sides of intersection, cars STILL speed through. This continues to be a very dangerous intersection. The intersection is on a "safe walk to school" route and many young children cross (i.e., at least they did before Covid restrictions)</p>	<p>2235 Jefferson St, Eugene, OR 97405, USA</p>
<p>12th Ave</p>	<p>12th Ave has a stop sign every block between Jefferson St and High St, but is a designated bikeway and a popular alternative to car-dominated 11th Ave. There should be a regional standard for bikeways that doesn't allow as many stop signs as are located here.</p>	<p>228 W 12th Ave, Eugene, OR 97401, USA</p>
<p>Beaver St &amp; Division Ave</p>	<p>This is a very dangerous corner for bike riders. Cars exiting the Beltline are not required to stop before turning right onto Beaver St. There is no "runway" or buffer for cyclists to get start riding as cars quickly turn. Also returning the opposite direction also has limited space and timing to</p>	<p>2310 Beaver St, Eugene, OR 97404, USA</p>

	transition back to the path along side Delta Sand & Gravel.	
Intersection 23rd Ave. & Jefferson St. Eugene	This continues to be a very dangerous intersection. 23rd Ave.'s east-West traffic to/from College Hill PLUS speeding north-south traffic on Jefferson St. PLUS a lack of sidewalks on 23rd Av.---all this adds up to a dangerous intersection for pedestrians, bicyclists AND automobile drivers.	2320 Jefferson St, Eugene, OR 97405, USA
Willamette Street	Hoping that the Willamette Street project will eliminate the poles in the sidewalks and combine driveways for improved pedestrian safety.	2330 Willamette St, Eugene, OR 97405, USA
Alder St. and 24th Ave.	Make this intersection a crosswalk for bicycles like the one on 24th & Amazon bike way.	2388 Alder St, Eugene, OR 97405, USA
Crossing both Pioneers on D	D Street is the bikeway but crossing both Pioneers is scary--why is there no designated crossing here? Cars have straightaway with no traffic signals from Centennial to Main Street-- almost a full mile.	239 D St, Springfield, OR 97477, USA
23rd and 24th west of Amazon	The sidewalk network has major gaps in this key pedestrian connection between College Hill and Roosevelt/SEHS.	2405 Portland St, Eugene, OR 97405, USA
24th and Alder	Add bike prioritization to this intersection. Cyclists can wait a long time during commute hours to cross at this intersection. Auto drivers do not know how to respond and sometimes will stop when they have the right of way placing unsuspecting cyclists at risk if they attempt to cross. Suggest and intersection such as the crossing at 24th and Amazon or 19th and Alder.	2407 Alder St, Eugene, OR 97405, USA
Alder St, crossing at 24th	Alder street is a designated bikeway, but this intersection at 24th really interrupts the flow of the bikeway. Could the entire intersection be marked/striped/signed as a bike and pedestrian crossing (similar to the effective crosswalk on 24th, just east of Amazon Parkway)?	2412 Alder St, Eugene, OR 97405, USA

Alder St. and 24th Ave.	Make this intersection a crosswalk like the one at 24th and Amazon bike trail where bikes have right of way.	2412 Alder St, Eugene, OR 97405, USA
Springfield in General	Inadequate lighting in most area of the city.	2414 15th St, Springfield, OR 97477, USA
Exit of Laurel Hill valley	No safe way for peds or bikes to get to Glenwood	2415 Laurel Hill Dr, Eugene, OR 97403, USA
19th & Amazon Path	There needs to be a smoother transition from the Path to High St to accommodate all users especially those less experienced bike riders. Currently riders need to watch for traffic coming from the West and East while attempting to connect to High St safely.	245 E 19th Ave, Eugene, OR 97401, USA
road on NE corner of Pearl and 19th.	On a bike, pushing a button to cross is required and the pavement to access the button is cracked and filled with water. It would be better if the sensor would pick up bikes but it doesn't.	245 E 19th Ave, Eugene, OR 97401, USA
4th st bike lane	This door zone bike lane sucks in general, but also specifically gets too narrow to actually fit through at the curve here	245 E 4th Ave, Eugene, OR 97401, USA
South River Path between I-105 & Ferry St Bridge	There is too much traffic on this path segment for it to be shared between bikes & pedestrians. There should be a regional standard that requires bike & pedestrian traffic be separated unless there is a reason (other than cost) not to do so (e.g. space constraint).	248 Cheshire Ave, Eugene, OR 97401, USA
E. 29th from Amazon Pkwy to Willamette St.	Protected bike facilities on E.29th from Amazon Pkwy to Willamette St. would help with safety and reduce stress for many cyclists wanting to connect from the multi-use path to Woodfield station on 29th.	249 E 29th Ave, Eugene, OR 97405, USA
25th and Alder	Curb bump-outs are too large to accommodate turning full size cars	2505 Alder St, Eugene, OR 97405, USA

End of Amazon Multi-Use Path	It would be nice to have a separated bike facility from here to Downtown, Fern Ridge Path, and the Riverfront Path (the latter of which is coming on High Street, I believe).	255 E 18th Ave, Eugene, OR 97401, USA
Bike lane along MLK	Drivers go highway speeds along this stretch of road. Sound wall creates no way to get away from traffic. No sidewalk so pedestrians walk against traffic in bike lane	2550 Wayside Ln, Springfield, OR 97477, USA
Amazon bikeway from 24th Ave. south	Needs lights. Feels unsafe at night because there are no lights.	2596 High St, Eugene, OR 97405, USA
Hunsaker Rd	Hunsaker is built like a small residential street, but it's functionally a highway offramp. Either traffic needs to be redirected down Division, or it needs bike lanes/sidewalks.	2645 Janelle Way, Eugene, OR 97404, USA
Santa Clara Transit Station	I am looking forward to the opening of the SC Transit Station. It has been a long time in the works. When the pandemic has receded, I am hoping EmX services will be provided on River Road.	2649 River Rd, Eugene, OR 97404, USA
Bike route between Veneta and Eugene	In spite of multiple repaving projects over the years, there still is no safe and direct bike route between Veneta and Eugene. It would be easy to add a 6 ft bike lane on Hwy 126 with a rumble strip to protect bikers, but for no reason this has not been done.	27000 Rte F, Eugene, OR 97402, USA
Sidewalk crossing of Amazon Drive from E. 29th	Waiting car drivers on E. 29th at the light get anxious or confused and attempt to make right turns onto Amazon Drive after stopping at the same time (or just prior to) the Pedestrian Crossing light coming on. The lights there need an accompanying sign saying "No right turn when pedestrians are present". Since bikes are forced to either merge into car lanes or mount the sidewalk at Ferry Street, they essentially become part of the pedestrian crossing traffic to access bike paths in Amazon Park. I've had numerous	2901 Ferry St, Eugene, OR 97405, USA

	near misses from turning cars (drivers had to jam on their brakes and were obviously startled!) at this crossing both when crossing with children and on my bike.	
Bike and Pedestrian crossing of 29th at Lincoln	Replace the outdated pedestrian crossing activators and add a street induction bike activator at this intersection, especially for southbound bikes on Lincoln trying to access the street path eastbound on 29th as well as for children negotiating traffic to access the newly planted modular elementary school. The way the Lincoln Street is offset at this intersection presents problems both with long waits and confusion from turning cars for crossing pedestrians. Now that the diagonal sidewalk across the field is now a modular school and no longer present, this intersection becomes a serious safety concern.	2913 Lincoln St, Eugene, OR 97405, USA
Ferndale Dr	Very few of these residential streets have sidewalks, and many of the older sidewalks are in poor condition, or lack ramps at intersections.	295 Ferndale Dr, Eugene, OR 97404, USA
Harvest Landing	A bike path from here, along the back edge of RiverBend, up to Armitage park would be a great recreation and transportation resource.	2971 14th St, Springfield, OR 97477, USA
Intersection Silver Ln and River Rd.	A dedicated turn lane from River Rd. (SB)to Silver Ln (WB) would be really helpful. This intersection regularly backs up due to people preparing to turn due to the increased population density, and schools.	3 River Ave, Eugene, OR 97404, USA
Delta Hwy between Green Acres and Ayers	The bike lane here could use protection from large trucks that come extremely close to bike riders. Maybe remove center median or widened the street?	3011 N Delta Rd, Eugene, OR 97408, USA
Bike bridge over I-5	This bridge is gorgeous and my favorite way to get across I-5. It would be great if the approaches could be protected better from too-fast motor vehicles, especially to the east.	3022 Gateway Loop, Springfield, OR 97477, USA

Bike infrastructure at Gateway Mall	I love the I5 bike path, but once you get to Gateway it's very difficult to navigate the giant parking lots on a bike. I hate riding on the sidewalk but that's the only safe way to get from the path to the stores at the other end of the mall.	3022 Gateway Loop, Springfield, OR 97477, USA
Amazon bike path underpass	Needs to be lit, as well as surrounding area	3035 Hummingbird Ln, Eugene, OR 97405, USA
Tugman park bike extension to E 39th street	It would be great to see the asphalt portion of this path converted to the wider and friendlier concrete style of path.	305 E 39th Ave, Eugene, OR 97405, USA
I-105 between Coburg & I-105	I-105 really reduces connectivity between MLK and the neighborhoods around Harlow Road. I-105 carries very little traffic for a limited access facility. Maybe the transportation system in this area would work better if there was an at-grade intersection at Garden Way and the signals at the interchange with Coburg Road were moved from Coburg to I-105?	3050 Country Ln, Eugene, OR 97401, USA
east end of River Path	The bike path, with it's issues, is really pretty good. And then across from Lane Forest Products, it just... ends? Perhaps a better transition could be put in place so people will start thinking about biking to Glenwood.	3111 Franklin Blvd, Eugene, OR 97403, USA
spencer butte trailhead	extend bus route to spencer butte trailhead & neighborhoods farther up south Willamette St.	31728 Owl Rd, Eugene, OR 97405, USA
Walk/Bike route between Churchill area and Bethel Neighborhood	In spite of people asking for it for at least 209 years, there still is no functioning walk or bike route between the Churchill Area (southwest of 13th & Chambers) and the Bethel Neighborhood.	320 Cap Ct, Eugene, OR 97402, USA
Harlow Road	35 mph Speed Limit constantly exceeded. No limit enforcement like photo ticket-writing auto-penalties.	3210 Harlow Rd, Eugene, OR 97401, USA

Ridgeline trail crossing	Really needs some more markings, at least a crosswalk	32275 Fox Hollow Rd, Eugene, OR 97405, USA
Get rid of one-way streets	Get rid of almost all the one-way streets. These waste gas in long detours and are not bike and pedestrian friendly or safe and hurt city livability. They are relics of a bygone age when car speed was the top priority.	325 E 11th Alley, Eugene, OR 97401, USA
Mt Baldy Summer	Improve a trail from Mt Baldy to Arlie Park. Improve it wide enough to allow bikes and pedestrians.	32543 Mt Baldy Ln, Eugene, OR 97405, USA
River Rd at Fir Lane	This is a great place to access the trails along the river, but it's an unpleasant crossing on a bike, especially turning left (south) from Fir onto River Rd.	330 River Rd, Eugene, OR 97404, USA
Beltline Bridge	This is a bottleneck and needs to be expanded to 6 lanes (or put in a couple more bridges across the Willamette). River Rd/Santa Clara is becoming more dense, and existing roads cannot handle the volume.	3355 Riverplace Dr, Eugene, OR 97401, USA
Owosso Bridge	People camp under and near bridges can be aggressive and scary. I won't walk alone anymore and I used to walk 4 miles route a few times per week.	3355 Riverplace Dr, Eugene, OR 97401, USA
Stop freeway waste	Stop building crazy freeway projects like the I-5/Gateway road spaghetti and the planned Beltline widening. If we were really serious about global warming and increasing alternative modes would we actually be investing a billion dollars on these huge L.A.-like projects that will do nothing but promote sprawl, choke with traffic and suck the life out of downtown? Get real, 95% of the money in the TSP is going to vastly increasing Eugene's carbon footprint and reducing its livability.	3355 Riverplace Dr, Eugene, OR 97401, USA

Willamette river	Anyway that's been here for two weeks revises that this is the major bottleneck on this freeway and looking at the animation and plans for the new construction it's taking place in this area is not going to address this issue in fact, even your own animation shows is not feasible.	3355 Riverplace Dr, Eugene, OR 97401, USA
Harlow Road	The #12 bus that goes through Harlow is excellent, and its frequent route between downtown and Gateway was a key factor in my choice to make my home in this area. I am concerned that LTD had a proposal to eliminate the #12. Please keep service as is. It is the only bus north of MLK that serves the area between Coburg Rd and Springfield.	3393 Harlow Rd, Eugene, OR 97401, USA
Intersection at VanDuyn and Harlow	Difficult for transit users to cross Harlow to stops on N and S sides of the street. Generally dangerous intersection for those walking and biking.	3393 Harlow Rd, Eugene, OR 97401, USA
On Harlow Road, between Van Duyn and Waverly	Pre pandemic, LTD was going to eliminate their #12 bus that runs on Harlow Road between Coburg Road and Gateway Street. My wife and I are senior citizens who take the #12 bus frequently. Eliminating the #12 bus will present a hardship for us as it will make it impossible for us to ride the bus. In order to ride a bus, we would have to walk a mile to Coburg Road or a mile to the bus station on Gateway Street in order to catch a bus. LTD needs to provide some type of transportation along Harlow Road to make it easier to catch other buses.	3393 Harlow Rd, Eugene, OR 97401, USA
bike lane near Beltline onramp	cars like to turn in front of bikes or don't see bikes in bike lane	35 Silver Ln, Eugene, OR 97402, USA
35th, Glen Oak, & Knob Hill	Needs more stop signs or "cross traffic does not stop" signs	3515 Glen Oak Dr, Eugene, OR 97405, USA

Agate Street from E.31st to Vine Maple.	A sidewalk is needed on Agate Street from E.31st to Vine Maple Street. It is quite dangerous for people to walk on Agate Street and the only pedestrian connections from Spring Blvd. hill down to Hilyard Street area are miles apart.	3581 Agate St, Eugene, OR 97405, USA
Connector Path	Bike path connector from Clearwater Park to south side of Thurston Hills	36193 OR-222, Springfield, OR 97478, USA
Franklin Blv	The bike land just ENDS in the middle of Franklin with no safe path for bikes. It's uncomfortable, cars speed, it's dark, etc	3627 Franklin Blvd, Eugene, OR 97403, USA
37th & Donald intersection	Extremely low all-way stop compliance rate	3701 Donald St, Eugene, OR 97405, USA
New Bikeway Light Timing	Please prioritize bike traffic on the new bikeway	37w W 13th Ave, Eugene, OR 97401, USA
29th Street, west of Lincoln.	This section of the street does not have sidewalks on either side of 29th. It is very dangerous, muddy, inconvenient for pedestrians. Please put in sidewalks.	38 Lorane Hwy, Eugene, OR 97405, USA
East Side of Hilyard	A wide sidewalk on the east side of Hilyard would reduce the number of people having to cross Hilyard Street multiple times if they are coming from the east side of Hilyard and accessing a business or location on the east side. This would reduce potential conflicts.	3851 Hilyard St, Eugene, OR 97405, USA
Biking along Franklin in Glenwood	If you are going to go into Glenwood on bike, you'll need to travel along Franklin, and riding on the sidewalk clearly isn't an option due to the condition of the sidewalks. Biking in the street has gotten better in the last few years, but a serious effort to improve safety for bicyclists should be made.	3855 Franklin Blvd, Eugene, OR 97403, USA

Marcola Rd, 42 St & Hayden Bridge Rd	Cyclists find it difficult making the transition along Marcola Rd from either 42 St or Hayden Bridge Rd as the traffic is fast and many large trucks. Maybe add a flashing signal for cyclists to cross near Hayden Bridge Rd and/or use a round-about to slow traffic.	3950 Marcola Rd, Springfield, OR 97477, USA
Fox Hollow/Potter intersection w West Amazon/East Amazon	The Active Transportation Corridor made E Amazon driving lanes smaller, and the new bike lanes bring more bicycle and foot traffic through this intersection.	4001 Potter St, Eugene, OR 97405, USA
4th Ave	There should be a more direct path connecting the two segments of 4th Ave. This path should have curb cuts at Washington and Jefferson Sts so cyclists can use it.	404 Washington St, Eugene, OR 97401, USA
8th Ave at Ferry Street Bridge viaduct	There appears to be no valid reason why the northerly crosswalk of this intersection is closed to pedestrians.	409 E 8th Ave, Eugene, OR 97401, USA
EWEB at Roosevelt	There is no reasonable bus service to EWEB's Roosevelt building, workplace of 400+ people.	4200 Roosevelt Blvd, Eugene, OR 97402, USA
western roundabout in Glenwood	Having two roundabouts in Glenwood was an unexpected surprise after construction was done. It is clear that only one is needed, and having two is bewildering to less-skilled drivers like my wife. Perhaps next time any construction is done here, the western traffic circle could be removed.	4245 OR-126 BUS, Eugene, OR 97403, USA
Franklin Boulevard at Glenwood	This location was given the nickname "crazy eights" roundabouts in general are hazardous but when you come up with a crazy design like this one, it makes it even more dangerous. I cite Harlow Road as an example where you have too many lanes going into the roundabout, you're focusing on navigation, merging traffic and then throw pedestrian crossings on top of that plus if it's dark and rainy even makes it more dangerous.	4250 Franklin Blvd, Eugene, OR 97403, USA

	Understandably roundabouts are a fad, they look great in the animations, but the only work in large areas like in London not on general streets with lots of traffic. Stick with a traffic light.	
E. 39th Ave.	A sidewalk on the north side of E.39th from Hilyard to Donald would help the safety of pedestrians. I have experienced many near misses due to the blind corner, especially at night.	434 E 39th Ave, Eugene, OR 97405, USA
West D Street	The segment of West D Street from the North Bank Path to Mill Street is a critical between Eugene and Springfield for people on foot and bike. There is no safe off-street connector, but this is the best candidate for such a critter. Unfortunately the public right of way is dedicated to underused on street parking and encourages drivers to speed. Please create a safe and separated space for people to ride bikes on this segment.	443 W D St, Springfield, OR 97477, USA
Wallace Ln	Scary place to walk, no sidewalks, challenge for walking to school	444 Wallace Ln, Springfield, OR 97477, USA
Eliminate RR through downtown	Eliminate the rail tracks through downtown. Replace them with a new high-speed rail built in the I-5 right of way with a new station in Glenwood connected to EmX. This would have huge benefits: <ul style="list-style-type: none"> <li>- It would allow for the removal of the downtown freeway viaducts at Washington-Jefferson and leading to the Ferry Street Bridge. These ugly, noisy viaducts destroyed much of downtown, removing them would dramatically increase livability and property values.</li> <li>- Eliminate delays at rail crossings.</li> <li>- Eliminate noisy trains and noise thorough town.</li> <li>- Save numerous lives of people hit by trains.</li> <li>- Remove the biggest thing blocking Eugene from connecting to the river.</li> </ul>	450 W 3rd Ave, Eugene, OR 97401, USA

	<p>- Free up vast amounts of high-value land for parks, rails to trails and redevelopment downtown and at the big railyards along the Northwest Expressway.</p> <p>Besides the huge economic boom from these improvements and redevelopment, the city could be saved from a real boom. Imagine a Mosier-like fiery derailment at 5th Street Market. Imagine if instead it was a train full of deadly chlorine. This is a far more likely disaster scenario for Eugene than any earthquake.</p>	
West D	Lacks infrastructure to support volume of people on bikes, leading to driver harassment and intimidation	453 W D St, Springfield, OR 97477, USA
Beltline between 11th and Roosevelt	Missing link in bike network between LTD EmX station at Walmart and Roosevelt Ave, parallel to Beltline	4626 W 11th Ave, Eugene, OR 97402, USA
Blair Blvd North of 6th Ave	Poor bicycling infrastructure here. No safety for cyclists.	488 Blair Blvd, Eugene, OR 97402, USA
Booth Kelly Road	There's a useful cycle/pedestrian path here, but it's in awful shape. It would be great if this could be resurfaced, and a multi use path added along the railroad tracks to connect with 42nd.	4961 Forsythia St, Springfield, OR 97478, USA
parked delivery/moving vehicles	Too many delivery vehicles and parked cars in the cycle track in this area. Enforce existing laws. In general too many vehicles park (attended or unattended) in bike lanes throughout Eugene/Springfield forcing cyclist to attempt to merge with traffic and sometimes to stop movement to wait for the vehicle to move.	5 Alder St, Eugene, OR 97401, USA
Intersection Kourt Dr and River Rd.	This intersection is hazardous for pedestrians at night. The lighting is poor. It needs a street lamp on the west side of River Rd to light up the crosswalk across Kourt Dr.	50 Kourt Dr, Eugene, OR 97404, USA

Amazon bikeway from 24th Ave. south	Needs lights at night to feel safe riding.	500 E 24th Ave, Eugene, OR 97405, USA
River Path	There NEEDS to be light here. As a young woman, I do not feel safe riding alone here at night and it's the only safe way to ride from Eugene to Springfield. This is a huge barrier when there is no other option.	510 Walnut Pl, Springfield, OR 97477, USA
downhill bike lane on Fox Hollow	It would be great if the downhill bike lane could be paved smoothly and maintained to be branch- and garbage can-free. Most people I see do not use it because it is not safe.	5112 Mahalo Dr, Eugene, OR 97405, USA
W. D Street Greenway to W. D Street	Safer/smoother transition for bicyclists needed	512 W D St, Springfield, OR 97477, USA
Clearwater to Jasper	I would love to see a better connection between the Clearwater Trail, Jasper Road and then the Weyerhauser Road- a popular place for cyclists to ride to get out of town toward the east.	5162 OR-222, Springfield, OR 97478, USA
126 at 52nd	This needs official offramp markings to exit the freeway in both directions. This can be done by simply adding striping. Traffic already does it and it works great and it's safe as you're not slowing down traffic behind you (and you don't need any fancy computer animation to figure this out, just watch the traffic) and it does not require any additional construction. Simple easy. However, I read somewhere that there are plans to put an overpass at this location which is a really stupid idea and unnecessary.	5233 Highbanks Rd, Springfield, OR 97478, USA
High St north of 6th Ave	The High St bike lane terminates a block south of a major bike connection to 5th Ave, 2 blocks south of a major bike connection to 4th Ave (and the river paths east), and 4 blocks south of a major bike connection to the river paths west and north. There should be a regional standard requiring connections to existing facilities when a bikeway is	525 High St, Eugene, OR 97401, USA

	added or a mechanism, including public comment opportunity, for why the connection wasn't made.	
W 11th / Hwy 126 between Terry and Crow Road	There should be a bicycle connection between Terry and Crow Rd. It would be easy to do a two-way separated bike path on the South side of Hwy 126 between Terry and Crow Rd, allowing riders to bypass the extra mile on Green Hill with no shoulder and high speed traffic. This 2,000' connection would greatly improve riding conditions between Veneta and Eugene, allowing people to use Cantrell Road and avoid Hwy 126 entirely.	5300 W 11th Ave, Eugene, OR 97402, USA
Racists	Police supported racism makes this neighborhood unsafe.	544 Cascade Dr, Springfield, OR 97478, USA
Bike underpass below MLK Blvd	This continues to be infested with people and dogs blocking through-going ped/bike traffic, and leaving behind a startling amount of human waste.	550 Ruth Bascom Bike Path, Eugene, OR 97401, USA
Franklin Boulevard running between Glenwood roundabouts and LCC	Biking along Franklin going south from the Glenwood roundabouts to LCC feels incredibly dangerous. The bike lanes are always full of debris and cars drive ridiculously fast there. The intersections around I-5 also feel unsafe to bike across due to lack of bike signaling. A separate walk/bike path would increase access greatly.	5510 Franklin Blvd, Eugene, OR 97403, USA
I-105	This highway carries very little traffic for a limited-access highway, and it is extremely impactful due to its location directly adjacent to the river bank. It should be replaced with a narrower facility, perhaps a widened Country Club Rd could handle the traffic that currently uses I-105.	560 Country Club Pkwy, Eugene, OR 97401, USA
Remove I-105	Remove I-105 along the north bank of the Willamette. Waterfront freeways are a planning mistake that cities all over the country and world are correcting. I-105 destroys one of the best assets Eugene has, its scenic riverfront. Replace the freeway with a park, a boulevard and then	560 Country Club Pkwy, Eugene, OR 97401, USA

	high-value park front redevelopment. Think McCall waterfront park in downtown Portland.	
West D	Replace through traffic here with a parking lot for the river path and swimming hole. Too many drivers are just trying to avoid hitting lights on Centennial	560 W D St, Springfield, OR 97477, USA
Blair Blvd	Parked cars make Blair Blvd uncomfortable to cycle on and reduce sight lines for the frequent driveway intrusions on this street. Sidewalks here are dangerously narrow.	565 Blair Blvd, Eugene, OR 97402, USA
East side of the road	missing sidewalk	573 68th Pl, Springfield, OR 97478, USA
River Road	River Road has many places where the lighting is insufficient. People cross all along the corridor, but there are patches of darkness all along the street.	585 River Rd, Eugene, OR 97404, USA
All of Patterson	Add bike infrastructure	612 E 14th Ave, Eugene, OR 97401, USA
Fern Ridge path	Actually connect the Fern Ridge path to Fern Ridge. The cars on Royal are particularly aggressive	6191 Royal Ave, Eugene, OR 97402, USA
intersection southwood and country club	Difficult bike crossing here to get to and from the river paths.	619A Country Club Rd, Eugene, OR 97401, USA
6th & 7th	Pedestrian crossing of 6th and 7th should be easier. Install touchless walk signals during and after pandemic.	645 Blair Blvd, Eugene, OR 97402, USA
Gravel bike access south of City Park dog off leash area	Pave this path and connect it with an off street path along the east edge of the dog park. Also add a bike security lock option for stops at the dog off leash area. Some problems are 1) puddles develop during rainy days 2) access to sidewalk on east edge is interrupted. 3) direct crossing of Jeffereson Street east one block at 16th Street is	645 W 16th Ave, Eugene, OR 97402, USA

	more appealing than turning north to access bike traffic crossing at 15th Street.	
Lane County Fairgrounds southeast bridge over Amazon Creek	The pavement has a huge drop and lip abutting the Lane County Fairgrounds southeast bridge over Amazon Creek. Some asphalt was hastily slopped in to fill the sagging approaches, but it is rough and hazardous if you do not approach it perfectly perpendicularly.	655 W 15th Ave, Eugene, OR 97402, USA
Bike tunnel under I-105 eastbound on-ramp at Coburg Road	People often camp or loiter, or leave their belongings and trash, in the dark tunnel, obstructing people who wish to pass through safely	66 Centennial Loop, Eugene, OR 97401, USA
Bike path access to streets south of the Rose Garden	The actual path surface and marking becomes both rough and obscure where it passes the 4J parking and service roads. Better surface and better marking are in order here.	687 Cheshire Ave, Eugene, OR 97402, USA
Crossing 7th going north on east side of intersection	Need a dedicated light for pedestrians. Currently, the right turn from High to 7th and the crosswalk can go at the same time.	699 High St, Eugene, OR 97401, USA
Hayden Bridge Way/Pioneer Pkwy roundabout	With just a few changes, the roundabout could be made safe and reasonable to use by pads and bikes. Right now, it's a nightmare. This was along a very popular bike route - not so much now.	7 N 3rd St, Springfield, OR 97477, USA
The damn roundabout	This bike path has no reason to exist because the roundabout is not safe enough to cross on foot or by bike. At the exits, even if a driver in one lane stops, the person in the crosswalk isn't visible to the driver in the other lane. Alternate north south walk/roll routes are a necessity. Nice level of service for drivers through, so that's, uh, something.	7 N 3rd St, Springfield, OR 97477, USA
Market of Choice plaza on 29th Ave	Lots of traffic into and out of the plaza is dangerous for cyclists. It's hard to find safe biking routes to these shops.	70 W 29th Ave, Eugene, OR 97405, USA

Crosswalk to Part	Improved pedestrian crossing from neighborhoods into Tugman Park.	700 E 37th Ave, Eugene, OR 97405, USA
Crossing at 11th and Madison	Traffic moves WAY too fast and the crossing is not safe for the many residents who use this route on foot/bike to get to the dog park, Fern Ridge Path, and north of 18th.	700 W 11th Ave, Eugene, OR 97402, USA
Beltline bike/ped crossing	We need a bike/ped bridge over the Beltline to connect Santa Clara and River Road neighborhoods and to provide safe passage for students and others moving between the two.	701 Skipper Ave, Eugene, OR 97404, USA
Madison at 6th	No comfortable place for cyclists to wait at this intersection. The intersection often doesn't change for cyclists despite the sign. There doesn't appear to be a valid engineering reason to close the easterly crosswalks to pedestrians, since this intersection is not on recall and there is plenty of queuing space for cars on 6th Ave and the off-ramp.	710 OR-99, Eugene, OR 97402, USA
Intersection at Hilyard and 24th	Protected bicycle lanes throughout the intersection. This would mean installing protected bike lanes on 24th and Hilyard, as well as a "Dutch" style intersection. This intersection sees a lot of foot traffic and bike traffic considering there is extremely poor bike/ped infrastructure here. I believe the buisnesses here on Karma Corner would see immediate increases in revenue if this intersection is able to support the movement of bikes and peds	711 E 24th Ave, Eugene, OR 97405, USA
Westbound 24th, just after Hilyard	There is a crack in the road surface here that will certainly kill a cyclist one day. It's parallel to the direction of travel, forcing cyclists to either anticipate it, or ride it until the very end when they simply hit a bump. If you were to swerve at all while riding next to the crack, you'd crash in to traffic. It's been this way for years.	711 E 24th Ave, Eugene, OR 97405, USA

Sharrows throughout downtown	<p>Sharrows are not a form of bike infrastructure. Several cities, such as LA, have already moved away from using sharrows and building better, more protected facilities. I'd like to see our region do the same.</p> <p>I did my thesis work looking at the bike network via GIS and income disparity. I included sharrows in the analysis but if I hadn't, there is much more stark differences between high vs. low income census tracts and bike infrastructure</p>	725 Olive St, Eugene, OR 97401, USA
7th Ave	Too many lanes to cross safely	730 Madison St, Eugene, OR 97402, USA
Bike route to Thurston Hills natural area	Would be great if you didn't need a car to access the new trails	7390 McKenzie Hwy, Springfield, OR 97478, USA
Connection	Does not feel like a safe location on bike transitioning from Alder Street bike facility to the riverfront path at this location.	755 E Broadway, Eugene, OR 97401, USA
Thurston Hills	Skills park and pump track adjacent to the parking lot	7575 McKenzie Hwy, Springfield, OR 97478, USA
Mill Race bike path	It's a little hard to get to the mill race bike path from the middle of Springfield. Access down 28th is terrible (trucks & dirt road & no shoulder) and I'm not sure where else I can cross the tracks to join with the bike path, apart from going all the way down to 8th	790 S 28th St, Springfield, OR 97477, USA
Blair & Monroe	The lighting in this crosswalk is bad, people driving are often confused by the intersection and fail to yield right-of-way to pedestrians.	791 W 8th Ave, Eugene, OR 97402, USA
Monroe at 7th Ave	No place for bikes to wait for intersection. Traffic turning onto 7th often fails to look for pedestrians.	792 W 7th Ave, Eugene, OR 97402, USA

Crossing at 13th and Monroe	The western bike path goes through the fairgrounds parking lot and leaves you here at this crossing, but there is no traffic light for going north, so bikes have to get off and use the pedestrian crossing. Also, going south at this crossing, the light can't "read" a bike, so again we have to go onto the sidewalk to push the pedestrian light.	795 W 13th Ave, Eugene, OR 97402, USA
Monroe at 13th Ave	Cars attempting to turn left often look right and turn without checking crosswalk. Cyclists often go straight here but have to go onto the sidewalk to call the signal. Cars stop in the crosswalk when turning left on red.	795 W 13th Ave, Eugene, OR 97402, USA
Closed Crossing	This is the most direct crossing for neighborhood traffic on foot and bike coming going from the safe crossing on Monroe (and the Monroe Greenway for bikes) to the Fern Ridge Path, the Dog Park, and north of 18th, but the gate is nearly always locked, forcing travelers to backtrack around the Event Center on the Madison side. Or, for those in the know, to use the Madison crossing altogether when there is no crosswalk or bike infrastructure on either side.	796 W 13th Ave, Eugene, OR 97402, USA
South gate at Lane County Fairgrounds	This gate is almost always locked. It blocks the only direct safe off-street connection between Friendly Street and Monroe Street. Please remove this unnecessary barrier to mobility.	796 W 13th Ave, Eugene, OR 97402, USA
Monroe at 6th Ave	No comfortable place for cyclists to wait at this intersection. The intersection often doesn't change for cyclists despite the sign.	799 W 6th Ave, Eugene, OR 97402, USA
Connection	Tough transition for a bike crossing Franklin to take a 90 degree turn to get on the wide sidewalk.	800 Alder St, Eugene, OR 97401, USA
E Broadway sidewalk bikeway	Alder St bikeway traffic is routed onto a sidewalk here, but the sidewalk is far too narrow to be shared between bikes & pedestrians.	800 Alder St, Eugene, OR 97401, USA

Murdock Rd south of Fox Hollow	Open up this road, easement, etc. for cyclists/pedestrians to connect to South Lane County (Creswell, etc.). There are not great routes south of town, this would be a great option. The road appears to connect. Potentially request that the land owner(s) allow pass through access for cyclists/pedestrians. Post signage indicating as much.	84249 Murdock Rd, Eugene, OR 97405, USA
Territorial Road	No shoulder for longer bike rides. Fast moving and sometimes disrespectful traffic on this section in particular. It is a great part of a loop for a longer bike ride but also comes at a pretty high cost with blind hills and no shoulder.	84298 Territorial Hwy, Eugene, OR 97405, USA
Franklin Blvd	This is one of the two main roads to LCC, neither of which are bike friendly. An actual bike lane, or separated path, would make bicycling to LCC much safer for students.	86720 Franklin Blvd, Eugene, OR 97405, USA
42 St near International Paper	The path along 42 St runs from Marcola Rd to International Paper then stops. For cyclists headed South, this is a hazard crossing. Suggest putting in a light for crossing at the end of the path.	880 N 42nd St, Springfield, OR 97478, USA
Hayden Bridge	Speeds greatly in excess of posted, which is already too high for the volume. Some of us in the neighborhood have taken to driving Hayden Bridge at 25 mph during rush hours to force traffic to slow down or we'll stand at Harvest Ln and repeatedly push the pedestrian signal to stop traffic. Additionally, they turn off Hayden and drive through the neighborhood like it was Hayden. We've taken tp parking our cars on the street in a legal manner but turning our street into a one-lane road.	885 Old Orchard Ln, Springfield, OR 97477, USA
Hayden Bridge area	No sidewalks outside city limits, limited streetlights and drivers frequently exceed the speed limits in this residential & school area.	885 Old Orchard Ln, Springfield, OR 97477, USA

Green Hill Rd	Fern Ridge Trail is nice to get one out of town but Greenhill Road has no shoulder for bike riders heading out toward Crow or Veneta for a longer ride	88505 Green Hill Rd, Eugene, OR 97402, USA
Greenhill Road	The Fern Ridge Path is great, but riding a bike on Green Hill Road is not. High speed traffic and no shoulder for a mile to get to Crow Road and popular rides to the south and west (and riding to/from Veneta).	88535 Green Hill Rd, Eugene, OR 97402, USA
Territorial Road North of Veneta	This part of Territorial Road is so dangerous for bikes that you have to choose between life and death if it is the wrong time of day. There are few other roads that connect quieter roads north of Veneta in this area and is often a connector bike clubs used to get back to Fern Ridge Trail or got down to Central and Vaughn Roads south of 126. I hate riding a bike on this road solo.	88990 Territorial Hwy, Elmira, OR 97437, USA
Classic Place	Asphalt pavement degraded to the point of ruts and debris- a physical danger to cyclists using street surface.	899 Classic Pl, Eugene, OR 97401, USA
6th and 7th	Put 6th and 7th on a road diet. The eight lane freeway couplet that dices and deadens downtown needs reform. Downtown should be a destination, not something designed to pump cars through. Remove one lane from each and add bike lanes and wider sidewalks, street trees, crossing islands and a turn lane—south Willamette proves this works great. Convert 6th and 7th to two-way streets. Two way streets reduce deadly vehicle speeds, make crossing easier for pedestrians (no one car stops while the other passes and kills), reduce pollution due to shorter traveling distances, increase livability, etc. The Hult Center was supposed to enliven downtown but instead sits on an island in a freeway river of traffic.	9 OR-99, Eugene, OR 97401, USA

Blair at 7th	No safe place for cyclists to wait at this intersection.	900 W 7th Ave, Eugene, OR 97402, USA
Coburg to Eugene Corridor	It would be nice to have a multi use path between Coburg and Eugene as Coburg road is very unsafe and dangerous.	90064 Coburg Rd, Eugene, OR 97408, USA
Amazon Parkway, between 24th and 19th Ave.	There is a partial sidewalk on the east side of Amazon Pkwy that abruptly ends. No sidewalk on the west side. Let's make this road walkable, so we don't have to walk way out of our way to access this otherwise highly walkable area.	91 E 23rd Ave, Eugene, OR 97405, USA
Downtown Eugene is Scary	A place I avoid due to homeless, transients, travelers. It could be so much better. I can get all I need in other parts of the metro area.	910 Willamette St, Eugene, OR 97401, USA
n skinner	street is too narrow for 2 way traffic especially with new development underway	91193 N Skinner St, Eugene, OR 97408, USA
5 way intersection of Coburg& Oakway	This intersection is nearly impossible for bikes/peds to cross safely. If it can't be redesigned with safety in mind, some better physical or social engineering needs to happen to prevent cars from turning on red lights.	946a Southwood Ln, Eugene, OR 97401, USA
Coburg Road at Oakway	A bike box at the stoplight on Coburg would enable cyclists to move from the bike lane on southbound Coburg onto the path just east of Southwood without having to interact with the cars swooping at a rapid speed off of Coburg.	946a Southwood Ln, Eugene, OR 97401, USA
Monroe St	There should be a sidewalk on the westerly side of Monroe St so pedestrians don't need to go out of their way by using the winding path through the park. Also there are sometimes people exhibiting unsafe behaviors in the park and it would be safer for pedestrians to be able to use a route in a more visible location.	950 Monroe St, Eugene, OR 97402, USA

8th Ave	Road surface is in poor/unsafe condition. Needs "traffic calming" strategy. Current behaviors of drivers make for hazardous conditions	959 W 8th Ave, Eugene, OR 97402, USA
Polk Ave	HORRIBLE ROAD SURFACE!	975 Polk St, Eugene, OR 97402, USA
7th Ave	There are too many lanes to cross safely. The sidewalks are too narrow. The wide street and many lanes encourage people to drive too fast here (in my experience, typically 10-15 mph over the speed limit). This is an extremely hostile environment for biking and walking and divides the neighborhood. I have lived along highways of 100k-200k AADT that were less divisive than this street.	990 W 7th Ave, Eugene, OR 97402, USA
Extend riverfront path system	Make it a top priority to plan and secure land for extending Eugene's riverfront system of parks, bike paths and bridges to the north along both sides of the Willamette and McKenzie Rivers. Past generations preserved Eugene's riverfront gems, its time we do it for our kids. It will be far easier and cheaper now than in the future. Construction should begin soon.	999 Division Ave, Eugene, OR 97404, USA
Amazon Station	Retrofit Amazon Station as a South Eugene HUB. Buses from many South Eugene & Friendly area neighborhood routes could use the HUB as a transfer station. Also, adding electric recharging, bike rental etc. at the Amazon Station would further utilize this already existing well located underused structure.	Amazon Station, Eugene, OR 97405, USA
Bertelson biking and walking	Fast cars, small bike lane often with debris in it. Not complete sidewalk. Something like the separated bike line on Amazon would be great here!	E/S of Bertelsen S of 11th, Eugene, OR 97402, USA
Crosswalk between bike path and Delta Bridge	I echo Rob - this is a dangerous crosswalk for bikes and peds. Deserves a flashing light for	E/S of Goodpasture Island Rd S of Delta

	crossers or enforcement for cars to slow the heck down.	Ponds Xing, Eugene, OR 97401, USA
Goodpasture Island Rd. bike/ped crossing to Delta Ponds Bridge	Cars often do not stop here for bikes or pedestrians. Enforcement and/or activated flashing crossing signal would help	E/S of Goodpasture Island Rd S of Delta Ponds Xing, Eugene, OR 97401, USA
Crosswalk across Franklin	Right turning traffic from Agate onto Franklin. I've almost been hit here multiple times on foot and bike from cars who don't see me when I'm crossing.	EmX Agate Station Inbound, Eugene, OR 97403, USA
Franklin Blvd, adjacent to campus	Franklin Blvd is uncomfortable to travel along as a pedestrian and lacks support for bicyclists on much of the important stretch between campus and Springfield. Crossings are far apart and the width of the street means that it takes a long time to cross. Recent fatalities show that this is a dangerous road that needs fixing.	EmX Agate Station Inbound, Eugene, OR 97403, USA
Walnut at Franklin Blvd	Hazardous crossing, even with stoplight. For bicyclists, the signal can change when I'm only halfway across the street.	EmX Walnut Station Inbound, Eugene, OR 97403, USA
Walnut Street at Franklin Boulevard	Pre-pandemic, riding my bicycle at the end of the school / work day. I had to wait three traffic signal cycles before I was able to safely cross from south to north with the traffic signal. Car traffic from both north and south did not wait for me as they turned onto Franklin Boulevard eastbound.  Additionally, a young woman was killed at this location, I believe running across the street from the EmX Station, although I don't know the details of the incident.	EmX Walnut Station Inbound, Eugene, OR 97403, USA
Lane County Fairgrounds remote parking lot	The parking lot is a de facto bike and foot path for people to cross at the only unlocked crossing of Amazon Creek between Jefferson Street and Polk Street (and those streets are also hazardous for people on bikes). Its pavement has dozens of	Fern Ridge Trail, Eugene, OR 97402, USA

	potholes, is extremely rough, and is failing in many spots. It needs to be repaved.	
Middle Fork Path	It would be wonderful to have a multi use bridge, so that people could easily walk/ride to Mt Pisgah.	Middle Fork Path, Springfield, OR 97477, USA
Running/Biking route to/from Pisgah needs improvement	I know lots of folks who run/bike to/from mt pisgah. There is currently no enjoyable way to connect w/o running along high speed roads. Creating a connection from Ridgeline to LCC is a start, but also need a safe way to get from LCC to Pisgah. To connect the loop to Springfield (and the other Buttes, Kelly & Skinners) could use a bridge over the river to Dorris Ranch. It may appear that it is a niche user of trails that would take advantage of this route, but there easily are hundreds of ultra runners in town that would take advantage of the route and lots of other users that would use part of the route. Particularly from Springfield to Pisgah.	Middle Fork Path, Springfield, OR 97477, USA
Downtown - West and East	Could we continue to make more streets 2 way that are currently 1 way without widening the street or removing street trees? It makes getting around easier. Fewer trips out of the way to get to a street that is going in the correct direction...driving or biking.	N/S of 11th W of Monroe, Eugene, OR 97402, USA
Intersection of Eldon Schafer Dr. & E 30th	The "bus stop" near the intersection of Eldon Schafer & E 30th next to LCC is ridiculous -- it appears unmaintained and disused, so every time I have waited for a bus (headed east), I always wonder if the bus stop is still in use and if a bus is going to stop for me. Transit riders who disembark from the westbound stop and who want to go to LCC have to run across 30th. There is no sidewalk up Eldon Schafer to reach LCC; LCC's walking path is right there, but there is a ditch and/or a fence to cross to reach the path.	N/S of 30th E of Eldon Schafer, Oregon 97405, USA

Franklin Road Diet	Put Franklin on a road diet. Nine lanes of high-speed traffic slicing through the UO and downtown is ridiculous. Have a pizza at Tracktown and then try crossing the street without becoming road pizza yourself or walking a mile to a still scary crosswalk. This is terrible urban design. The street could easily lose two or more lanes of traffic. The current plan for roundabouts is an absurd, carbon coughing, wasteful suburban design that prioritizes fast cars over short, safe walking and biking distances and compact, livable and efficient urban form. This is the heart of Eugene, not a suburban office park. Eliminate car lanes to redesign with cycle tracks, trees, wide sidewalks, on-street parking and slower/safer, not faster cars. With the huge UO population, Franklin should be one of the most walker, transit and bike friendly places in Oregon, not another swirling car sewer.	N/S of Franklin Blvd W of Agate, Eugene, OR 97403, USA
13th Ave	Wrong-way bike traffic and sidewalk riding is extremely common on 13th Ave, especially west of Madison (because there is no separated westbound bikeway).	S/S of 13th E of Monroe, Eugene, OR 97402, USA
Harlow just east of North Garden Way	It's often very tricky for a bicyclist heading east on Harlow to merge across Harlow to get onto the bike path along I-5--and similarly hard for a bicyclist heading west on Harlow over I-5 to make the left turn onto Garden Way	S/S of Harlow E of Garden Way, Eugene, OR 97401, USA
Crossing MLK by Leo Harris PKWY	Please widen the northern bike ped trail and put a proper crossing with ped/bike signal activation. Incredibly dangerous crossing with or without a big game.	S/S of MLK Blvd E of Centennial Lp, Eugene, OR 97401, USA
17th & Alder	Need flashing crosswalk signs, difficult to read pedestrian intent at this crossing	W/S of Alder N of 17th, Eugene, OR 97401, USA
Two way bike route on Alder along campus	Two way bike traffic on this one way road is confusing for car traffic. Drivers may not look both	W/S of Alder N of 17th, Eugene, OR 97401, USA

	ways to check for bicycles, especially those unfamiliar with the area.	
Double Crossing between West 7th Place and West 7th	The long delays for pedestrian and bike crossing both of these streets tempts defiance of the signal requirements for folks traveling from the shopping area to access south Garfield. I hope that the pedestrian access can be improved by having one time for peds and bikes to cross both W. 7th place and W. 7th.	W/S of Hwy 99 N of 7th, Eugene, OR 97402, USA
Eastwood Ln/Coburg	Back up traffic from the coburg light backs it very difficult to exit/enter Eastwood, especially during high traffic times.	W/S of Oakway S of Eastwood, Eugene, OR 97401, USA
River Rd. at Park Ave.	Westbound bike traffic using the connector from Stephens arrives at River Rd. at the south side of the Park Ave. intersection. When continuing westbound onto Park Ave, bike traffic must cross the intersection diagonally, which causes conflicts with any traffic from Park Ave. turning left onto River Rd. to go northbound. Installing a red left turn arrow that stays red when the crossing button is pushed could solve this.	W/S of River Rd S of Park, Eugene, OR 97404, USA
Thurston Hills	The gravel on the south side needs to be of the same quality as the north side. Dedicated downhill trail for MTB's on the southside needed as well	Weyerhauser Rd, Springfield, OR 97478, USA
Locked gates	Having a bike route through the Fairgrounds was great for north-south bike/ped transportation, but now the gates are inexplicably locked. They should be reopened.	Wheeler Pavillion, Eugene, OR 97402, USA
Bus Timing/Waiting	There is a lot of neighbors nearby who could easily catch a bus to downtown from here if the bus timing was reliable, more frequent, and there was some rain cover and seating for folks.	Willamette St & E 27th Ave, Eugene, OR 97405, USA

## APPENDIX E: DEMOGRAPHIC DATA: ZIP CODES

Below are the zip codes gathered from participants in the online open house.

Zip Code	Count
97401	16
97402	19
97404	13
97405	29
97408	4
97455	1
97477	11
97478	5
97403	5

## APPENDIX F: BILINGUAL MAILER OPEN TEXT QUESTIONS

Below are the unedited comments that respondents submitted for the open text questions in the bilingual mailer.

### QUESTION 2: What are the main barriers to walking, biking, and taking public transit (bus)?

- Convenience
- Distance/timing/freedom
- Distance from home to bus stops- poorly maintaining sidewalks in adequate lighting
- Fewer bus routes in Bethel- since EMX to west Eugene
- I walked and bussed for 3 years after moving to Eugene from a big PNW city. I finally gave up and bought a car. Controlled crossings (big buttons) and motorist hostility make walking very hard. A car town sure.
- perception that only druggies and homeless people take bus. (I know that's not true but that's the perception)
- Rough walks and clean Buses
- Safety- extended routes outside county lines more access for 3 wheel bikes
- Areas on sidewalks need work
- benches for the elderly to sit while waiting for the bus. At all stops.
- Bethel isolation - hard to go anywhere but Bethel
- Bike paths that are not continuous nor interconnect: suddenly end. Poorly maintained bike lanes
- Bike: Not enough off-street networks. Walk: too far from work/shopping
- Cars/computerize system - need old style bus pass
- Cross walk safety

- Designated lanes, crosswalks, signage, lighting
- Education! Pay attention. People need to walk with extra 5 or so feet to safely walk across street to a crosswalk
- I don't feel safe on my bike with cars. More bike lanes
- I use a rolling walker - sidewalks are VERY rough
- Inexperienced drivers
- Lack of safety from people and autos
- lighting
- Poor lighting. Poor surface, cracks, holes
- Safety of biking
- Some neighborhoods are still connected to bike network path
- time
- Too many cars, noise + pollution + joy rides! Walking: sidewalks, no ramps, bikers, dog poop, cracks, no side-walks, homeless tents and messes, very dangerous intersections, free right turns, watch out for left turners, wheelchair unfriendly
- traffic. We need a east/west bike path through town without cars
- time and place of bus stops
- Designated lanes, crosswalks, signage, lighting
- Bus routes disappearing because of MAX system which is not faster or more efficient a waste
- Bus infrequency, duration.
- benches for the elderly to sit while waiting for the bus. At all stops.
- 3s for bus in Eugene, 1 in Bethel. Same for on-street biking network
- not enough people ride the bus

### **QUESTION 7: Do you have other comments or questions?**

- #17 LTD Springfield run B St to 14th St. #18 connect with #13 Centennial. More Lowell and Cottage Grove busses.
- Both residents here are in our 8s, and health conditions limit our mode of transportation
- For its size I think Lane county dose a very good job! Thanks.
- I am 8 years old and still drive a car in Eugene. Prior years I either walked or drove- never took the bus. I know a lot of energy was put into doing this survey. I hope it was worth the time.
- Improve signal timing for pedestrians. The bus takes longer because the "last mile" takes so long. Walking a mile in Eugene when you are in a hurry. You'll go nuts.
- In S. Eugene I commuted primarily by bike and bus - in Bethel I need a car. I feel very isolated in Bethel - the tracks make it unsafe to go by bicycle to town or the university

and buses take forever to go anywhere - it would have taken close to 2 hours to commute from my home

- "Interested in signal timing and lighting, and speed safety measures.
- The highways are kept up very well. The surface ... badly neglected; i.e., echo hollow and B... as 2 examples (text is cut off)"
- It is difficult for me to use the bus as the nearest stop is blocks away from my home and grocery store. Shopping becomes impossible. Sidewalks are full of cracks, holes and low visibility. I live in fear of falling and don't own a cell phone so calling for help is not possible. Ride share and taxi's are expensive.
- More access for 3 wheel bikes. Safety on the bike. Safety on the bike path!!! More busses going further outside County.
- Overall, LTD is extremely easy to use and can get you almost anywhere you need to go.
- People need education. Taught how to use these new and old transportation services such as roundabouts and crosswalks. Motorists and pedestrians... don't get in the mind set you have the right of way.
- Please please make it possible to access RTD services to beach (and back) routes... we would so enjoy this; the beach is here for everyone...as is the bus
- Please repair neighborhood streets!!
- Prioritize patching/repairing Willamette Street
- Smaller, circular bus routes
- Supporting climate reduction seems like a progressive/liberal catch all phrase -- I already feel good about myself
- Survey poorly designed and laid out. Vague and confusing
- Thank you for what you have already done just do more too!
- This is all too confusing - I walk or ride the bus. Bus service is great sidewalk do need repairing
- Traffic hours are too crowded
- Trucks need to be re-routed vs 6th and 7th ave. Trucks use Beltline Rd to West Eugene
- Wife uses public bus every day (#11). I drive between cities (No Franklen cloverleaves - maintain 2 lane road service)
- I so appreciate the lights for pedestrians crossing that have been installed on Main St.

## APPENDIX G: BILINGUAL SURVEY OPEN TEXT QUESTIONS

Below are the unedited comments that respondents submitted for the open text questions in the bilingual survey.

## **QUESTION 2: What are the main barriers to walking, biking, and taking public transit (bus)?**

- Service hours for public transport. There are routes in which the frequency of buses is not adequate.
- Pobre comunicacion y espacios reducidos...
- Traffic lights are optimized for the drivers and takes forever to cross the street. With public transport the main problem that the driver never has change and almost every time one bus it's not enough to come from one place to other place"
- Por las calles principal
- Traffic lights are optimized for the drivers and takes forever to cross the street. With public transport the main problem that the driver never has change and almost every time one bus it's not enough to come from one place to other place"
- El espacio es muy reducido
- No hay muchas banquetas apropiadas para discapacitados
- Need to install bike pumps
- La calle muy dañada y mal pintada la línea de donde puede andar la bicicleta y el carro
- Los carriles y vias peatonales
- Los carriles y vias peatonales
- Tomar el autobús

## **QUESTION 8: Do you have any other ideas or comments you want to share with us?**

- Please don't cut routes and public transport system. It is critical for developing a eco friendly and socially responsible city.
- Mas servicio de transporte público...
- Por ahora no
- No
- SI SE PUDIERA AGREGAR MAS TRANSPORTE O MAS FRECUENTE A LA RUTA 17 Y 18 SON LAS QUE USO FRECUENTE Y TARDAN MUCHO
- Que haya más rutas
- No
- Electric scooters will be helpful because not all people can bike on hills.
- Mejorar las calles
- No

## APPENDIX H: METROPOLITAN POLICY COMMITTEE SUBMITTED COMMENTS VIA EMAIL

Below are unedited public comments submitted via email by community members.

Date	Email Subject Line	Comment
09/15/2020	Route between Eugene and Coburg	<p>Hello,</p> <p>Would the city ever consider implementing a bike/ped path between the cities of Eugene and Coburg? I bike to Coburg often and regularly see other bicyclists going to and from the cities. So there is a demand, and I'm sure that if it were to be opened to pedestrians that they would use it as well. The current route to get between the cities is very unsafe. There is a quarry off of Coburg Rd and as such large gravel trucks often go by, as well as semi trucks and farm equipment. The distance between the cities is also not that long, meaning that it would be feasible for many people to bike. This would clearly have to be coordinated with the city of Coburg as well, so if there is any relevant information that they have that you know about, that would be very helpful.</p>
09/27/2020	2045 Regional Transportation Plan	<p>Dear MPC members: Given the horrific fires our County will be reeling from for years to come, is there any doubt left that the 2045 RTP under development must have a clear goal to greatly curb greenhouse gas emissions? I urge you to ensure that a goal is put in place now. Our lives may depend on it.</p>
09/29/2020	Please add an explicit goal to reduce greenhouse gas (GHG) emissions to the 2045 Regional Transportation	<p>Addressing transportation related GHG emissions cannot be done on an individual level. Instead, it is imperative to have defined goals and supporting plans to provide more safe, equitable, and sustainable transportation options. I urge you to address climate change in the next regional transportation plan, our lives depend on it.</p> <p>Thank you.</p>

	on Plan (RTP)	
09/29/2020	2045 RTP Needs to Reduce Greenhouse Gases	<p>Dear Metropolitan Policy Committee,</p> <p>There's nothing like 10 days of smoke to help you see clearly.</p> <p>I'm writing to urge you to get serious about climate change by adding a specific goal to reduce greenhouse gas emissions in the 2045 Regional Transportation Plan.</p> <p>September's fires, and the devastation they brought to the hundreds who lost their homes, as well as the deep sadness for all of us who cherish the McKenzie Watershed, make it clear that climate change is real, and we need to take action. Transportation is our largest source of greenhouse gases, and any transportation plan for the coming years must identify explicit goals and strategies for reducing the greenhouse gases that are promoting these destructive wildfires.</p> <p>Reducing greenhouse gas emissions would be good policy even if there were no concern about climate change. The actions we take to reduce emissions will also save lives on the streets, offer better transportation choices, be more equitable, and promote healthy, active living. Our future needs a greener transportation system.</p> <p>If we don't have a specific goal for GHG emissions, we will not achieve reductions. Please take the first step toward a more sustainable transportation system by adopting an explicit goal for reducing greenhouse gas emissions.</p> <p>Thank you for your attention.</p>
09/30/2020	Greenhouse gas pollution reduction should be a regional goal	<p>Dear Members of the Metropolitan Policy Committee:</p> <p>Climate change is happening now, and affecting our lives now. Our failure to take action to mitigate this in the past has led us down a dangerous, expensive path, in which extreme weather threatens our economy, our communities, and our future. We know that well-coordinated land use and transportation planning</p>

		<p>is essential to reducing greenhouse gas pollution. Lastly, we know that there are enormous co-benefits to our economies, health and safety, housing affordability, and access to opportunity that come along with this kind of planning.</p> <p>Please act now to identify the reduction of greenhouse gas emissions as a goal in the 2045 Regional Transportation Plan.</p>
09/30/2020	Please add a specific goal to reduce greenhouse gas emissions in the 2045 Regional Transportation Plan	<p>Hello Metropolitan Policy Committee,</p> <p>My name is Claire Roth. Thank you for all of the hard work you have put into developing the 2045 Regional Transportation Plan thus far. I am here virtually today to ask that you add a specific goal to reduce greenhouse gas emissions in the aforementioned plan.</p> <p>Our world is way past due for the kind of climate attention that it deserves, seeing as there is no Planet B. Transportation accounts for about 28% of greenhouse gas emissions in the United States, the biggest slice of the greenhouse gas pie (which personally, doesn't sound like an appetizing dish). Talking about transportation without talking about greenhouse gas emissions is like trying to drive a car without wheels; it's an incomplete concept and won't get you where you need to go.</p> <p>Unfortunately, in many respects, it's too late to reverse the devastating effects climate change has already brought upon the flora and fauna of this earth. It's no longer a question of what we will lose, but a question of how much more we will lose, unless we stand up and make goals, which later blossom into commitments and standing change.</p> <p>A healthy, sustainable, and prosperous future is possible, but it won't be easy. Adding a tangible goal to reduce greenhouse gas emissions into the 2045 Regional Transportation Plan is a step in the right direction of this better future, if but a small one. We can do this, we must do this, and the time is now.</p> <p>Thank you for your time.</p>

10/01/2020	Lane Co. attitudes about climate and MPC goals	<p>MPC Members,</p> <p>Thank you for accepting public testimony as part of your work.</p> <p>As you begin initial stages of updating the Regional Transportation Plan, I hope you will incorporate an explicit goal to reduce greenhouse gas emissions.</p> <p>This plan should reflect the values of the residents in our region, the vast majority of whom understand the risks posed by climate change and understand our transportation system needs to change in order to reduce emissions.</p> <p>According to the most recent (2020) survey done by Yale, 63 percent of adults in Lane County are worried about global warming, and 54% agree their "local officials should do more to address global warming"</p> <p>This long term regional plan sets the stage for millions of dollars of transportation investments that will last for decades. It's important that these long-term community investments reflect both the realities of today and our goals for tomorrow.</p> <p>I hope you will take this opportunity to confidently incorporate the goal of reducing greenhouse gas emissions within the updated RTP.</p> <p>Thank you.</p>
02/03/2021	Public Testimony: MPC, Feb. 4 on RTP	<p>Dear MPC Leaders,</p> <p>I'm pleased to see multiple references in the draft Regional Transportation Plan to the Vision Zero goal of eliminating traffic-related deaths and serious injuries. I'm concerned, however, at the lack of adequate means to measure progress toward this goal. Performance measures are how citizens can gauge progress toward the adopted goals.</p> <p>If the only measures of safety are deaths and serious injuries, as proposed in the draft, we will only know, after the fact, when the</p>

		<p>plan has failed. We need additional performance criteria to evaluate our progress in creating a transportation system that is safe for all users. We know that creating infrastructure that reduces or eliminates conflict between autos, pedestrians and bicyclists can save lives, and we have included many such infrastructure projects in our transportation plans. To measure progress toward transportation safety, we need such criteria: as:</p> <ul style="list-style-type: none"> <li>*Total miles and percentage of regional pedestrian and bicycle networks completed</li> <li>*Average Distance between safe pedestrian crossing infrastructure on such high volume roads as River Road, Coburg Road, Franklin Boulevard, Main Street and West 11th (low numbers are good!)</li> <li>*Percentage of funds spent on safety infrastructure close to high-need schools (a proxy for underserved/disadvantaged populations)</li> </ul> <p>With transportation funding always limited, it is important to have safety criteria to establish the value, in human lives, of the projects we build and seek funding for. Including these and similar performance measures will help to obtain funding to enhance safety and equity, and to ensure that such funding is used effectively.</p> <p>Thank you for your consideration.</p>
02/03/2021	350 Eugene Testimony for MPC meeting Thursday, February 4	<p>To the members of the Metropolitan Policy Committee of Lane Council of Governments:</p> <p>My name is Patty Hine and I am a volunteer and am a leader with the grassroots climate justice organization, 350 Eugene. We have over 2,000 supporters and have been advocating for strong climate policy in this community and region for seven years.</p> <p>Local city and county climate action plans set strong emission reduction targets and are key to addressing the big changes we</p>

		<p>need to make to reduce personal and community-wide greenhouse gas emissions (GHGs). Decision-makers at every level must step up to set ambitious, measurable goals to ensure we take the boldest possible actions.</p> <p>We urge you, in the strongest possible terms, in your work to update the regional transportation plan (RTP) for the Central Lane (Eugene-Springfield-Coburg) metropolitan area, to include a performance measure that explicitly measures greenhouse gas (GHG) emissions from motor vehicles.</p> <p>It's clear that the metrics we design to judge our success will drive the needed progress. Anything less would show a lack of commitment to our goals.</p> <p>Thank you for considering my public comment on behalf of 350 Eugene.</p>
02/03/2021	Comment on Performance measures for RTP and CMT	<p>To the members of the Metropolitan Policy Committee of Lane Council of Governments:</p> <p>Thank you for the opportunity to comment on an issue of great importance to me, and to the wellbeing of our community.</p> <p>I am a retired, longtime, Lane County resident deeply concerned about the impacts of climate change. I am a volunteer member of the City of Eugene Active Transportation Committee, but I am writing here as a private citizen. Prior to retirement I was Executive Director of BRING Recycling.</p> <p>Since transportation has such an outsized impact on greenhouse gas emissions, I believe it is a critical first step to include measurement of GHG emissions from motor vehicles in the updated Regional Transportation Plan for the Central Lane Metropolitan area. The City of Eugene has set strong, necessary, GHG reduction targets, but without a means to quantify the impact of vehicle travel we are making it more difficult to achieve them. Goals have also been set to greatly increase the number of trips made by bus, foot, bike or other "active transportation", but unless we understand the full impact</p>

		<p>of vehicle travel, we will continue to "talk the talk" without the data to spur the essential investments that help us "walk the walk". In business it is often said that "what you count is what counts". I found this to be true in the non-profit world as well. It is high time to start counting vehicle GHG emissions.</p> <p>I urge you, as you work to update the Regional Transportation Plan, to include performance measures that include specific measures of greenhouse gas emissions from motor vehicles. If we do not count something as impactful as vehicle emissions, we are in effect saying that their impact is not important. Does anyone actually still believe that?</p>
02/04/2021	MPO Public Comment re: GHG Measure(s) within the RTP	I'm writing to encourage the Metropolitan Policy Committee (MPC) to include a performance measure for greenhouse gas (GHG) emissions from motor vehicles in the updated regional transportation plan (RTP). The transportation sector makes a significant contribution to GHG emissions. Without a means for measuring vehicle emissions it seems unlikely that reductions through mitigating actions will be able to reveal success or failure. The MPO should be a leader and not lag behind in this regard.
02/04/2021	GHG emissions in Lane County	<p>To the members of the Metropolitan Policy Committee of Lane Council of Governments:</p> <p>Measure what matters.</p> <p>Please include a performance measure for greenhouse gas (GHG) emissions from motor vehicles in the updated regional transportation plan (RTP) for the Central Lane (Eugene-Springfield-Coburg) metropolitan area.</p>
02/04/2021	MPC meeting Thursday, February 4 – action on GHG metric	<p>To the members of the Metropolitan Policy Committee of Lane Council of Governments:</p> <p>I am urging you in your work to update the Regional Transportation Plan (RTP) for the central Lane (Eugene-Springfield-Coburg) metropolitan area to include an explicit performance measure that quantifies greenhouse gas (GHG) emissions attributed to motor vehicles, and more importantly,</p>

		<p>ensure that this metric is used to reduce and reverse the growing GHG emissions from our metropolitan area.</p> <p>I am a volunteer chair of my neighborhood transportation team, striving to make things better at the neighborhood level. This past year, our team adopted four transportation pillars to guide our efforts: Health, Safety, and Sustainability. We recognize the negative consequences of unchecked GHG emissions and other pollutants, as well as noise and threat to life and property, that our current transportation system promotes. These are not good outcomes for our neighborhoods, our metropolitan area, Oregon, and the global community. I have been volunteering my time and energy for 20 years in my neighborhood, and without strong leadership and direction from all levels of government, we are hamstrung in making the most meaningful impacts.</p> <p>As a professional, I work daily on environmental management supporting our local cities and government agencies. In my job, I strive to improve water quality, protect our watersheds, and make the most effective and efficient use of public resources I can - including opportunities to reduce GHG output and to sequester carbon. We also are steeling ourselves for the irreversible impacts of climate change underway, and we are not yet prepared to be fully resilient to hotter, drier summers, heavier winter storm events, and threats to our iconic Oregon ecology - including native salmon. Without reducing GHG emissions now, we are only exacerbating these problems and inflating the costs yet to be borne out.</p> <p>The important research conducted in the Pacific Northwest this past year identified car tire chemicals as the culprit for coho salmon die-offs in the Puget Sound area. We know and understand that GHG reductions alone are not the only solution to protect our health and environment, but an improved transportation system overall is required to remedy these unfortunate consequences of the ever-expanding use of automobiles as our prevalent means of commuting.</p>
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		Thank you. I trust you will do the right thing in adopting a meaningful transportation GHG metric in the RTP.
02/04/2021	MPC Testimony – Vision Zero	<p>What can be said about transportation safety that hasn't already been said?</p> <p>Our River Road/Santa Clara area seems to take the brunt of pedestrian and bicycle injuries and deaths. Our neighbor Irene Ferguson was killed just 2 years ago, with a commemoration of her quest for transportation safety to be a feature at the new Santa Clara Transit Station opening on February 7. And now another neighbor, Tony Lockhart died on January 1 on River Road as he crossed the street. We can't just keep memorializing people after they have died.</p> <p>The updating of the Regional Transportation plan offers us an opportunity to determine exactly what is needed to make our streets safe for people. Identify specific projects and how much would it cost to engineer safe streets.</p> <p>Everyone laments about the cost of putting in a signal light or just more street lights, but the cost of even one death would pay for that stutter light. Just think of the savings to not have to call out police and ambulance. Think of the emotional and financial costs to the family and the larger community with a parent, worker, or child lost.</p> <p>How many new protected bikeways could we build with those emergency expenditures? How many sidewalks could be built or improved?</p> <p>Vision Zero sets forth a goal to guide us. The draft plan for the RTP contains good safety goals and objectives. We need to focus to make sure safety measures are actually planned and implemented.</p> <p>We need to develop a collective culture of friendship and concern for others, caring about one another's safety before our own self-interest of getting somewhere faster. Now, if we could only get people to make rational decisions, choose to be good</p>

		citizens, obey speed limits, cross at crosswalks, and wear a mask, then everyone would be much safer.
02/04/2021	Diagram attachment for verbal testimony	<a href="https://www.khi.org/assets/uploads/news/13324/medical_marijuana_-_pathway_diagram_attachment_1_2.pdf">https://www.khi.org/assets/uploads/news/13324/medical_marijuana_-_pathway_diagram_attachment_1_2.pdf</a>
11/03/2021	Central Lane Regional Transportation Plan comment	<p>I am unable to attend this meeting, but would like to offer the following comment.</p> <p>Firstly, the time between releasing this plan and the date a decision will be made is remarkably short. It is a weighty plan that requires a great deal of time to delve into. Please consider holding a second public hearing on Thursday, December 2nd to allow more time to digest it, and delay adoption until early January 2022.</p> <p>Secondly, it is way beyond time to shift the emphasis on funding vehicle centered projects. We all know transportation is the greatest generator of greenhouse gas emissions. Transportation plans dutifully call for increasing trips made by bus, bike or foot, but then fail to provide the funding to make that possible. I urge you to literally "put money where your mouth is" and drastically reduce investments in driving, and instead, put those dollars into active transportation and public transit. I say this as someone who owns a car and drives, along with biking and walking where feasible.</p> <p>Like many, I am tired of lip service when it comes to addressing climate change. I want our leaders, our planners and our governments to take bold, decisive steps, even if they cause push back and controversy. Meaningful change often does.</p> <p>Thank you for the opportunity to provide input.</p>
11/30/2021	N/A	Glad to see information from public survey included. To add additional information to biking to/from work. Where I live, there is good access to bike lanes/paths, however when I arrive at work there isn't a safe place to park my bike, which I also use for recreational use. Bike Lockers are a great investment for the community to curb bike theft and decrease cars on the road, especially where I live in South Eugene. Small businesses in South Eugene may not be able or want to afford bike lockers for the business but if they could apply through a grant program for

		<p>even 50% of the cost, I think local business would then offer this as a benefit for their employees and add the needed infrastructure. I think additional areas of bike lockers would assist the city through improved utilization of biking to work and decrease people's reliance on single passenger driving.</p>
12/01/2021	N/A	<p>* A particularly effective way to encourage public transportation, used routinely in Denmark, is to eliminate one parking space on every street, every year, while improving public transit. The public adapts with few complaints.</p> <p>* We also brought in Dan Burden, the walkability guru. He led a tour of the town, pointing out the issues and needed improvements, which was covered by news outlets. It was considered an important event and thereafter, placing walkability at the top of the criteria for development was less opposed by the NIMBY army.</p> <p>* And, we brought in Mercy Housing and Bridge Housing, two highly organized and well funded multi-unit housing operations. The NIMBYS won on that round; but Mercy Housing has a number of sites in Oregon that are well-run and operated. They should be in Eugene too.</p> <p>* We determined that there be no cul-de-sacs or like road plans for new development, since they cut off circulation and impacted roads.</p> <p>* We made a distinction in zoning between businesses that fulfilled needs in goods and services, as opposed to entertainments wants, so that the downtown would not be empty during the day and filled with inebriated people at night.</p> <p>* We embraced form-based codes and also placed senior housing above retail to assure walkability to stores for those who no longer were driving.</p> <p>Planning can 'nudge' and be the 'silent hand' that directs public behavior, both positive and negative. Knowing the difference depends on whether people or profit is prioritized.</p>
12/04/2021	11 <sup>th</sup> and 13 <sup>th</sup> Avenues, Eugene	<p>I feel that the City of Eugene should investigate the potential of turning 11th &amp; 13th Avenues into two-way streets. This would potentially reduce traffic speeds, increase safety, promote biking &amp; walking, increase shopping at local businesses, etc.</p> <p>Investigation of the potential for this should proceed immediately to initiate the planning process should this idea prove feasible. Next steps would be soliciting public comment, engineering</p>

		<p>studies, soliciting bids to prepare budgets, budgeting, funding, soliciting final bids, &amp; final construction.</p>
12/04/2021	Two-way Traffic on 11th&13th Avenues	<p>We urge staff research the feasibility of changing 11th &amp; 13th Avenues to two way traffic and submitting information to Council. This change would calm traffic improve, improve safety, encourage walking and cycling and unite the neighborhood. Roundabouts at major intersections would help with the above features as well as greatly reducing air pollution caused by gas engines idling at traffic lights and stop signs.</p> <p>Thank you for your service.</p>
12/05/2021	Howard Avenue bikeway	<p>I recommend the construction of a protected bikeway along the South side of Howard Avenue, to connect the West Bank River Path to North Park Avenue. This would route along Copping Street to East Howard Avenue, along East Howard Avenue to River Road, across River Road through a HAWK crosswalk, South on River Road to Howard Avenue, then West on Howard Avenue to North Park Avenue.</p> <p>All streets connecting to Howard Avenue from the South should be terminated at Howard Avenue, with only bike/ped connections to Howard Avenue. Vehicle traffic to the obstructed streets can be served from Horn Lane and Maclay Drive/N. Park Avenue. The bikeway should be separated from Howard Avenue by concrete dividers (Jersey barriers) with openings allowing bike/ped access to cross-streets and crosswalks across Howard Avenue.</p> <p>This would increase walkability/bikeability in this underserved corridor, allow safe passage to children attending schools in the area, which at present have no safe way to get to school other than by car or bus.</p>
12/10/2021	Comments re: RTP	<p>Dear Metropolitan Policy Committee,</p> <p>As I see it, the proposed Regional Transportation Plan has worthy goals and objectives which look great on paper. However, the plan is actually outdated business as usual and does not adequately support our community's current climate and safety goals.</p> <p>Please take a hard look at the proposal to update and reprioritize projects and also include critical funding for active transportation. Clearly, above all, the RTP needs to address climate change and improve safety.</p>

		Thank you,
12/10/2021	Please Revise RTP	Dear MPC, I am writing to express my disappointment in the proposed Regional Transportation Plan. The plan should be making our infrastructure safer, more equitable, and in line with climate change goals. The planned projects fall short of the RTP's own goals. I urge the committee to review the plan and make changes. Better Eugene-Springfield Transportation (BEST) has made suggestions that would help the plan deliver better transportation outcomes and address safety, multi-modal transportation options, and climate change objectives. Please revise the list of projects to ensure that the plan is serving the community for years to come.
12/10/2021	Comments on draft 2045 rtp	<p>Hi, Please find below my comments on the draft 2045 Regional Transportation Plan. General comments:</p> <p>I began reviewing this document in early November. With many other planning processes going on at the state and local level, I was relieved to see that the deadline for comments was delayed to Dec 10th. However, I also noticed when I resumed my review early this month that the draft document was altered in ways that were not documented in any way I could find. As it requires more than an afternoon to review a 200+ page document, I'd appreciate if, in future planning processes, changes are documented when drafts are updated in the midst of a comment period so people who have already begun reviewing could determine where they need to redo their work.</p> <p>This plan represents a major improvement over the previous plan in terms of the specificity and definition of its goals. If anything, though, this plan is overly-specific in its goals and objectives, making it hard to track, on the one hand, all of the objectives tied to a goal, and making it obvious, on the other hand, when goals and objectives contradict each other (such as Healthy People and Environment's "support active and healthy living and protect and preserve biological, water, cultural, and historic resources" being negated by System Asset Preservation's preserving the existing assets that are discouraging active and healthy living and degrading natural, cultural and historic resources). The measures included in this plan are also a major improvement over the last plan, which was vague about how the plan would be measured. This plan's measures have room for improvement, though, most specifically in how they mostly lack clear targets (e.g. reducing vehicle miles traveled supports the plan's goals to a point, but that point is clearly somewhere above zero).</p> <p>One thing that is concerning about the future of this plan is that it is "an update to the CLMPO's 2040 RTP" (p 2) yet it is</p>

		<p>completely unlike the earlier document in form, goals, even in scope (the earlier document covered land use, which is largely unaddressed in this plan). In 3 years there will be another plan, will it retain the same measures or will it be another complete revision? How will the measures and their outcomes be communicated to the agencies that developed the projects being evaluated by the plan?</p> <p>Intercity transit isn't really addressed in this plan. I'd like to see objectives added or clarified under, for example, goals 1 &amp; 5 that make clear that frequent, fast, reliable, and affordable multimodal intercity transportation options are necessary. Specifically, existing intercity rail links should be improved in terms of speed, frequency and reliability. It could also be noted that CLMPO should support ODOT's passenger rail planning efforts, or go further and urge ODOT to put their plans into practice. Also, a measure indicating access to intercity transit facilities would be helpful -- it's long past time for regional entities to actively engage in coordinating intercity transit services.</p> <p>Comments specific to sections/pages/figures:</p> <p>The objectives listed under Goal 1: Transportation Choices largely tend to aim to extend to everyone the basic multimodal menu that is today only available to a few in the region. Yet two of the performance measures are (presumably vehicle) Miles Traveled and Mode Share, with the implication that satisfying these objectives will result in a reduction in vehicle miles traveled and mode share for driving alone. There is no evidence for, and decades of experience all over the world against, the notion that simply providing a basic level of multimodal options will encourage people to use those options over driving alone. Instead, it's necessary to provide a premium level of multimodal options before people will choose to use those options in significant numbers. As such, the objectives should be strengthened to, for example, "Develop a multimodal transportation system that allows all to access employment, education, and services more conveniently by biking, walking, or transit than by driving alone." Or, more simply: "biking, walking, and taking transit should be more convenient than driving alone."</p> <p>The "Regional Pedestrian Network" (Figure 10) is outdated (for example, it's missing the Roosevelt Path extension to almost Hwy 99), inaccurate (for example, there is a Shared Use Path depicted to the east of, and parallel to, Hwy 99 between Roosevelt and 7th Ave that is roughly where a railroad track is in</p>
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		<p>reality) and lacking useful scale and context. The "Regional Bikeway Network" (Figure 11) includes streets that do not contain separated bike infrastructure (for example, Monroe St), therefore in fact exclude bikes by forcing them to avoid cars. The "Regional Trail Network" (Figure 12) is useless for transportation planning purposes because it doesn't distinguish between facilities that exclude either bikes or pedestrians, making it impossible to use to plan for either mode. If the Plan wishes to present a useful assessment of "Current Regional Pedestrian and Bicycle Networks" it should present data showing the amount of bike/ped infrastructure compared to automotive infrastructure, the quality of bike/ped infrastructure (many sidewalks and bike lanes in the region are really just glorified gutters), and where bike/ped activity is high. The lack of attention shown to measuring the amount and quality of bike/ped facilities is an indication of the lack of consideration for bike/ped as modes, despite Goal 1.</p> <p>Table 2 on p 54, titled "TAM Plan Performance targets" isn't clear on what exactly is being targeted. The narrative indicates that it's related to the condition of an asset class; do the percentages indicate the amount of assets in bad repair? What are the baselines? I hope that the region's transit assets aren't in such poor repair that 10-40% being in good repair would represent an improvement. Also, if the target was the same for both years, why include both years on the table?</p> <p>Figure 25 on page 69 -- why can't this actually show where jobs are located using an actual geographic unit such as census blocks? And use traditional cartographic features such as a legend? The purple blobs are too vague and impressionistic to convey meaningful information.</p> <p>Figure 27 on page 72 -- same as above.</p> <p>Page 73 -- are the four demographic elements that are used to determine a "Historically Excluded Community" the ones listed as examples on this page (e.g. income, race, age, and disability identification)? If not, which other elements are considered? What is the reason for choosing these elements? There are other communities besides these four that have been historically excluded, for example, the unemployed, the unhoused, the currently or formerly incarcerated, or people with mental health disorders. Why were additional communities not included in the consideration of historically excluded communities?</p> <p>Figure 28 on page 74 -- page 73 states that Figure 28 will show "Historically Excluded Communities" but the legend indicates</p>
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	<p>"Socio-Economic Factors". Are these the same? If not, what is a Socio-Economic Factor?</p> <p>page 82 -- it appears that about 20% of the region's employees are commuting from outside of the MPO's region but nearby (i.e. the 52% of the 52,000 employees commuting from Lane County but outside the MPO region). As such, the MPO's jurisdiction doesn't appear to be the appropriate scale on which to be planning transportation improvements. I would appreciate if the plan addressed the impact of commuters from outside of the MPO's jurisdiction on its transportation system. This is especially relevant given the priority indicated in Appendix G for expanding transit service coverage.</p> <p>page 99 -- it isn't clear how the 2020-2045 projected revenue total was calculated. The plan provides some detail on sources for projected costs in Table 17, but attributes revenues only to "existing federal state, and local source allocations and future private sources." This assumed sources of future revenue should be made clear so that the public can assess how reasonable the projection is.</p> <p>p. 197 "Travel on Main Street (OR 126) east of Bob Straub and Main Street/A Street (including couplet) is projected to decrease..." -- is this referring to travel time?</p> <p>p. 206 Mode Share -- figure 54 does not show a decline in Single-Occupant Vehicle mode share -- 54% is indicated for baseline and future. Why, then, does page 208 indicate that the plan meets the intent of a measure described as "Percent of non-drive alone trips"? While the other data indicates an increase in the absolute number of non-drive alone trips, that isn't enough to satisfy the plan's goals and objectives.</p> <p>p.209 System Completeness -- since there appears to be an issue with data collection/availability with multimodal systems, it would be ideal to add a measure to the plan that would gauge the availability of multimodal data itself. For example, % of bike/ped facilities represented in data.</p> <p>p. 214 -- Access to Jobs: the Transit baseline here is unexpectedly high. While the region's jobs are relatively centralized, the transit system is characterized by low frequencies and a timed transfer route pattern. While I may not be the "average" household, I live and work within two miles of the Park Blocks, which I assume makes me somewhat favorably positioned for transit, yet my transit commute is 30-40 minutes (schedule + transfer time). Most bus routes have 30 minute</p>
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		<p>frequencies, so I'd think it would be next to impossible for most people to get to their job on transit in 20 minutes except for maybe the ~30% of people who work downtown. Did the access to jobs model used here take frequency or transfer into account? If not, the model should be revised to better reflect the experience of the actual transit user. If the model is accurate, that is a strong argument for strengthening the "Transportation Choices" objectives; if most regional households can conveniently reach most regional jobs via transit, yet transit mode share is only around 3%, it seems that objectives should be reaching for multimodal systems that not only exist but are as good or better than driving alone.</p> <p>p. 216 Access to Transit -- this measure is lacking a future year outcome.</p> <p>p. 217 Access to High-Capacity Transit -- this measure is lacking a future year outcome.</p> <p>p. 221 Transportation Related Greenhouse Gas Emissions -- while the measure developed appears to be met under the plan, it isn't clear how the actions listed, which almost exclusively involve measuring and projecting emissions, actually contribute to reducing transportation-related greenhouse gas emissions. Given that the other performance measures indicate that vehicle miles traveled, congestion, and delay will all increase will mode share will remain basically identical, a measure that actually measured the impact of proposed projects on greenhouse gas emissions would undoubtedly not meet the plan's intent. Nonetheless, I must urge you to add a measure that actually does estimate greenhouse gas emissions. At the very least, measuring something like electric passenger/transit vehicle adoption would provide a sense of progress or not on one aspect of transportation emissions.</p> <p>Thanks,</p>
12/10/2021	RTP comments from community leaders: Move projects between financially constrained	<p>Dear Paul and other Central Lane MPO folks ... and FYI to the BEST RTP Team,</p> <p>Attached please find recommendations from BEST and a couple dozen individual community leaders for needed changes to the RTP.</p>

	<p>and illustrative lists to better align with regional values and priorities</p>	<p>We appreciate that the Transportation Planning Committee (TPC) will have an opportunity to review these and other comments in detail on December 16, 2021.</p> <p>Given the long history of public comment and policy maker direction consistent with these recommendations, we look forward to seeing the specific tweaks we detail reflected in a revised draft RTP proposed for adoption, possibly at the next Metropolitan Policy Committee (MPC) meeting on January 6, 2022.</p> <p>Please let us know if you have any questions or concerns.</p> <p>For BEST and our RTP Team,</p>
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## APPENDIX I: METROPOLITAN POLICY COMMITTEE MEETING MATERIALS AND PUBLIC COMMENTS

Below are meeting materials from Metropolitan Policy Committee (MPC) meetings when the RTP was discussed and public testimony related to the RTP.

### MPC MEETING MINUTES FROM 03-05-2020

#### Regional Transportation Plan (RTP)

Mr. Thompson introduced Carl Springer and Dennis Mitchell with DKS Associates, the consultant team that would be working on updates to the RTP, Congestion Management Plan (CMP), and the Intelligent Transportation System Plan (ITSP).

Mr. Mitchell said the project team was composed of DKS Associates, with JLA as the subconsultants for public engagement; the project team would also work directly with LCOG staff during the process. He said he would be the lead for the ITSP update and Mr. Springer would lead the RTP and CMP updates.

Mr. Springer stated it was the first time all three plans would be simultaneously updated, with emerging technologies used to make best use of the efficiency and safety of the system. He said the objectives of the update process were:

- develop a unified voice for regional investments
- extend the planning horizon to 2045

- address federal corrective actions from the certification process
- create a performance-based planning framework
- integrate long-range planning

Mr. Springer reviewed the long-range planning process and identified opportunities to integrate planning among plans. He said the MPC's role was to provide guidance and policy direction. He reviewed the timeline of approximately 18 months and identified the points of consultation with the MPC during the process. He said key questions to be addressed were:

- reflect the regional voice
- flexibility
- effective performance and benefit measures
- tracking the appropriate data

Mr. Berney said the national perspective of DKS would benefit the MPO in terms of best practices, particularly on climate issues. Mr. Springer agreed that information would be useful to the extent it reflected local community values.

Mr. Berney asked if DKS worked with communities where maintaining or creating jobs was a guiding value. Mr. Springer said his experience was less in the area of creating jobs and more about economic robustness at a broader level involving issues such as mobility, reliable travel time and minimal transfer between modes.

Mr. Sorenson asked to what extent the plans would relate to recent community goals of increased availability of housing and decreased carbon emissions. Mr. Thompson said the plans would reflect and support those goals to the extent the MPC desired. He said federal regulations required the MPO plans to be consistent with all local and state adopted plans and policies. How much further that went would be up to the MPC.

Ms. Brindle said there were several alternate routes for moving around the region, which was important for resiliency. She it would be valuable to make those other routes and transportation modes more operationally efficient.

Mr. Thompson said there were recent state performance measures related to safety and system performance that the MPC had supported and this was the first opportunity to provide that support in the long-range planning process. The CMP would look specifically at issues related to operation of the system.

Ms. Lundberg said there were discussions at the state level among local elected officials about how to deal with natural disasters. She said routes from the coast and to central Oregon would be crucial and interconnection of the system to assure critical routes were still operational should be considered during

the planning process. Another issue to consider was freight traffic and what new technologies for moving goods might be available.

Mr. Smith said resiliency was a concern for the City of Coburg because of physical barriers, such as the river, that isolated it from the western part of the county and the metropolitan area. He said communities to the north of Coburg were outside of the county, but had a major impact because of the very large amount of commuter traffic that passed through the city.

Mr. Berney reported that at a recent National Association of Counties legislative conference discussions of resiliency included the role of retrofitting existing structures in communities to make them safe sites for people to gather in the event of a natural disaster.

## **MPC MEETING MINUTES FROM 09-03-2020**

### **2045 Regional Transportation Plan (RTP) Federal Requirements**

Mr. Thompson said the MPO was in the midst of updating the 2045 RTP. The first stage was to update the policies to address new federal regulations, align with state-level planning guidelines and priorities, and reflect the priorities of local communities.

Mr. Thompson introduced Mr. Springer, DKS Consulting, who gave a powerpoint presentation entitled *Regional Transportation Plan Federal Priorities*. Mr. Springer reviewed the new topics required by the federal MAP-21/FAST Act, including security, preservation, resilience, reliability, stormwater impacts, and travel & tourism. Discussing state and local emerging trends, Mr. Springer cited climate change, equity, technology efficiency, and preservation. The federal regulations required the RTP to include performance-based outcome measures to help inform investment decisions. The consultants also planned to develop additional measures, as well as their targets.

Ms. Vinis described the RTP as an opportunity to apply a climate lens to the priorities. She suggested it be specifically called out as a priority, e.g., add greenhouse gas reduction as an outcome measure.

Mr. Berney questioned the state's approach to preparing for emergencies by retrofitting existing infrastructure. He thought it was a very expensive approach and a better strategy was to establish self-sufficient local community emergency facilities.

Ms. Brindle described construction process changes that contributed to sustainability and greenhouse gas reduction, for example re-using building materials or upgrading a bridge without building a detour bridge.

Mr. VanGordon encouraged MPO members not to focus too much on specific solutions that preclude them from using yet-to-be-invented technology.

Mr. Berney advocated for a balance between generalities and specificities. He described a climate change/community reinvestment template currently being developed by County staff to use when making purchasing decisions as an example. Mr. Berney offered to share the template with other jurisdictions once it had been adopted by the Board of County Commissioners.

Mr. Thompson noted greenhouse gas emission reductions had been withdrawn from the federal requirements in the MAP-21/FAST act legislation. At the state level, ODOT staff had not yet determined how they were going to integrate climate change into their decision-making and the LCDC would soon undertake their own rule-making on greenhouse gas emissions reduction. Mr. Thompson noted neither may be decided by May 2021, which was the deadline for the RTP update.

## **MPC MEETING MINUTES FROM 10-01-2020**

### **COMMENTS FROM THE AUDIENCE**

Mr. Pishioneri explained the procedures for providing testimony.

**Matt McRae**, Eugene, asked that the MPC consider incorporating an explicit goal to reduce greenhouse gas emissions in the updated Regional Transportation Plan (RTP). He said the plan should reflect the values of the region's residents, a majority of whom understood the risks of climate change and need to change the transportation system. He cited recent surveys of Lane County residents indicated that level of concern. He hoped the millions of dollars of transportation investments would reflect both the realities of today and the goals of tomorrow.

**Claire Roth** asked that a specific goal related to reduction of greenhouse gas emissions to the RTP. It was past due for the type of climate attention the world deserved. Transportation accounted for about 28 percent of greenhouse gas emissions in the United States. She said greenhouse gas emissions must be included in discussions about transportation. In many respects it was too late to reverse the devastating effects of climate change; it was a question of how much more would be lost. Adding a tangible goal of greenhouse gas emissions reduction into the 2045 RTP was a step in the right direction.

**Kelsey Zlevor**, Eugene, former chair of the Eugene Sustainability Commission, she said it was imperative the 2045 RTP include the goal to reduce greenhouse gas emissions. She said recent wildfires were fueled in part by climate change which was tied to greenhouse gas emissions. Not including a greenhouse gas emissions goal in the plan would be disrespectful to the victims of the fires, the wildfire crisis and young adults of the future. She strongly encouraged including a greenhouse gas emissions goal in the plan.

**Terry Parker**, Eugene, spoke as a representative of 350 Eugene. She encouraged the MPC to fully acknowledge the climate crisis and the significant role that transportation planning and policy changes could make in reducing greenhouse gas emissions. She asked that greenhouse gas goals and objectives that supported and aligned with other local plan be adopted. It was critical to work together to make significant changes. The MPC had an obligation to apply both the science of climate change and social equity in its important work.

**Corey Parrish** asked the MPC to consider adding an explicit goal to reduce greenhouse gas emissions in the 2045 RTP being developed. Within an explicit climate change goal the other two goals listed in the plan could not be achieved. The first was an integrated transportation and land use system. Transportation was the primary polluter in greenhouse gas emissions and that fact had to be addressed. The second goal was sustainability of transportation and sustainability was built on the premise of climate change; without a greenhouse gas emissions goal sustainability could not be achieved. Without addressing explicit goals for climate change other objectives in the plan were not being addressed, including an environmental commitment, economic vitality and equity and public health.

#### **2045 Regional Transportation Plan (RTP) Draft Goals**

Mr. Thompson suggested that as time was limited, he would provide a brief overview of the topic and an in depth discussion could be scheduled at the next MPC meeting.

Mr. Pishioneri determined there were no objections to Mr. Thompson's suggestion.

Mr. Thompson noted that the agenda materials included seven draft goals recommended by staff that would meet the federal requirements of the MPO's long-range plan and invited comments and feedback on the goals. He said two options for addressing greenhouse gas emissions had also been proposed within the long-range plan and asked for direction on whether to have a specific greenhouse gas emissions goal as part of the RTP. Another option was to include greenhouse gas objectives under one or more of the other seven goals. He invited questions and comments from the MPC to inform the next meeting's discussion.

Ms. Vinis said the MPO should be aligned with the state's goals for greenhouse gas emissions in order to be well positioned for state funding. She advocated for having an additional goal related to emissions. She said if a specific goal and metric was not established the issue tended to get lost in the larger context of the plan.

Mr. Yeh concurred with Ms. Vinis. He said Lane Transit District (LTD) had established some very specific greenhouse gas emissions goals in June 2020, with 75 percent reduction in emissions by 2030 and converting the fleet from fossil to alternative fuels. He supported the inclusion of a greenhouse gas emissions goal in the MPO's plan and felt the public also supported that.

Mr. Sorenson favored including a goal to reduce greenhouse gas emissions that contributed to climate change in the RTP. It was important to have support from the various jurisdictions. Lane County had recently begun work on a climate plan. The RTP should be clear as 40 percent of emissions came from transportation and facilitating transportation within the metro area was the business of the MPC.

Mr. Berney suggested a goal of "reduce greenhouse gas emissions." He said climate change did not have to be added as it was inherent in the statement. The greatest driver in creating new jobs and new markets and access to them was responding to clean energy opportunity.

Mr. Berney left the meeting at 1:15 p.m.

Mr. VanGordon said the question was how to incorporate the issue of greenhouse gas emissions in the RTP. His preference was to have an objective because there was state rule-making under way that would impact MPC jurisdictions and he did not want to get out ahead of that effort. He was not opposed to discussions of a metric, but wanted to protect jurisdictions' right to prioritize their transportation dollars and questions about sustainability and greenhouse gas reductions needed to happen at the local jurisdictions.

Mr. Yeh reported that LTD was making progress on its goals and had secured the necessary funding for electric buses. Some electric buses were already in service and more were being added. He agreed with Mr. Berney and Mr. VanGordon's comments, but hoped to see a more concrete goal to achieve in the form of a metric. He said the issue was climate change, but also about giving proper incentives for people to make a change for the right reasons.

Mr. Pishioneri echoed Mr. VanGordon's comments. He agreed the issue was important, as were the method of how to achieve goals and protection of local interests.

Mr. Smith also expressed concern about establishing a specific measurement before the state concluded its work. He agreed there should be a statement about the reduction of greenhouse gases, but did not want the MPC to identify specific goals and objectives only to discover the state was using different metrics.

Ms. Vinis said the intent was to provide some direction to Lane Council of Governments (LCOG) and local staff about the inclusion of a broader goal. There were ways to highlight reduction of greenhouse gas as a key goal and those could be determined at a future point when more information from the state became available.

In response to a question from Mr. VanGordon, Ms. Vinis said she was suggesting an eighth goal related to greenhouse gas reduction rather than incorporating emissions reduction objectives in the other goals.

Mr. VanGordon said he preferred objectives and that could be part of the next discussion.

Mr. Thompson determined there was consensus to have staff provide examples of greenhouse gas goals and objectives for the next meeting's discussion.

Mr. Pishioneri asked that the agenda for the November meeting include sufficient time for an in depth discussion of the topic.

## **MPC MEETING MINUTES FROM 11-05-2020**

### **COMMENTS FROM THE AUDIENCE**

**Rob Zako**, executive director for Better Eugene-Springfield Transportation (BEST), stressed that the actions MPC could take to address climate change were also actions that improved the local community. He thought climate change goals were imbedded in the proposed 2045 Regional Transportation Plan (RTP) draft goals. However, to be more explicit, Mr. Zako proposed an amendment to the Healthy People and Environment goal, adding the language: “greenhouse gas emissions are reduced.” Mr. Zako also expressed interest in working with MPC to identify the performance measures and targets used to judge the progress made in achieving the adopted goals.

### **2045 Regional Transportation Plan (RTP) Greenhouse Gas (GHG) Emissions Goal**

Mr. Thompson noted the agenda item was a continuation of the discussion from the October meeting. MPC members had asked staff to present examples of addressing GHG emissions as a separate goal or adding GHG objectives to support other goals, e.g., the Transportation Options and Healthy People and Environment goals. He reviewed the examples of possible goals and objectives in the agenda memo. Mr. Thompson requested direction regarding which approach MPC members preferred.

Ms. Vinis preferred the alternatives that referenced state statutes or goals.

Mr. Smith advocated for having an overall goal regarding GHG emissions reductions. Regarding the objectives presented, he supported the one taken from the Springfield Transportation System Plan (TSP).

Mr. VanGordon thought it was important to keep in mind that the RTP goals were not ranked. He said the State of Oregon was moving quickly to set their own objectives regarding GHG emissions reductions and it might be wise to adopt a placeholder objective in the RTP until the State completed their work. In general, he supported the approach of adding GHG objectives to support other goals. Mr. VanGordon also raised concerns about the “Reduced vehicle miles traveled per capita” objective as it did not account for technology efficiencies.

Mr. Berney concurred with Mr. Smith in that GHG emissions reductions should be a goal. He proposed the following language: “A job-creating, carbon neutral transportation plan.” Mr. Berney added it was important for the MPO to set goals and then give individual jurisdictions maximum flexibility to determine how to meet the goals.

Mr. Pishioneri agreed with Mr. VanGordon’s observations about treating all the RTP Goals equally and not having a specific objective regarding vehicle miles traveled.

Ms. Vinis proposed the RTP incorporate the language from the first proposed goal “Greenhouse Gas Emissions Reduction: the region reduces emissions of transportation related greenhouse gas” and add the objective taken from the Springfield TSP.

Mr. Smith reiterated his support for the Springfield TSP objective. He raised concerns about objectives that were tied to specific Oregon statutes as they could change.

Mr. Pishioneri expressed interest in Mr. Zako's suggestion regarding an amendment to third goal (Healthy People and Environment).

When Mr. Berney suggested the Goal have a specific target, Mr. Thompson clarified the performance targets were tied to the objectives, both of which would be developed before the RTP was adopted.

Mr. VanGordon also liked the Springfield TSP objective. If there were a separate GHG goal adopted, he supported one that was tied to the State's actions.

Mr. Thompson suggested the amendment Mr. Zako proposed during the public comment period be changed to "**transportation** greenhouse gas emissions are reduced". Ms. Vinis, Mr. Pishioneri, and Mr. Smith concurred.

Mr. Sorenson asked if, 2020 notwithstanding, transportation greenhouse gas emissions were increasing. If so, he observed using language that the goal was to reduce them was a substantial change to the current trend. LCOG staff offered to report on the data (for the MPO region, the state, the nation, and globally) at a future meeting.

Mr. Berney shared that globally, 2.57 million pounds of carbon were emitted into the atmosphere every second. He stressed the importance of having baseline data in order to measure progress towards the goal.

Mr. Thompson summarized the discussion. He assured MPC members the plan would explicitly state that all the goals were on equal standing, not prioritized. He repeated the amendment to the Healthy People and Environment goal which explicitly stated "transportation greenhouse gas emissions are reduced". Mr. Thompson also noted general support for the Springfield TSP language to be added as an objective.

### **2045 Regional Transportation Plan (RTP) Draft Goals**

Mr. Thompson referenced the agenda item memo in the packet, noting LCOG staff was asking for review, discussion, and feedback on the other draft goals.

Ms. Clarke described how the draft goals had been developed and listed them: Transportation Choices; Safety, Security, and Resiliency; Healthy People and Environment (as amended in the previous agenda item); Equity; Economic Vitality; Reliability and Efficiency; and System Asset Preservation.

When no MPC members raised any issues or concerns with the proposed draft goals, Mr. Pishioneri viewed that as a sign of approval and directed staff to proceed.

## **MPC MEETING MINUTES FROM 12-03-2020**

### **COMMENTS FROM THE AUDIENCE**

Mr. Pishioneri explained the procedures for providing testimony.

**Rob Zako**, Eugene, representing Better Eugene-Springfield Transportation (BEST), thank the MPC for its discussion of Regional Transportation Plan (RTP) goals at its November meeting and the addition of language related to climate change. He supported the plan's draft objectives that would be discussed later in the meeting and pointed out that there was new language addressing equity, safety, climate change and options. He encouraged the MPC to discuss a proposal for future funding that identified important priorities for the region. He expected that as language in the plan was finalized there would be opportunities for public comment.

**John Faville**, Eugene, a member of Northeast Neighbors, spoke to construction of a path along the east side of North Delta Highway. He explained the importance of the path to bicycle safety as high and low density residential development in the area increased. He said Northeast Neighbors supported the project and urged the MPC to endorse it.

### **2045 Regional Transportation Plan (RTP) Draft Objectives**

Ms. Clarke reviewed the draft objectives provided in the agenda materials. She said they had been developed to support the following goals the MPC agreed upon at its November 2020 meeting: 1. Transportation Choices, 2. Safety, Security and Resiliency, 3. Healthy People and Environment, 4. Equity, 5. Economic Vitality, 6. Reliability and Efficiency, and 7. System Asset Preservation. The objectives were intermediate points to help fulfill those goals, providing strategies and tools to be utilized over the plan's horizon. She noted that many of the objectives supported more than one goal. The goals and objectives were not prioritized and that would remain so in the final version of the plan. She said staff was developing public outreach strategies and an online open house would be launched in the following

week, and meetings were being scheduled with key partners and community groups. She invited feedback from the MPC.

Ms. Vinis asked why goals and objectives were not being prioritized. Ms. Clarke said the MPC had indicated each of the goals was equally important and since the objectives were complementary to fulfilling many of the goals staff had taken that same approach. Mr. Thompson added that the plan had a 24-year horizon and objectives provided a toolbox that could be used at any point during that time depending upon funding availability, as well as changing federal requirements and local priorities. He said the RTP was updated every four to five years and new objectives could be added at those points.

Mr. Yeh commented that the objectives were excellent, coincided with many of the issues LTD was addressing and would likely be incorporated in the District's strategic planning efforts.

Mr. Smith said he supported the goals and objectives, which were well done and identified the issues that should be addressed in the future.

Mr. Thompson said there had been considerable public input on the draft goals discussion began in July 2020. He pointed out that the goals and objectives were only drafts developed with the MPC's input in order to begin the extensive public outreach campaign process.

### **Amendment to Regional Transportation Plan (RTP)**

Mr. Thompson said the City of Eugene was proposing an amendment to the current adopted RTP to add the North Delta Highway path project to the RTP's financially constrained bicycle/pedestrian project lists. Details were provided in the agenda materials. He said the purpose of adding the project was to provide support for a grant the city was applying for to fund construction of the path. He asked that a public hearing be held. He said the public comment period was open and a proposed action on the amendment would be presented to the MPC at its January 2021 meeting.

Mr. Pishioneri opened the public hearing. There was no one wishing to speak and Mr. Pishioneri closed the hearing and invited comments from the MPC.

Mr. Yeh, speaking as a cyclist, said he supported any extension of bike paths in the region. He said it made the area a desirable destination and improved connectivity among transportation modes around the city.

Ms. Vinis said a large amount of residential development was projected for that area of the city and the path would connect those housing units to shopping and provide a safe place for residents to walk.

Mr. Pishioneri noted that he and other MPC members were also indicating their support for the amendment.

## **MPC MEETING MINUTES FROM 1-07-2021**

### **Amendment to Regional Transportation Plan (RTP)**

Mr. Thompson said the City of Eugene was requesting an amendment to the Central Lane MPO's Regional Transportation Plan (RTP) for the North Delta Path project. The City wished to amend the RTP to place the project on the Plan's fiscally constrained project list. The City was applying for grant funding for construction of the project, and listing the project in the MPO's regional transportation plan would support the grant application. He said the MPC had held a public hearing on the request at its December 2020 meeting. He said written comments were also submitted during that meeting and no additional testimony had been received during the subsequent 30-day public comment period. Staff was requesting approval of Resolution 2021-01

Mr. Yeh, seconded by Mr. Moe, moved approval of Resolution 2021-01. The motion passed unanimously, 9:0.

## **MPC MEETING MINUTES FROM 02-04-2021**

### **COMMENTS FROM THE AUDIENCE**

**Rob Zako**, Eugene, Better Eugene-Springfield Transportation (BEST), shared a diagram of factors related to legalization of medical marijuana that influenced health. He spoke to performance measures, noting that the Central Lane MPO had adopted local transportation goals and objectives for the Regional Transportation Plan (RTP) beyond what was federally mandated. He reviewed the diagram and its depiction of upstream and downstream factors and how those should be considered in performance measures. He used climate change actions to illustrate his point about creating a plan that achieved the desired goals and objectives.

**Sarah Mazze**, 4J School District Safe Routes to Schools Coordinator, echoed Mr. Zako's comments regarding the RTP goals and objectives. She said that all biking and walking facilities were not equal in terms of providing access to employment and key destinations. She related a parent's concern about his child's access to a school via biking on River Road. She said historically marginalized communities often had to make difficult choices about active transportation related to time and safety. She urged

consideration of those factors in the transportation planning process, such as an upstream factor that measured the distance between crossings and lighting on high volume, high speed streets.

**Carleen Riley**, Eugene, (River Road Community), said the River Road/Santa Clara area seemed to take the brunt of pedestrian and bicycle injuries and deaths. She noted two recent pedestrian deaths and said the RTP update presented an opportunity to determine exactly what was needed to make streets safe for people by identifying specific projects and the cost to engineer safe streets. She said the cost of signal lights and more street lights was lamented, but the cost of even one death in terms of emergency response and the emotional cost to family, friends and the larger community should be weighed. Vision Zero provided a guiding goal and the draft RTP should contain good safety goals and objectives. It was also important to build a collective culture of friendship and concern for others that put the safety of others before reaching a destination faster.

**Steve Piercy**, Eugene, observed that there were many dangerous travel areas in Lane County and one of the challenges was obtaining valid data in a timely manner. The only data available current was months after the fact and consisted of injuries and fatalities information collected by law enforcement officers. He said it was important for Lane County to do what other municipalities had done, which was crowd source data. He said the City of Eugene had a crowd sourcing map for its Vision Zero effort, bikemaps.org. He said it was an international map where individuals could indicate collisions, near collisions, hazards and other dangers that could exist while traveling on roadways. That helped identify locations where collisions and serious injuries were likely to happen before they occurred. He encouraged the expansion of data collection.

### **Draft Regional Transportation Plan (RTP) and Congestion Management Process (CMP) Performance Measures (PMs)**

Mr. Thompson stated that the materials in the agenda packet represented the first phase of development of performance measures for the RTP and CMP. To keep the process moving forward to meet federal timelines they were presented to show the minimum measures necessary to fulfill current federal requirements. He asked for feedback from MPC members on the measures and noted that consultants and staff were continuing to work on data and other information necessary to propose specific targets for the measures. Proposed draft targets would be provided at a future meeting. Potential additional measures were also being discussed for inclusion in the RTP and/or CMP beyond the minimum set needed to meet federal requirements. Public comments received to date on the draft measures had been provided to the MPC electronically.

Ms. Clarke reviewed the following performance measures in Table 1: Miles Traveled, Travel Time, Congested Miles of Travel, Vehicle Hours of Delay, Congestion, Mode Share, System Completeness, Access to Jobs, Access to Services, Access to Transit and Safety.

In response to a question from Mr. Moe, Ms. Clarke said the data used for the travel model was pre-COVID-19, but moving forward data reflecting current conditions would be available and both sets of data could be evaluated. She said this was the first time the criteria had been evaluated and baseline conditions established.

Ms. Clarke said Table 2 demonstrated how the performance measures connected to the MPC's goals as well as federal, state and local guidance. Attachment 1 highlighted federal performance measures in which the MPO was already participating and state performance targets. Attachment 2 contained the draft RTP goals and objectives.

Ms. Vinis expressed support for going beyond the minimum requirements, particularly with respect to greenhouse gas emissions, and appreciated the comments provided during comments from the audience.

Mr. Smith stressed the importance of mode share safety and hoped that significant data was available to measure bicycle use and the challenges of navigating hazardous areas. A solid and safe bicycle system was an essential element of future transportation.

Mr. Yeh concurred with Ms. Vinis regarding performance measures related to greenhouse gas emissions. He also agreed with the importance of a safe bicycle system to allow people to move about the community without cars. He suggested two additional measures related to the quality of transit. The first measure would be the number of people with access to frequent or useful transit, which was defined as 15 minute vehicle arrival times. The second related to historical access to any transit and pedestrian/bicycle access and expansion of that access to improve quality of life for other areas of the community.

Mr. Groves supported the recommendations from other MPC members. He said any efforts to provide separation between vehicles and bike lanes and sidewalks created a margin of safety. Too many injuries and fatalities were caused by well-intended street design that he felt did not provide an adequate safety margin for people on bikes or walking.

In response to a question from Mr. VanGordon, Mr. Thompson said there was enough time available to address comments from the public and suggestions from MPC members about performance measures. He said the initial deadline for adopting and submitting the RTP was May 2021, but staff would be meeting with federal representatives and he did not feel there would be any negative consequences to moving that deadline into the fall of 2021. Federal regulations provided for a once year grace period following the May 2021 date. He expected a federal transportation bill from the new Congress and administration within a year or two and it was likely to address new areas not in the current legislation, such as greenhouse gas. He noted that a greenhouse gas goal was included in the new RTP and a rule-making committee was not likely to complete it work before the end of 2021. As currently drafted, it appeared that the MPO would be required to conduct full performance analysis and scenario planning around greenhouse gas emissions and adopt local performance measures within the next two or three years.

Ms. Vinis reaffirmed that the MPO should not defer establishing its own greenhouse gas measures because of pending activity at the state and federal levels. She asked staff to share information about potential state and federal measure as it became available.

Mr. Berney observed that performance measures tended to de facto define the priorities of a program.

## **MPC MEETING MINUTES FROM 04-01-2021**

### **COMMENTS FROM THE AUDIENCE**

**Rob Zako**, Eugene, representing Better Eugene-Springfield Transportation (BEST), spoke to Regional Transportation Plan (RTP) performance measures. He was generally pleased with staff's recommendations for greenhouse gas emissions. He noted the measure should reference per capita rather than an absolute number. He felt the access to transit measure was also good, but suggested a better measure of transit usefulness might be access to jobs. Regarding health and safety, BEST welcomed staff's suggestion of doing more work to develop upstream measures of actions to assure the transportation system was safety and healthy. He said those measures reflected a very different transportation system than in the past and would require hard work. The proposed federal infrastructure legislation would support many of those initiatives.

**Claire Roth**, Eugene, representing BEST, spoke to the recent release of a Dangerous By Design report by Smart Growth America, examining motor vehicle traffic-related deaths across the country. She said the report identified a repeating trend of death on streets. Locally that trend was repeated as a result of lack of infrastructure for people walking and biking. She would forward the report and associated materials to MPC members.

**Kevin Schaffer**, Springfield, shared information from Labor Secretary Pete Buttigieg regarding the need for a world class transportation system and a full range of transportation mode choices for Americans. It was time to break the false choices of climate versus jobs and to create jobs through climate action. It should not be necessary to own a car in order to prosper. American communities could be as good or better than anywhere else in the world; it was just necessary to make that choice.

### **Regional Transportation Plan (RTP) Performance Measures Update**

Ms. Clarke stated that draft performance measures for the RTP were presented at the MPC's February 2021 meeting. The MPC supported those measures and baseline conditions for each of those measures would be presented at the May 2021 meeting. Additionally, the MPC directed staff to explore and address the following measures:

- A transportation related greenhouse gas (GHG) emissions performance measure
- A performance measure specific to the number of people with access to frequent or useful transit
- Safety and health related performance measures with an upstream perspective on measuring efforts the MPO and partner agencies can control

Ms. Clarke reviewed the measures being proposed in accordance with MPC direction:

- Transportation Related Greenhouse Gas Emissions - A 20% reduction in greenhouse gases by 2040 from light vehicles consistent with the state goal to, by 2050, achieve greenhouse gas levels that are at least 75 percent below 1990 levels.
- Access to Transit - Number and percent of households within ¼ mile of frequent transit (for the entire region, within equity-focused area, and in non-equity focused areas)
- Upstream and Downstream Health and Safety Measures - Staff proposed an RTP project or strategy to address the upstream and downstream measures related to public health and safety.

Ms. Clarke pointed out the RTP included a performance measure related to jobs access. She said the third proposal was a project related to developing upstream and downstream health and safety measures, which were more qualitative and nuanced in nature. She said the Transportation Planning Committee (TPC) reviewed and supported the three proposals at its March 17, 2021, meeting.

Ms. Vargas thanked staff for including a measure related to high frequency transit access as it was an important quality of life component by providing access to employment, education and services.

Ms. Vinis also appreciated the proposals, particularly the health and safety performance measures, as the increase in fatalities and injuries was a significant issue.

Mr. Skov concurred with Ms. Vargas regarding transit-related measures. He served on the rule-making advisory committee for the Department of Land Conservation and Development's Climate Friendly and Equitable Communities initiative and emphasized the effort to integrate equity with reduction of greenhouse gas emissions. He expected there would be performance measures and goals related to emissions reductions and to equity outcomes at the local level. The MPC was a good forum for those conversations.

Mr. Hurley asked how the 20 percent reduction in greenhouse gases would be measured and how traffic on Interstate 5 traffic would be separated from local community traffic. Ms. Clarke said the state was examining different factors to evaluate greenhouse gas emissions and staff was relying on that currently as there was no local level to measure.

Mr. Thompson said, with regard to proposed work on the health-related performance measure, that staff recently participated in a national workshop on integrating public health into public land considerations. One direction that could emerge was development of health-related performance measures for transportation and he said that could be reflected in the new federal transportation legislation.

Mr. Berney said Lane County had a climate action initiative and there were many different groups in the county that responded to different measures for different timeframes, all ultimately dealing with carbon emissions, with a goal of net zero for Lane County at some point in the future. He asked how all of those efforts could be coordinated with respect to measures so policy makers could get a sense of progress. Ms. Clarke said those working on the RTP hoped to see documentation of the different measures that were in place in the region, but she was not aware of efforts to make that coordination happen.

Ms. Newman noted that a meeting was being organized by Lane County staff to bring partners together to discuss those types of coordination issues.

## **MPC MEETING MATERIALS FROM 11-04-2021**

### **COVER MEMO FOR MPC**

October 27, 2021

To: Metropolitan Policy Committee

Central Lane MPO 2045 RTP

Appendix F: Public Outreach Summary

From: Kelly Clarke, Principal Transportation Planner

Subject: Item 6.b: 2045 Regional Transportation Plan and Congestion Management Process

**Action Recommended:** Conduct Public Hearing; Provide Feedback to Staff

### **Purpose**

As the Metropolitan Planning Organization (MPO) for the Eugene, Springfield and Coburg urban area, the Central Lane MPO (CLMPO) has been working on an update to the region's Regional Transportation Plan (RTP) and Congestion Management Process (CMP). The intent of this effort is to meet current federal requirements, and support priorities and guidance established by state and local goals and priorities as captured in public and member community feedback and local plans.

Staff presentations to MPC throughout 2020 and early 2021 resulted in MPC guidance and direction regarding the RTP's goals, objectives and performance measures. That direction serves as a framework and sets the tone for what is a major update to both the RTP and CMP. As directed by MPC, the goals in the new draft RTP are:

 <p><b>TRANSPORTATION CHOICES</b></p>	<p>People throughout the region have access to affordable, healthy, active, and shared transportation options that safely and conveniently connect them with their destinations while reducing reliance on driving alone and minimizing transportation related pollution.</p>
 <p><b>SAFETY, SECURITY, AND RESILIENCY</b></p>	<p>The transportation system is resilient, safe, and secure for people and goods.</p>
 <p><b>HEALTHY PEOPLE AND ENVIRONMENT</b></p>	<p>The regional transportation system provides safe and comfortable travel options that support active and healthy living and protect and preserve biological, water, cultural and historic resources. Lower-polluting transportation options are encouraged, and transportation greenhouse gas emissions are reduced.</p>
 <p><b>EQUITY</b></p>	<p>The regional transportation system eliminates transportation related disparities and barriers and ensures equitable access to destinations.</p>
 <p><b>ECONOMIC VITALITY</b></p>	<p>The transportation system is reliable, affordable, and efficient. It supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.</p>
 <p><b>RELIABILITY AND EFFICIENCY</b></p>	<p>The region prioritizes a range of travel options to manage and optimize the transportation system and ease congestion so people and goods can reliably and efficiently reach their destinations.</p>
 <p><b>SYSTEM ASSET PRESERVATION</b></p>	<p>Strategically preserve, maintain, operate, and plan for current and future system assets to maximize transportation investments.</p>

*Note: Goals are not presented in order of importance, nor are they intended to be weighted or prioritized in any context throughout the RTP.*

The purpose of this agenda item is to:

1. Provide an overview of the RTP and CMP;
2. Hold a Public Hearing on the draft documents; and
3. Seek MPC feedback and direction.

### **Background and Discussion**

Regional long-range transportation planning is guided by federal requirements. Per 23 Code of Federal Regulations (CFR) § 450.300, the MPO is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a long-range transportation plan. The long-range plan must encourage and promote the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight. This includes accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities such as intercity buses and commuter vanpool providers that support intercity transportation. The long-range plan must foster economic growth and development and take into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution.

This RTP update reflects a 2020 base year with a 2045 planning horizon, therefore it is referred to as the 2045 RTP. Prior to May 27, 2018, RTPs were developed using federal transportation bill SAFETEA-LU requirements. This includes the current 2040 CLMPO RTP. After that date, MPOs are required to develop RTPs that comply with the federal requirements resulting from the MAP-21/FAST Act. As such, the draft 2045 CLMPO RTP now complies with MAP-21/FAST Act requirements.

A CMP establishes the process used by the CLMPO to manage congestion as an application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of vehicle congestion on the movement of people and goods. The Federal Highway Administration (FHWA) requires all MPOs that have urban areas with a population of over 200,000, designated as Transportation Management Areas (TMA), to have a CMP. CFR 23CFR450.320(a) and (b), requires that “TMAs shall cooperatively address congestion management through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system...through the use of travel demand reduction and operational management strategies.”

As such, the CMP is a systematic and regional approach for managing congestion with a reliance on transportation options as well as other programs and projects that support walking, biking, transit, rideshare and telecommuting. The CMP is reflective of regional congestion issues as well as the CLMPO area’s regional goals and objectives.

The remainder of this memo provides a summary of the RTP chapters.

## Summary of Chapters

### **Chapter 1: Setting the Stage**

- Provides context for the RTP as a federally required document.
- Summarizes the RTP’s public outreach including an online open house; a bilingual survey distributed by Downtown Languages; a travel barriers and benefits survey; discussions with regional advisory groups and committees; outreach to local community organizations; collaboration and coordination with the CLMPO’s regional, state, and federal partners, and MPC feedback and public comment.
- Provides an overview of the region’s multi-modal transportation system.

## **Chapter 2: Goals, Objectives and Performance Measures**

- Establishes the RTP's
  - o Goals – States a desired outcome toward which actions are focused to make progress toward a long-term vision.
  - o Objectives – An attainable target that the community attempts to reach in striving to meet a goal. An objective may also be considered as an intermediate point that will help fulfill the overall goal.
  - o Performance Measures – Predetermined indicators monitored during the life of the RTP as a method of evaluating the plan's effectiveness. To provide numerical targets needed to assess plan progression, benchmarks are established for each performance measure at five-year intervals.
- Underlines the importance of this being the CLMPO's first RTP to have a performance-based planning and programming framework and ties the local and federal performance measures to which goals they will help the region to monitor and track progress toward.
- Public input and direction from the MPC guided the development of the goals, objectives and performance measures; many of which are new to the CLMPO's RTP.
- Introduces the Congestion Management Process.

## **Chapter 3: Regional Assessment**

- Contains a summary of the region's activity centers as well as current and trending population and employment growth, demographics, and travel behavior. Given the timing of this RTP update, data for each of these key indicators is from 2018 or 2019. As such it is not representative of COVID-19 impacts. Future RTPs will have available data for us to incorporate and begin to evaluate those impacts and trends.

## **Chapter 4: Financial Framework**

- Provides the RTP's financially constrained funding forecast. Federal law requires the planned transportation investments in the RTP to be financially constrained based on a reasonably foreseeable forecast of future revenues. Like most plans, there are more projects than anticipated revenue. Plans, programs, and projects that are reasonably anticipated to be funded with available revenues through 2045 are listed in the RTP's Project list in Chapter 5. Plans, programs, and projects that are not reasonably anticipated to be funded with available revenues through 2045 are listed in the RTP's Illustrative project list in Appendix J.
- Lists federal, state, and local revenue sources that are anticipated to be available throughout the RTP's 2045 planning horizon.
- Describes possible strategies to address anticipated revenue shortfall.

## **Chapter 5: Regional Projects**

- Provides the range of transportation plans, programs, and projects needed to meet the needs of the region's people and freight through 2045.
- Draws the connection between the RTP and local plans including CLMPO's partners' Transportation System Plans (TSPs). The vast majority of projects in the RTP are also in these local plans as the RTP is set up to support local and state efforts.
- Highlights the regional priority to maintain and preserve the existing transportation system; protecting the significant investments already made.
- Prioritizes safety, equity, economic vitality, and support of bicycle, public transportation (transit), and pedestrian modes of travel.
- Introduces planning projects including:
  1. Development of a regional Active Transportation Plan. The intent is to address some of the public comments received through the RTP process but outside of the RTP scope and create a more regional approach towards bicycle and pedestrian connections and terminology.
  2. A planning effort, potentially led by the CLMPO, to identify and prioritize a regionally accepted and catalogued network of Regional Emergency Transportation Routes that provide connectivity to critical infrastructure, essential facilities, Statewide Lifeline Routes, population centers, and vulnerable communities. The intent is to enhance the region's resiliency in the face of seismic activity, and potentially other natural hazards.

## **Chapter 6: Measuring Plan Outcomes**

- Reports the comprehensive evaluation of the RTP's performance using the regional and federal performance measures. The performance-based planning and programming framework establishes an effective way to understand the consequences and benefits of investment and programming decisions.
- Presents the analysis for each of the regional performance measures and indicates the projected outcomes of implementing the RTP's fiscally constrained project list.
- Explains some of the limitations the CLMPO staff experienced in implementing this framework and analyzing the measures. Most notably that regional efforts in the CLMPO focus heavily on programmatic efforts like the Safe Lane Coalition and Transportation Options as well as localized projects that are not captured in a regional travel model. These efforts have the potential to produce positive outcomes and to steer the region towards our goals but are difficult to quantify and measure, especially through 2045. Future RTP efforts will continue to evaluate the measures and to explore other tools to help us quantify them.

## **Chapter 7: The Future of the Region**

- Concludes the RTP and identifies trends that may influence future planning efforts.

### **List of Appendices**

- A. Consultation and Cooperation
- B. Congestion Management Process
- C. Federal Planning Factor 9 White Paper
- D. Federal Planning Factor 10 White Paper
- E. RTP Public Involvement Plan
- F. RTP Public Outreach Summary
- G. 2020 Travel Behavior and Barriers Survey Report
- H. Environmental Analysis
- I. Air Quality Conformity Determination Report
- J. Illustrative Project List
- K. Travel Model Estimation Report
- L. Land Use Model Documentation Draft

### **Public Involvement**

A public comment period on the draft RTP and CMP is currently open and will close November 30, 2021.

Public outreach was conducted throughout the RTP update process as described in the public outreach summary (Appendix F).

### **Transportation Planning Committee Recommendation**

At the October 21<sup>st</sup> meeting of the MPO's staff advisory Transportation Planning Committee (TPC) there was unanimous support of the draft materials and a recommendation to release for public comment and a Public Hearing.

### **Next Steps**

Staff will return to MPC in December to recommend MPC approval of a Resolution adopting the RTP and CMP.

**Action Recommended:** Conduct Public Hearing; Provide Feedback to Staff

## **MPC MEETING MINUTES FROM 11-04-2021**

### **Draft Regional Transportation Plan (RTP) and Congestion Management Process (CMP)**

Ms. Clarke stated that the RTP and CMP have to be updated every four years and updates have to address items within federal code and regulations to assure the documents continue to reflect the community they represent and plan for the transportation system to serve the community with all modes of travel through 2045. The update process began in March 2020 with a 2020 base year and a 2045 planning horizon. She reviewed highlights from the cover memorandum summary of RTP chapter contents that was included in the agenda materials. She explained the CMP was required of certain MPOs based on their size (greater than 200,000) and established a process to manage congestion and improve the transportation system's performance reliability. The MPO's CMP prioritized transportation options, travel demand management, operational improvements, and a number of other issues consistent with regional goals. She said both document updates were intended to reflect the community's values and direction and establish compliance with federal requirements. She said the public comment period was opened on October 29 and would remain open through November 30, 2021. The TPC unanimously supported the draft documents and staff would continue to incorporate feedback from the MPC and public into the next drafts. The intent was to seek approval from the MPC for the updates at its December 2021 meeting.

Mr. Thompson acknowledged that the RTP was a large document. It was released for public review and comment on October 29 and a public hearing would be held at this meeting; public comments would be accepted through November 30. Staff would take those comments and direction from the MPC into consideration for possible changes to the documents in preparation for presentation of revised documents at the MPC's December 2021 meeting. At its December 2021 meeting the MPC could adopt the RTP and associated documents as presented or postpone adoption in favor of additional discussion and public comment. He emphasized that there was still time for public review and comment on the documents prior to development of a final draft.

Ms. Brindle asked about the timeline for the next RTP update. Mr. Thompson replied that the MPO was under an air quality limited maintenance period until 2033 and was therefore required to update the RTP at least every four years. The next update period would start when the Air Quality Conformity Determination (AQCD) for the updated RTP was accepted by the U.S. Department of Transportation. If the RTP was adopted in December 2021 he anticipated that would occur in January 2022, which would require the next update by January 2026.

Mr. Berney opened the public hearing.

**Rob Zako**, Eugene, said he was speaking on his own behalf as there was insufficient time for BEST as an organization to review the documents and provide feedback. He identified the following concerns:

- Randy Papé Beltline Highway from River Road to Coburg Road - project too big to fit on financially constrained project list and placed on list of projects not to be build until 2045. Why design a project that will not be built for another generation?
- Springfield Main Street Safety Project - a good project with community support, why is it not in the plan?
- Highway 126 and I-5 interchanges - why are the projects still in the plan when they have not been built in the last generation?
- Most funds would be spent to benefit drivers but travel times and congested miles would still increase.
- Bus rapid transit - TransPlan identified a goal of 60 miles of BRT routes. Three segments have been built to date; the City of Eugene is considering another on River Road but Springfield has passed on another BRT corridor. The plan calls for five more lines at \$65 million each. Who are they intended to serve?
- Should invest more in bicycle and pedestrian projects.
- Mode share projected to stay much the same despite expenditure of funds under the plan.
- Safety - Is an interchange at Highway 126 and Main Street in Springfield a good idea where people cross the street?
- Equity - Plan does not address the needs of people who are younger, older, people of color, disabled or low income.
- Climate change - Plan says it meets the needs of climate change, but there is no mode share and efforts to promote changes in travel behaviors.

Mr. Zako acknowledged the efforts of staff to meet federal requirements and follow federal guidelines, but the plan was not much different from TransPlan, which was developed 20 years ago, and not taking the region in the direction it needed to go.

**Terry Parker** said she was vice chair of the League of Women Voters of Lane County, but speaking for herself as the organization had not had time to review and comment on the RTP. She said a 30-day comment period was too short for a document like the RTP and encouraged the MPC to consider extending to a 60-day period. She was also concerned about the outreach and notification process, which she felt did not adequately reach out to organizations and community groups with a history of civic engagement, and particularly an interest in transportation. She said in order to build trust in local government additional outreach to affected communities was required. She encouraged the MPO to increase its efforts to involve the public in the planning process.

Ms. Parker suggested that in addition to thinking ahead during the planning process it would be useful to think back. She said looking from the perspective of 2045 at the projects included in the RTP and the

need to change the trajectory on emissions in the community might lead to different decisions about what was in the plan. She said the RTP did not go far enough to clean up the environment and reduce greenhouse gas emissions in the region. With respect to safety, she said the plan could save lives by truly addressing climate change and addressing safety, instead of taking a "roads as usual" approach.

**Webb Sussman**, Eugene, said funding sources were going through major changes and the state did not have the resources to meet the matching requirements for many of the projects listed in the plan. Organizations involved in developing the plan needed to rethink their ranking systems going forward. The gas tax as a transportation funding source was going away and ODOT and localities needed to determine how they would shift to a new payment structure quickly. He said economic and business shifts, such as working remotely, would have major implications for downtown economic development, mode share, demand modeling and planning but that was not reflected in the plan. Listing long obsolete projects with longtime horizons seems to lock the plan into obsolescence. He said the outreach efforts for the RTP update process were inadequate. Planning cycles should be accelerated instead of slowed with horizons of two- to five-years instead of 20- and 50-year horizons. He said it was unacceptable to expect the public to review and comment on over 300 pages of documentation in less than 14 days. He said extending the comment period another two weeks as suggested was unlikely to obtain feedback from the desired organizations and communities. He recognized that staff was not responsible for establishing the time constraints placed on the process and commended their hard work on the plan.

**Sue Wolling**, Eugene, commented that technology had made some amazing advances for which she was grateful, but observed that the RTP allocated by far the largest amount of funding on road projects for driving, while much smaller amounts were allocated for active transportation. The RTP also did not foresee changing the mode share over the life of the plan. The City of Eugene's Climate Action Plan called for decreased reliance on automobiles and for tripling the mode share for transit, walking and bicycling. She did not see how the RTP would help move towards those sustainability goals. She urged the MPC to closely review the plan and insist on one that looked forward to solving the problems of the future and not try to pave our way out of problems that resulted from the way things had been done in the past.

**Kaarin Knudson**, Eugene, founding member of Better Housing Together, concurred with previous speakers that there had been insufficient time to review and offer meaningful feedback on an enormous amount of information and was therefore speaking for herself. She urged the MPC, as community leaders concerned with housing needs and the crisis being faced, to consider the opportunities relative to development patterns as it thought about investments in the transportation system. She said transportation systems existed to service the community and provide access to goods, services and destinations that were needed on a daily basis. She encouraged the MPC to look at current opportunities relative to housing to make sure the policies being developed that were integrated with transportation concerns were also moved forward in as solution-oriented ways as possible. Specifically, that would include sufficient resources allocated to active transportation modes, supporting walkable neighborhoods and safety within those neighborhoods and frequent access to transit for as many residents as possible. That would mesh with housing solutions that would allow the affordability crisis to be addressed and mitigate the many harms many in the community were experiencing because the transportation system and development pattern did not meet their needs.

There being no one else wishing to speak, Mr. Berney closed the public hearing and called for comments from MPC members.

Mr. Smith agreed with most of the comments made during public testimony. He said Coburg had experienced similar issues with outreach and notifications and had changed a number of things over the past years in response to public comments similar to those made during the public hearing. He said citizens were a resource for government and public input is essential to the planning process. He recognized the work of staff to address the federal requirements and felt it was time to be more progressive with transportation and global warming issues. New ideas and concepts should be incentivized by government to develop innovative transportation strategies that would address needs in the year 2045. He supported providing more time for public comment and improving the notification and outreach processes to gather informed input from the community.

Ms. Vinis also agreed that there had been insufficient time to review the large document and allow informed and invested members of the community to provide their feedback on the investment decisions set forth in the plan. She said it was a challenge to shift from business as usual when the plan included a list of legacy transportation projects that might not actually reflect the need to do things differently. She asked if a second public hearing on the RTP could be held at the December 2021 meeting and a decision on a new RTP draft, which could be significantly different, postponed until the new year.

Mr. Thompson indicated that a second public hearing could be scheduled for December 2, 2021. At that meeting, after the public hearing, the MPC could have the option of closing the public comment period and adopting the RTP or continuing the public comment period and directing staff to bring back a revised draft for adoption in January 2022. The MPO was under some federal guidelines that prohibited it from proceeding with new federal funding for projects during the period roughly from July 1, 2021 to June 30, 2022. He said there were projects in the next one to three months for which moving forward could be problematic and if adoption did not occur prior to July 1, 2022, another series of federal restrictions would be imposed.

Responding to comments about projects listed in the RTP, Mr. Thompson noted that the MPO was not responsible for determining what projects were on those lists; the intent of the 24-year long-range RTP was to inform the public about the regional needs identified by the individual jurisdictions within the MPO. The projects were not selected by MPO staff or an advisory committee; they were submitted by individual jurisdictions and ODOT. The RTP was required to list projects that were in local plans that were anticipated to use regional funds or were regionally significant and generally projects could not be removed from the RTP without being removed from local plans.

Ms. Vinis reiterated that her concern was to avoid adopting the draft RTP until there was an opportunity to incorporate any changes into a revised draft.

Mr. Groves agreed with previous comments and supported extending the timeline for public input at least to the December 2, 2021, MPC meeting or further. He recognized there were deadlines and consequences

to those decisions. He wanted to see more robust targeted outreach to some of the groups identified during comments from the public and MPC members, including the business community.

Mr. VanGordon echoed the need for additional review and comment time and a second public hearing. He noted that the planning horizon was 2045 and each of the jurisdictions approached regional issues somewhat differently. It was important to find a balance between the desire to prioritize and do things differently and the "nuts and bolts" of how all of the plans worked together. Options should be painted with a broad brush over a 25-year timeframe as things changed during that period.

Ms. Buch also concurred with previous speakers. She pointed out that there were systemic issues at play, one of which was plans from different jurisdictions. Jurisdictions needed to determine if their own plans addressed future needs. She said it was likely that the plan would have been presented to the MPC earlier except for situations, including the COVID-19 pandemic, which were beyond staff's control. An earlier presentation would have provided expanded time for public input. Mr. Thompson explained the constraints the AQCD placed on the MPO during the one-year grace period allowed for updating the RTP and said consultants hired to facilitate the update process had missed deadlines and COVID-19 related staff reductions by partner agencies providing necessary data had delayed the presentation of a draft for public review. While no projects had yet been affected by the constraints imposed on the MPO, there were some that would like to move forward during January and February 2022 and would be impacted if the RTP was not adopted by then.

Ms. Brindle said she had reviewed the document briefly and while there had been extensive outreach efforts, some groups such as the LaneACT and Lane County Roads Advisory Committee, both of which were key stakeholders involved in transportation matters, may not have been aware of the opportunity to comment. She noted that data from the recently completed 2020 Census would likely affect the MPO boundaries, but was not mentioned in the RTP.

Mr. Smith said the City of Coburg, although not required to, had a transportation system plan (TSP). He shared difficulties experienced by staff and local officials in obtaining information from outside agencies and consultants and gathering public input. He said the process was halted because the information to modernize the TSP was not available.

Mr. Berney supported comments from the public and MPC members. He said it was critical to provide more time for public comment and a second public hearing and to consider that input prior to voting on the RTP. He said the MPO might want to rethink its outreach strategies and expand the idea of who critical constituencies were as related to transportation planning, particularly the business community.

Mr. Thompson said the Census Bureau had yet to process and publish a subset of data that was specifically for MPOs and therefore that information could not be used in the current RTP update process. He said projects on the RTP project lists were an amalgamation of local plans, and federal regulations require the MPO's RTP to be consistent with all of the currently adopted local plans. The area in which the MPC could have an impact on shaping future projects was outside of the RTP process, during the

Metropolitan Transportation Improvement Program (MTIP) process where MPC determines how the MPO's annual funding would be used by establishing priorities and project criteria. That could promote change in the short term.

Based on the MPC's discussion, Mr. Thompson suggested extending the public comment period through December 10, 2021, to allow staff time to consider input and prepare a draft document for the January 2021 meeting. A second public hearing would be held at the MPC's December 2, 2021, meeting. A memorandum summarizing any changes to the draft would be provided in the agenda materials in lieu of including a full version of the document.

Mr. Berney determined there were not objections to Mr. Thompson's suggestions.

### **Follow-up and Next Steps**

- **ODOT Update**—Ms. Brindle reported the LaneACT was scheduled for November 10, 2021, and Oregon Transportation Commission (OTC) engagement and ACT refocus would be discussed, along with revising and clarifying the roles of the OTC, ODOT and ACTs. Once approved by the OTC, a new work plan and charter template would be provided for ACTs to use if they wished. She said the ConnectOregon application deadline had passed and reviewing and prioritizing of projects was under way. There were four projects in Lane County and within the MPO a project at the Eugene Airport would be considered. She expected the four ACT chairs in Region 2 would meet and rank projects for the region.

## **MPC MEETING MATERIALS FROM 12-02-2021**

### **COVER MEMO FOR MPC**

November 23, 2021

To: Metropolitan Policy Committee

From: Kelly Clarke, Principal Transportation Planner; Paul Thompson

Subject: Item 6.a: Draft 2045 Regional Transportation Plan

**Action Recommended:** Conduct Public Hearing; Provide Feedback & Direction to Staff

### **Background and Discussion**

Regional long-range transportation planning is guided by federal requirements. Per 23 Code of Federal Regulations (CFR) § 450.300, the Metropolitan Planning Organization (MPO) is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a long-range Regional Transportation Plan (RTP). The RTP must encourage and promote the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight. This includes accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities such as intercity buses and commuter vanpool providers that support intercity transportation. The RTP must foster economic growth and development and take into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution.

This RTP update reflects a 2020 base year with a 2045 planning horizon, and is referred to as the 2045 RTP. The 2045 RTP complies with federal requirements resulting from the MAP-21/FAST Act. The majority of the regulations that apply to this RTP are unchanged from the current adopted RTP and, though this is a big update of the CLMPO RTP, much of its contents look similar because CLMPO must demonstrate consistency with these continuing regulations.

A summary of the major changes from the 2040 RTP to this 2045 RTP that were made to meet regulatory requirements include:

- **The RTP must be based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.** This RTP is based upon estimates and assumptions provided by multiple sources including Portland State University (population) and the Oregon Employment Department (employment and economic activity) as well as local and state adopted plans (land use, travel, congestion, economic activity). With Oregon's statewide land use planning program, the RTP's compliance with this federal requirement looks different than in most other states. The land use, travel, congestion, and economic activity in the RTP are a reflection of local Comprehensive Plans, Land Use Plans, and Transportation System Plans. Existing conditions are based upon the region's current land use, travel, congestion, and economic activity. Future assumptions for land use, travel, congestion, and economic activity are based upon the plans and policies adopted by the Cities of Coburg, Eugene, Springfield, Lane County, Lane Transit District, and ODOT. In RTPs outside of Oregon, land use planning is not as centralized or consistent across jurisdictions; leaving MPOs to take on more of the estimation and assumption around these local level conditions; including developing the transportation project list.
- **The RTP must be consistent with transportation projects in adopted local, regional, and state plans, at a minimum including projects planned over the RTP's planning horizon that anticipate the use of federal funds and/or are regionally significant.** Again, in Oregon and the CLMPO, the difference is that the RTP's project list supports and is consistent with local and state adopted plans and does not have the flexibility to deviate.

- **The RTP must address the two new federal planning factors: 1) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and 2) Enhance travel and tourism.** CLMPO staff prepared white papers (Appendix C and Appendix D) addressing these two new planning factors; including what they mean to an RTP and strategies to integrate them. Each of the RTP's goals has associated objectives that provide actionable ways to achieve the goal, performance measures to measure progress, and its connection to the federal planning factors. Chapter 6 also has extensive coverage of system resiliency, reliability, and the reduction/mitigation of stormwater impacts.
- **The RTP must establish Goals and Objectives and address a new requirement to develop a Performance Based Planning and Programming (PBPP) framework.** This is the RTP's foundation, as it establishes how we expect the transportation system to meet our needs to move for work, personal needs, and play. This framework sets the regional transportation system's goals; objectives which provide direction on achieving the goals; and measures to evaluate progress. At the regional planning level, it is the most influential component in how federal funds are spent. The draft 2045 RTP's goals are a response to the feedback and direction we received through public outreach and from MPC. The Goal themes are: Transportation Choices; Safety, Security, and Resiliency; Healthy People and Environment; Equity; Economic Vitality; Reliability and Efficiency; and System Asset Preservation. Per direction from MPC, climate change is addressed in the Healthy People and Environment goal; which explicitly states *"The regional transportation system provides safe and comfortable travel options that support active and healthy living and protect and preserve biological, water, cultural and historic resources. Lower-polluting transportation options are encouraged, and transportation greenhouse gas emissions are reduced."*

Projects in the RTP are a compilation of projects from the region's adopted plans; though many have been on regional lists for many years, they will remain in the RTP until they are completed or removed from local, regional, or state adopted plans. The RTP categorizes projects by the main travel mode. With these broad categories, the automobile mode is the recipient of the largest share of regional funds through 2045. However, projects categorized as auto almost always have multimodal designs with a focus on safety and other modes and supporting outcomes across multiple goals including Safety, Security, and Resiliency; Economic Vitality; Reliability and Efficiency; and System Asset Preservation. Categorizing projects in this way often overstates the projected financial investment in the roadway system, and underestimates the investment in other modes.

The PBPP applies performance management principles to transportation system policy and investment decisions:

- It is a system-level, data-driven process to identify strategies and investments and provides a link between management and long-range decisions about policies and investments.
- Regional long-range planning helps to define key goals and objectives. Connecting performance measures to goals and objectives through analysis help us to understand how are plans, if fully implemented, work towards achieving our goals.

- It is not intended to indicate flaws with regional plans but to give us a data-driven structure that will help to move us in the right direction; influence local project selection in adopted plans; and track progress over time.
- Federal legislation has established the objectives-driven, performance-based approach to planning for operations with such measures as travel time reliability and bridge condition.
- CLMPO has expanded the objectives-driven, performance-based approach for operations to other goal areas with the intent of building a comprehensive performance-based planning process.

The PBPP framework does not end at the RTP; it extends to the Metropolitan Transportation Improvement Program (MTIP); which is the MPO program to allocate federal funds through a competitive grant application process. The projects selected through this process must demonstrate their consistency with the RTP's goals and objectives. This is another step in the project selection process that the public and MPC have the power to influence. Historically, federal funds allocated through the CLMPO have primarily supported bicycle, pedestrian, and transit projects as well as safety and system preservation over projects that will increase auto capacity.

The CLMPO must update the RTP at least every four years in order to remain relevant with federal, state, and local topics such as planned growth, environmental protection, economic development, and housing. As mentioned above, in Oregon this is particularly important due to the consistent updates of local plans, including Transportation System Plans. The draft 2045 RTP was developed to address the major structural shifts from the previous RTP but also to prepare for major federal, state, and local shifts coming up over the next four years including:

- **Federal** – Infrastructure Investment and Jobs Act which reauthorizes funding for several surface transportation programs, adds new funding programs, and addresses climate change and equity.
- **State** – Climate-Friendly and Equitable Communities (CFEC) Rulemaking is currently happening in response to the Governor's Executive Order 20-04 which directed agencies to reduce climate pollution. The outcome of this Rulemaking will result in an update to Oregon's Transportation Planning Rules and stronger administrative rules about transportation and housing planning.
- **Local** – Jurisdictions in the CLMPO must amend their TSP's and land use plans to meet new CFEC rule requirements which will include:
  - o Locating new development in close proximity to shopping, employment, parks, housing, and transit service.
  - o Shifting public investment towards increasing transportation options.
  - o Focusing plans for transportation systems less on motor vehicle mobility and more on providing people access to services and destinations.
  - o Meeting the needs of all Oregonians, Including historically marginalized populations, in an equitable and inclusive way.

CLMPO and regional staff anticipate significant local and regional effort to thoughtfully address these and other regulatory and community shifts first in land use and transportation plans and then

in the next RTP update. They will do more to holistically move our region towards climate and equity goals than the RTP is able to as a stand alone document.

MPC held a public hearing for the draft documents during their November 4, 2021 meeting. The following table summarizes the comments heard and staff responses.

Comment	Response
Timeline is too short. The public comment period must be longer.	Public comment period is extended to December 10 <sup>th</sup> . MPC will hold a second public hearing December 2 <sup>nd</sup> . Please refer to RTP Appendices E and F for details on the public outreach conducted throughout the development of the draft plan.
Why is the Randy Pape Beltline on the fiscally constrained project list?	This project is on the RTP list to be consistent with adopted State plans.
The Main Street Safety Project should be included.	Springfield has not adopted this yet.
Why are the Interchanges on I-5 and Highway 126 still on the list?	These projects are on the RTP list to be consistent with adopted State plans.
The RTP proposes that more dollars are spent to benefit drivers. More dollars should be allocated towards active transportation modes. Too much reliance on autos.	The projects on the project lists are categorized by their main travel mode. However, they almost always have multimodal designs with a focus on safety and support outcomes across multiple goals and multiple modes. Categorizing projects in this way often overstates the projected financial investment in the roadway system, and underestimates the investment in other modes.
Who are we building Bus Rapid Transit and EmX for and where will they be?	Lane Transit District’s planning projects will determine the outcomes of these routes and will include substantial public outreach.
Need to invest more in bicycle and pedestrian modes.	Historically, federal funds allocated by the MPO have primarily funded bicycle, pedestrian, and transit modes at a higher rate than projects that would increase automobile capacity. This RTP’s goals and objectives will direct funds in a similar direction. Implementing these funding priorities in the MPO’s funding program (MTIP) is where the actual investment decisions are made.
Mode share does not seem to be moving in the right direction.	Staff have identified limitations in analyzing mode share with the current tools available. A regional travel model does not reflect the local level bicycle and pedestrian projects; nor the transportation options programs that our region is committed to

	and that make a difference in mode share shift. Staff will be seeking better tools for this analysis in preparation for the next RTP update.
Are the interchange projects on Highway 126 necessary?	These projects are on the RTP list to be consistent with adopted local plans.
Equity and needs of non-white males should be better addressed.	Equity is a goal of this Plan. The Environmental Analysis provides analysis of the region's communities that have been historically underrepresented and strategies to mitigate.
The draft says we address climate change but it does not seem to. Lives can be saved by addressing climate change.	Reducing transportation related greenhouse gas emissions is integrated into the RTP goals and the RTP supports reducing vehicle miles traveled by automobiles; utilizing technology to manage the current system, building out the active transportation network, and increasing investments in the region's Transportation Options and Safe Routes to School programs and activities. The GHG performance measure supports local climate action planning efforts and will evolve with state and federal legislation.
Funding sources going through major shifts, state does not have matching requirements. We will need to rethink what ranking systems mean moving forward. Gas tax going away, need to look at new payment structure	The financial framework chapter lists federal, state, and local revenue sources that are anticipated throughout the RTP's 2045 horizon. It is understood that shifts will occur as they historically have.
Economic and business shifts – working from home, for example, will have major implications on downtown economic development as well as mode share, demand modeling, etc. This plan does not consider this.	This RTP acknowledges these shifts as emerging trends to follow and supports ongoing regional transportation demand management efforts.
We are coming into an era where planning cycles need to be accelerated, not slowed. The days of 20 year plans are coming to an end. LCOG needs to take a hard look at how they can speed it up.	CLMPO's Transportation Improvement Program and the local jurisdiction's Capital Improvement Programs provide the 5 to 6 year, or short term, program for capital improvements and programs anticipated given anticipated revenues over this planning period. Projects moved to these programs come from the adopted 20-year plans.
Put self into 2045, if all plans come through, do they achieve our goals? Looking at plan, no they do not get us there.	As was acknowledged during the November 4 <sup>th</sup> MPC discussion, local and regional plans are starting to make the shift to planning for a future that achieves goals such as equity and addressing climate change.

	This RTP is also a step in that direction, and will continue to evolve as it meets it's requirement to be consistent with the local and regional plans.
As we think about investments to the transportation system, think about development patterns. Think about policies for housing that are integrated with transportation.	This RTP is based on adopted plans and policies. Land use and housing policies are developed at the local level.

Subsequent to the November 4<sup>th</sup> public hearing, the only additional public comment received as of the date of this memo is from Better Eugene-Springfield Transportation (BEST), and is included as Attachment 2 to this memo. This input was received only hours before the publication deadline for this memo and the MPC packet, and regional staff has not fully discussed the comments contained in the document. MPO staff has conducted an initial review of BEST's comments, and has the following initial response.

- As BEST notes, the draft RTP has “good goals and objectives reflecting regional needs.” However, BEST goes on to state that “it is unclear how projects advance those goals.” It is the intention of federal MPOs to provide a long-range (20+ year) overview of a region’s transportation needs and identify gaps in funding and performance-based planning outcomes that should be addressed to achieve the region’s long-term goals. In most areas of the country, without Oregon’s state and local 20-year land use and transportation planning requirements, the RTP serves to guide shorter term local plans towards long term goals. In Oregon, with long range transportation plans required in metropolitan areas at both the federal and state level, it is always an iterative process to have consistency across plans.

The federal RTP is *required* to be consistent with the *current* adopted local, regional, and state plans at the time the RTP is adopted. At this point in time the draft RTP presented for adoption reflects the projects in the current local plans of the MPO’s members. With the draft RTP presenting a new set of Goals, Objectives, and Performance Measures, under an entirely new Performance Based Planning and Programming framework, and with the RTP reflecting current projects in local plans, it is to be expected that there may be a gap in the expected outcomes. But that is part of the role of an RTP, to integrate local plans in a region and see what outcomes result, and then set Goals, Objectives, and Performance Measures to guide changes in local and regional plans, programs, and investments to achieve better outcomes. And, as the 4-year update cycle for the RTP comes around (or sooner, via amendments to the RTP or an earlier update), the MPO’s continuing, cooperative, and comprehensive planning role will reflect changes in the local plans in future iterations of the RTP.

MPO staff are entirely open to continuous community input to the region’s RTP following adoption of the 2045 RTP. *How* that happens is something that will require careful consideration by the MPO member jurisdictions, since many of them will also be embarking on updates to their local transportation (and other) plans in 2022.

Finally, while MPO staff understands BEST's desire to take a closer look at certain individual projects in the RTP, we caution against placing any proactive "restraints" on future funding decisions in the Metropolitan Transportation Improvement Program. We are also unclear as to what it means when BEST suggests putting certain RTP projects "on hold." As a 24-year long range plan, most projects in the RTP are, in reality, in a holding pattern until their time, and funding, come. In the context of the MTIP, which at most programs funds four (4) years in the future, what does it mean to "put on hold projects not planned until 2030" as suggested?

When appropriate, the MPO believes that revisiting individual projects should start with the jurisdiction that "owns" the project (and, if appropriate, the MPO is fully willing to support those efforts in any way). Second, *all* MPC decisions on MPO funding of projects, programs, and planning should be made while considering the RTP's long-range Goals, Objectives, and Performance Measures, as well as public input relevant to the specific funding decision, and the context of the funding decision at that time.

For just one example, the recently passed Infrastructure Investment and Jobs Act (IIJA) includes new and expanded MPO funding programs, the roll-out of which we do not yet fully understand (as we await federal regulations and guidance on those programs) and deciding now to restrain from funding certain investments in the MTIP may not fully account for new opportunities or requirements. Imposing a blanket restraint on certain categories of funding would seem to remove the possibility of full and open discussion of all funding opportunities as they become available or timely.

### **Next Steps**

In the CLMPO, the RTP must be adopted at least every four years. Given issues with the COVID pandemic and consultant capacity resulting in missed deadlines for RTP deliverables as well as consultant delays in updating the land use and travel models, this update is now beyond the four-year term and into a grace period. The grace period impacts how the MPO is able to distribute federal funds.

MPC has the options to direct staff to:

1. Make changes to the current draft 2045 RTP.
2. Add strategies or action items to the current draft 2045 RTP that direct staff to initiate specific tasks or plans upon adoption of the 2045 RTP but in preparation for amendments to the the 2045 RTP or integration into the 2050 RTP.
3. Return to MPC in January to recommend MPC approval of a Resolution adopting the RTP and Congestion Management Process.

### **Public Involvement**

A public comment period on the draft RTP and CMP is currently open and will close December 10, 2021. As directed by MPC on November 4<sup>th</sup>, the draft RTP and associated documents are not

reproduced again in this agenda packet for the December MPC meeting. [The draft documents are available here.](#)

Public outreach was conducted throughout the RTP update process as described in the public outreach summary (Appendix F).

**Action Recommended:** Conduct Public Hearing; Provide Feedback to Staff

### **Attachments**

1. Summary of the draft 2045 Regional Transportation Plan chapters and appendices
2. BEST public comments

#### ATTACHMENT 1

#### SUMMARY OF DRAFT 2045 REGIONAL TRANSPORTATION PLAN CHAPTERS

### **Purpose**

As the Metropolitan Planning Organization (MPO) for the Eugene, Springfield and Coburg urban area, the Central Lane MPO (CLMPO) has been working on an update to the region's Regional Transportation Plan (RTP) and Congestion Management Process (CMP). The intent of this effort is to meet current federal requirements, and support priorities and guidance established by state and local goals and priorities as captured in public and member community feedback and local plans.

Staff presentations to MPC throughout 2020 and early 2021 resulted in MPC guidance and direction regarding the RTP's goals, objectives and performance measures. That direction serves as a framework and sets the tone for what is a major update to both the RTP and CMP. As directed by MPC, the goals in the new draft RTP are:

 <b>TRANSPORTATION CHOICES</b>	<p>People throughout the region have access to affordable, healthy, active, and shared transportation options that safely and conveniently connect them with their destinations while reducing reliance on driving alone and minimizing transportation related pollution.</p>
 <b>SAFETY, SECURITY, AND RESILIENCY</b>	<p>The transportation system is resilient, safe, and secure for people and goods.</p>
 <b>HEALTHY PEOPLE AND ENVIRONMENT</b>	<p>The regional transportation system provides safe and comfortable travel options that support active and healthy living and protect and preserve biological, water, cultural and historic resources. Lower-polluting transportation options are encouraged, and transportation greenhouse gas emissions are reduced.</p>
 <b>EQUITY</b>	<p>The regional transportation system eliminates transportation related disparities and barriers and ensures equitable access to destinations.</p>
 <b>ECONOMIC VITALITY</b>	<p>The transportation system is reliable, affordable, and efficient. It supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.</p>
 <b>RELIABILITY AND EFFICIENCY</b>	<p>The region prioritizes a range of travel options to manage and optimize the transportation system and ease congestion so people and goods can reliably and efficiently reach their destinations.</p>
 <b>SYSTEM ASSET PRESERVATION</b>	<p>Strategically preserve, maintain, operate, and plan for current and future system assets to maximize transportation investments.</p>

*Note: Goals are not presented in order of importance, nor are they intended to be weighted or prioritized in any context throughout the RTP.*

The remainder of this attachment provides a summary of the RTP chapters.

## Summary of Chapters

### **Chapter 1: Setting the Stage**

- Provides context for the RTP as a federally required document.
- Summarizes the RTP’s public outreach including an online open house; a bilingual survey distributed by Downtown Languages; a travel barriers and benefits survey; discussions with regional advisory groups and committees; outreach to local community organizations; collaboration and coordination with the CLMPO’s regional, state, and federal partners, and MPC feedback and public comment.
- Provides an overview of the region’s multi-modal transportation system.

### **Chapter 2: Goals, Objectives and Performance Measures**

- Establishes the RTP’s

- o Goals – States a desired outcome toward which actions are focused to make progress toward a long-term vision.
- o Objectives – An attainable target that the community attempts to reach in striving to meet a goal. An objective may also be considered as an intermediate point that will help fulfill the overall goal.
- o Performance Measures – Predetermined indicators monitored during the life of the RTP as a method of evaluating the plan’s effectiveness. To provide numerical targets needed to assess plan progression, benchmarks are established for each performance measure at five-year intervals.
- Underlines the importance of this being the CLMPO’s first RTP to have a performance-based planning and programming framework and ties the local and federal performance measures to which goals they will help the region to monitor and track progress toward.
- Public input and direction from the MPC guided the development of the goals, objectives and performance measures; many of which are new to the CLMPO’s RTP.
- Introduces the Congestion Management Process.

### **Chapter 3: Regional Assessment**

- Contains a summary of the region’s activity centers as well as current and trending population and employment growth, demographics, and travel behavior. Given the timing of this RTP update, data for each of these key indicators is from 2018 or 2019. As such it is not representative of COVID-19 impacts. Future RTPs will have available data for us to incorporate and begin to evaluate those impacts and trends.

### **Chapter 4: Financial Framework**

- Provides the RTP’s financially constrained funding forecast. Federal law requires the planned transportation investments in the RTP to be financially constrained based on a reasonably foreseeable forecast of future revenues. Like most plans, there are more projects than anticipated revenue. Plans, programs, and projects that are reasonably anticipated to be funded with available revenues through 2045 are listed in the RTP’s Project list in Chapter 5. Plans, programs, and projects that are not reasonably anticipated to be funded with available revenues through 2045 are listed in the RTP’s Illustrative project list in Appendix J.
- Lists federal, state, and local revenue sources that are anticipated to be available throughout the RTP’s 2045 planning horizon.
- Describes possible strategies to address anticipated revenue shortfall.

### **Chapter 5: Regional Projects**

- Provides the range of transportation plans, programs, and projects needed to meet the needs of the region's people and freight through 2045.
- Draws the connection between the RTP and local plans including CLMPO's partners' Transportation System Plans (TSPs). The vast majority of projects in the RTP are also in these local plans as the RTP is set up to support local and state efforts.
- Highlights the regional priority to maintain and preserve the existing transportation system; protecting the significant investments already made.
- Prioritizes safety, equity, economic vitality, and support of bicycle, public transportation (transit), and pedestrian modes of travel.
- Introduces planning projects including:
  1. Development of a regional Active Transportation Plan. The intent is to address some of the public comments received through the RTP process but outside of the RTP scope and create a more regional approach towards bicycle and pedestrian connections and terminology.
  2. A planning effort, potentially led by the CLMPO, to identify and prioritize a regionally accepted and catalogued network of Regional Emergency Transportation Routes that provide connectivity to critical infrastructure, essential facilities, Statewide Lifeline Routes, population centers, and vulnerable communities. The intent is to enhance the region's resiliency in the face of seismic activity, and potentially other natural hazards.

## **Chapter 6: Measuring Plan Outcomes**

- Reports the comprehensive evaluation of the RTP's performance using the regional and federal performance measures. The performance-based planning and programming framework establishes an effective way to understand the consequences and benefits of investment and programming decisions.
- Presents the analysis for each of the regional performance measures and indicates the projected outcomes of implementing the RTP's fiscally constrained project list.
- Explains some of the limitations the CLMPO staff experienced in implementing this framework and analyzing the measures. Most notably that regional efforts in the CLMPO focus heavily on programmatic efforts like the Safe Lane Coalition and Transportation Options as well as localized projects that are not captured in a regional travel model. These efforts have the potential to produce positive outcomes and to steer the region towards our goals but are difficult to quantify and measure, especially through 2045. Future RTP efforts will continue to evaluate the measures and to explore other tools to help us quantify them.

## **Chapter 7: The Future of the Region**

- Concludes the RTP and identifies trends that may influence future planning efforts.

### **List of Appendices**

- M. Consultation and Cooperation
- N. Congestion Management Process
- O. Federal Planning Factor 9 White Paper
- P. Federal Planning Factor 10 White Paper
- Q. RTP Public Involvement Plan
- R. RTP Public Outreach Summary
- S. 2020 Travel Behavior and Barriers Survey Report
- T. Environmental Analysis
- U. Air Quality Conformity Determination Report
- V. Illustrative Project List
- W. Travel Model Estimation Report
- X. Land Use Model Documentation Draft

### **BETTER EUGENE-SPRINGFIELD TRANSPORTATION LETTER TO MPC**



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Carmel Snyder  
Jean Tate  
Kari Turner  
Jenny Ulum  
Aliza Whalen  
Sue Wolling

November 23, 2021

Metropolitan Policy Committee  
c/o Paul Thompson

**Re: Updating the Central Lane Regional Transportation Plan**

***A Metaphor: The Transportation System Is Our House***

*The transportation system for the Central Lane (Eugene-Springfield-Coburg) metropolitan region is a large house still under construction. The regional transportation plan (RTP) is its blueprint. The metropolitan transportation improvement program (MTIP) is a set of orders for general contractors to work on different rooms of the house. Members of the Metropolitan Policy Committee (MPC) are the heads of the household, responsible for the welfare of everyone who lives here.*

*Now the federal government is requiring us to resubmit our blueprint, even though it is out of date and has not kept up with our changing needs. If we don't, they will prevent us from hiring any new contractors. Fortunately, the solution is simple. We can submit an out-of-date blueprint now and commit to bringing it up to date as soon as possible. In the interim, we just shouldn't hire any new contractors to build questionable elements of the outdated blueprint.*

*Moreover, the house includes "BEST friends" who are committed to helping rethink the blueprint to ensure that future work will address future needs.*

**Executive Summary**

The draft RTP has good goals and objectives related to transportation choices, safety, equity, and climate change. But it is unclear how planned projects advance those goals. Scores for performance measures are mixed at best. To satisfy federal requirements, provisionally adopt the draft RTP. Restrain the MTIP by declining to adopt amendments for any questionable projects in the provisional plan. Policy makers and stakeholders, with the support of staff, should work together in a continuing, cooperative, and comprehensive process to rethink the RTP, determine what projects and programs will do the most to advance regional goals, and re-adopt a revised RTP as soon as practical. BEST and our partners are exploring hosting a community workshop to assist in this effort.

Building a successful community by bringing people together  
to promote transportation options, safe streets, and walkable neighborhoods.

Better Eugene-Springfield Transportation • PO Box 773, Eugene, OR 97440 • 541-343-5201

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BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.

## Draft RTP has good goals and objectives

On September 3, 2020, MPC heard a response from staff to issues raised in a July 7, 2020, letter from 24 co-signers on the “need to act now to reduce greenhouse gas emissions from transportation.”<sup>1</sup>

On October 1, 2020, and again on November 5, 2020, MPC discussed goals for the RTP.<sup>2,3</sup>

On December 3, 2020, MPC discussed objectives for the RTP.<sup>4</sup>

On November 4, 2021, MPC held a public hearing on the draft RTP.<sup>5</sup>

Overall, the draft RTP<sup>6</sup> has good goals and objectives reflecting regional needs:<sup>7</sup>

**Goal 1: Transportation Choices**—People throughout the region have access to affordable, healthy, active, and shared transportation options that safely and conveniently connect them with their destinations while reducing reliance on driving alone and minimizing transportation related pollution.

**Goal 2: Safety, Security and Resiliency**—The transportation system is resilient, safe, and secure for people and goods.

**Goal 3: Healthy People and Environment**—The regional transportation system provides safe and comfortable travel options that support active and healthy living and protect and preserve biological, water, cultural, and historic resources. Lower-polluting transportation options are encouraged, and transportation greenhouse gas emissions are reduced.

**Goal 4: Equity**—The regional transportation system eliminates transportation-related disparities and barriers and ensures equitable access to destinations.

**Goal 5: Economic Vitality**—The transportation system is reliable, affordable, and efficient. It supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

**Goal 6: Reliability and Efficiency**—The region prioritizes a range of travel options to manage and optimize the transportation system and ease congestion so people and goods can reliably and efficiently reach their destinations.

**Goal 7: System Asset Preservation**—Strategically preserve, maintain, operate, and plan for current and future system assets to maximize transportation investments.

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<sup>1</sup> [MPC September 3, 2020, packet](#), item 7.f: Staff Response to Public Comments on Greenhouse Gas Emissions.

<sup>2</sup> [MPC October 1, 2020, packet](#), item 6.c: 2045 Regional Transportation Plan (RTP) Draft Goals.

<sup>3</sup> [MPC November 5, 2020, packet](#), item 6.b: 2045 Regional Transportation Plan (RTP) Draft Goals.

<sup>4</sup> [MPC December 3, 2020, packet](#), item 6.a: 2045 Regional Transportation Plan (RTP) Draft Objectives.

<sup>5</sup> [MPC November 4, 2021, packet](#), item 6.b: Draft Regional Transportation Plan (RTP) & Congestion Management Process (CMP).

<sup>6</sup> See the draft RTP and its appendices presented in [Public Comment Opportunities](#).

<sup>7</sup> See Chapter 2: Goals, Objectives, and Performance Measures.

## It is unclear how projects advance those goals

The plan lists numerous projects totaling \$1.65 billion in the financially constrained list anticipated to be built over the next 20 years and another \$1.28 billion in the illustrative list not expected to be built until beyond that time.<sup>8, 9, 10</sup>

It is unclear why these specific projects are included in the plan and others are not. The plan doesn't explicitly link projects to goals, forcing policy makers and the public alike to guess the justifications for each.

The projects include ones that are good, bad and ugly. Some of these projects do appear to advance goals. Others that have been planned since the 1990s might have made sense then but no longer do today. Below we call attention to some of the more questionable projects.

Given federal requirements for adopting an updated RTP, realistically we don't have time just now to sort out which projects make sense in light of the goals.

## Scores for performance measures are mixed at best

On February 4, 2021, and again on April 1, 2021, MPC discussed performance measures.<sup>11, 12</sup>

The draft plan attempts to estimate how well constructing projects will advance the listed goals. But it is not clear how much implementing the draft plan would benefit our region.<sup>13</sup>

By its own admission, the draft plan fails for ("plan doesn't meet intent" of) five regionally important performance measures:

- **PM 1: Miles Traveled.** Vehicle miles traveled *per person* is projected to *increase* by 6%.
- **PM 2: Travel Time.** Travel times are projected to increase by:
  - 25% for I-5,
  - 16% for Northwest Expressway,
  - 15% for Highway 126 / Interstate-105,
  - 9% for Highway 99 / West 6th & 7th / Franklin Boulevard,
  - 9% for Coburg Road,
  - 7% for Pioneer Parkway,
  - 6% for Beltline, and
  - 6% for West 11th.
- **PM 3: Congested Miles of Travel Network.** Number of miles of several congested roads is projected to increase 69% from 13 miles to 22 miles.

<sup>8</sup> For totals, see "Revenue Forecast Estimate for RTP Projects and Program Investments 2020 to 2045" on pages 99–100 of the draft RTP.

<sup>9</sup> For projects in the financially constrained list, see Chapter 5: Regional Projects.

<sup>10</sup> For projects in the illustrative list, see [Appendix I: Illustrative Project List](#).

<sup>11</sup> [MPC February 4, 2021, packet](#), item 7.d: Draft Regional Transportation Plan (RTP) Performance Measures (PMs).

<sup>12</sup> [MPC April 1, 2021, packet](#), item 6.a: Regional Transportation Plan Performance Measures Update.

<sup>13</sup> See Chapter 6: Measuring Plan Outcomes.

- **PM 4: Vehicle Hours of Delay (VHD).** VHD during peak afternoon travel times is projected to increase 77% for all vehicles.
- **PM 5: Congestion.** Congestion is predicted to increase in several places throughout the region, notably:
  - I-5 between Coburg and Eugene/Springfield,
  - Beltline Highway between Coburg Road and Delta Highway,
  - Highway 99 and surrounding roadways near the Eugene Airport,
  - Highway 126 near the intersection with Beltline Highway,
  - The western end of downtown Eugene, specifically where Highway 99 transitions to the West 6th/7th Avenue couplet, and
  - I-5 and Franklin Boulevard east of the Glenwood area and south of Lane Community College (East 30th Avenue).

Although the plan claims to succeed for (“plan meets intent” of) eight other measures, we question some of these estimates:

- **PM 6: Mode Share.** The percentage of trips with a single-occupant vehicle, a shared vehicle, by public transit, on a bicycle, or walking are essentially unchanged over the life of the plan.
- **PM 7: System Completeness.** Due to data limitations, a quantitative estimate of the completeness of regional sidewalks and bikeways is not provided.
- **PM 8: Access to Jobs.** The draft plan indicates a significant increase in the percentage of jobs accessible within 20 minutes by transit, from 82% to 92%, but we have questions about what these figures actually mean. For people bicycling or walking, there is no significant increase in access to jobs, but we suggest that a more useful measure is *safe* access.
- **PM 9: Access to Services.** Results for access to services are comparable to access to jobs.
- **PM 10: Access to Transit.** Due to data limitations, a quantitative estimate of access to transit is not provided.
- **PM 11: Access to High-Capacity Transit.** Again, due to data limitations, a quantitative estimate of access to high-capacity transit is not provided.
- **PM 12: Safety.** The draft plan indicates that future safety is difficult to project.
- **PM 13: Transportation Related Greenhouse Gas Emissions.** Although the draft plan claims to meet the intent of this performance measure, as noted above vehicle miles traveled are projected to increase and no significant change in mode share is expected.

Overall, we deem the draft RTP as failing to advance regional goals.

## To satisfy Feds, provisionally adopt RTP—but restrain MTIP and rethink RTP

Although the draft plan is not the one that advances regional goals, the federal government is requiring us to adopt some plan—or else be barred from seeking federal funding for some new projects.

Fortunately, the solution is simple:

1. **Provisionally Adopt RTP:** MPC should adopt the draft RTP now in order to satisfy the letter of federal requirements and to be eligible for new federal funding.
2. **Restrain MTIP:** Nevertheless, MPC should also commit to waiting to pursue funding for any questionable projects until such time as these are clearly deemed to advance regional goals. MPC can do so simply by declining to approve any MTIP amendments for such projects.
3. **Rethink RTP:** Policy makers and stakeholders, with the support of staff, should work together in a continuing, cooperative, and comprehensive process to determine what projects and programs will do the most to advance regional goals.
4. **Community Workshop:** To help start rethinking the plan, BEST and our partners are exploring hosting a community workshop.

### **1. Provisionally Adopt RTP**

As it is just a blueprint, MPC should go ahead and adopt a version of the draft RTP.

### **2. Restrain MTIP**

But where the rubber meets the road is not in what we plan but in how we actually invest (program).

Until we have a rethought and revised RTP aligned with our region's goals, MPC should decline to approve any MTIP amendments to fund major new projects in these categories:

- **Roadway: New Arterial Link or Interchange** (\$209 million). Put on hold projects not planned until 2025, including a new local arterial bridge over the Willamette River parallel to Beltline in Eugene, and new interchanges on Highway 126 at 52nd Street and Main Street in Springfield.
- **Roadway: Added Freeway Lanes or Major Interchange Improvements** (\$50 million). Proceed with safety improvements already underway for the Beltline / Delta Highway interchange in Eugene. Put on hold projects not planned until 2030, including adding lanes to Beltline in Eugene and Highway 126 in Springfield.
- **Roadway: Arterial Capacity Improvements** (\$193 million). Proceed with three projects along 42nd Street in Springfield planned for construction in the next five years. But put on hold other projects not planned for construction until 2025.
- **Transit: Frequent Transit Network** (\$360 million). No EmX or Enhanced Corridor projects should advance to funding until the region's plans for frequent transit are better defined, in particular, until the completion of the MovingAhead effort.

But smaller projects in these other categories can proceed on a case-by-case basis:

- **Roadway: New Collectors** (\$239 million).
- **Roadway: Urban Standards** (\$136 million).
- **Roadway: Study** (\$10 million).
- **Roadway: Transit Oriented Development Implementation** (\$6 million).

- **Transit: Bus and Bus Maintenance** (\$264 million).
- **Transit: General Stops and Stations** (\$83 million).
- **Bike / Ped: Multi-Use Paths Without Road Project** (\$70 million).
- **Bike / Ped: Multi-Use Paths With Road Project** (\$9 million).
- **Bike / Ped: On-street Lanes or Routes With Road Project** (parts of larger projects).
- **Bike / Ped: On-street Lanes or Routes Without Road Project** (\$30 million).

### **3. Rethink RTP**

As soon as possible (starting in January 2022), policy makers and stakeholders, with the support of staff, should work together in a continuing, cooperative, and comprehensive process to determine what projects and programs will do the most to advance regional goals, and re-adopt a revised RTP as soon as practical:<sup>14</sup>

- **Continuing:** A plan is never finished but always a work in progress, evolving in response to changing challenges and opportunities.
- **Cooperative:** MPC is the policy body for the Central Lane MPO. Above you, federal requirements generally mandate a process but not decisions, whereas state requirements such as Oregon's land use planning laws do require advancing state goals. Below you, each of you represents your own jurisdictions, which have their own transportation system plans, comprehensive plans, long-range transit plans, highway facility plans, etc. But collectively you are in charge and have the power to decide what is in the best interests of the region. The federal requirement is for you to cooperate with each other, with other partners, and with the public to do so.
- **Comprehensive:** The federal requirement is to think not only regionally but also comprehensively. Transportation is not something separate from concerns around economic development, housing, health, equity, or climate change. In planning to spend an estimated \$1.65 billion on transportation, you need to also bring to the table your other priorities and knowledge.

### **4. Community Workshop**

To assist in rethinking the RTP, BEST is exploring hosting a community workshop in early 2022 for policy makers and other key stakeholders. We are thinking that this could be a half-day virtual event, say, on a Saturday, aimed at better understanding desired goals, planned projects, and the connections between them. Using Zoom breakout groups, we hope to connect policy makers with their own constituents to look more closely at planned projects in their areas. BEST and our partners would look to your staff to provide technical support, and ideally to the University of Oregon to help design and facilitate the workshop.

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<sup>14</sup> By federal statute, the process to develop RTPs and MTIPs "shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate." [23 U.S. Code § 134: Metropolitan transportation planning](#).

## **MPC MEETING MINUTES FROM 12-02-2021**

### **Draft Regional Transportation Plan (RTP)**

Mr. Thompson said the draft RTP had previously been presented to the committee at its November 4, 2021, meeting, along with the related Congestion Management Process (CMP) and the Regional Transportation Plan Air Quality Conformity Determination (AQCD). The MPC had directed staff to extend the public comment period through December 10 and schedule a second public hearing on the RTP at the December 2 meeting. No changes had been directed to the draft document. Included in the cover memorandum were staff responses to the public comments received until publication of the December 2 meeting agenda packet. Two additional written public comments had been submitted after that publication and had been forwarded to committee members. Some minor editing changes had been made to the draft document and at the request of the City of Eugene three projects had been added to the draft list:

- Autzen/UO Campus Gondola/Aerial Tram Study
- Ferry Street Bridge Circulation Study
- Lower Coburg Road Traffic Flow Study

Mr. Thompson said once the public comment period was closed any final public comments and direction from the MPC would be taken to the staff advisory committee, which would develop recommendations for the MPC's consideration at its January 6, 2022, meeting.

Mr. Berney opened the public hearing.

Sarah Mazze, Eugene, Safe Routes to School coordinator, commended staff's work on the draft plan. She said the goals were excellent and the pedestrian and transit projects would greatly improve safety for people of all ages and abilities to get where they needed to go. She appreciated expansion of the performance-based approach to goals beyond those that were federally required and she hoped to see those goals met, particularly related to vehicle miles traveled and mode shifts. She said the COVID-19 pandemic had exposed the lack of a complete network for active and shared transportation. A shortage of school bus drivers left parents concerned about their children walking to school because of unsafe conditions along their routes. She said a massive investment in the bicycle/pedestrian/transit network was needed and asked that those types of projects be given priority in local plans.

Rob Zako, Eugene, Better Eugene-Springfield Transportation (BEST), commended the technical work of staff and said the document met federal requirements and could be adopted to assure federal transportation funds would continue to flow to the region. There were also goals that reflected community and future needs related to transportation choices, safety, economic vitality, equity and climate change. He said the main component of the plan was the list of projects, particularly the financially constrained list. He said there were planned projects that might never be built and it was perhaps more useful to look at projects that were not on the financially constrained list and therefore not eligible to receive federal

funding. He noted the project between River Road and Coburg Road, with an estimated cost of \$700 million, was not on the financially constrained list and as such was ineligible to receive federal funding for construction. He wondered why ODOT and the City of Eugene were spending millions of dollars designing the project when it was ineligible to be built. He said another example was safety improvements along Main Street. It was a good project that was needed, but also was not included on the financially constrained list and ineligible to receive federal funding, while interchange projects on Highway 126 and 52nd and Main streets in Springfield were eligible for funding. He urged that the financially constrained projects list be significantly changed to better align with community goals. He said detailed comments would be submitted in writing.

Patty Hine, Eugene, a member of 350 Eugene, said she was a retired naval officer and during her career, when preparing a five-year budget plan, the plan had to reflect the ever-changing strategic landscape of the existing and emerging threats and be changed when threats changed. She said current plans had to be reworked and grounded in the new reality of an overheating planet. Decision-makers now had a moral responsibility to address that through their policies and projects. She said the RTP had good goals, but did not go far enough in achieving reduced congestion and greenhouse gas emissions and gave preference to extending legacy systems at the expense of funding game-changing projects that would address the problem. She said Governor Brown was leading the way on reduction of congestion and greenhouse gas emissions. A 180-degree change in direction, with major investments in transit, walking and biking and a complete transition to hydrogen and electric powered vehicles was needed soon.

There being no other speakers, Mr. Berney closed the hearing and invited comments from committee members.

Ms. Buch said she would have preferred more time to consider the updated RTP and agreed with Ms. Hine that local jurisdictions should speed up their work toward mitigating climate change. She understood that another update of the RTP would be done in four years and if so, the committee should devote some meaningful time to delve into issues more deeply during the interim. Mr. Thompson confirmed that another update was scheduled in four years and agreed that it was desirable to more deeply examine issues. He said during the next four years several of the local jurisdictions would be making significant reviews and updates of their transportation system plans (TSPs) in response to pending rule-making by the Land Conservation and Development Commission (LCDC) that would place new requirements on those local TSPs. Those local plan updates would occur in the next two years and provide an opportunity for a deeper examination of the RTP during the next four years.

Ms. Vinis suggested that the RTP be a recurring item on MPC meeting agendas in the future to provide an opportunity to address various components of the plan over time. She asked how decisions were made about which projects were on the financial constrained list and the implications of being on that list.

Mr. Thompson said the MPO's RTP was required to include all of the anticipated projects, plans and studies anticipated over the horizon of the plan that were reasonably expected to be funded. Each agency and local jurisdiction was asked to verify anticipated revenues for their projects on the financially constrained list, including from local, state and federal sources. A statewide group met every three or four

years to develop a long-range projection of almost every source of revenue to provide boundaries within which the financially constrained project list was developed. He said the MPO was required to produce a plan that contained projects that were needed and could be achieved with reasonably expected revenue. For illustrative purposes, the RTP could contain additional projects that would be included in the adopted plan if additional resources became available. He clarified that projects on the illustrative list were not ineligible for federal funding; they were eligible for federal funding if additional dollars became available.

Mr. VanGordon said he was open to the idea of more discussions of the RTP during the next four years and was ready to move forward with adoption of the plan as required for the region. He thought the list of projects was the beginning of the conversation, not the end and recognized that a significant amount of public input had been obtained on projects as they emerged from planning efforts of local jurisdictions and agencies. He was not comfortable with the MPC exerting influence over plans adopted by local elected bodies, but felt it was appropriate for MPC members to return to their own bodies with feedback and suggestions.

Mr. Smith agreed that local planning efforts should be supported by the MPC and the RTP should be examined on an ongoing basis instead of just when an update was due every four years.

Mr. Nordin commented that Oregon would be receiving a significant amount of funding for transportation issues and most agencies and jurisdictions had plans in place for projects. He felt the RTP should be submitted to avoid missing a deadline. The anticipated transportation funding could change many things and the next four years would be a very dynamic period. He asked if staff had begun to look at how the new funding could be used.

Mr. Thompson said the next agenda item would address the new federal legislation and associated funding. Staff had begun discussing the new funding at a high level and he anticipated within the next 12 months the MPC would begin considering priorities for the use of future funding. He said periodic reviews of the RTP could occur and expected adoption of new LCDC rules in May 2022 would allow staff to provide a more comprehensive look at how plans would need to reflect those changes.

Mr. Moe supported adoption of the RTP. He was pleased that a more frequent examination of the plan would occur in the future, including those transportation issues raised during the public hearing and new state initiatives.

Ms. Buch commented that more frequent and in depth looks at RTP components would help build institutional knowledge prior to the next update.

Mr. Berney said the timeframe for change was becoming exponential and it was no longer possible to take a leisurely look at plans every four years.

Mr. Thompson said the RTP, along with the CMP and AQCD, would be presented to the MPC for adoption at its January 2022 meeting. He committed to providing the MPC with a timely update on what the future would look like for local and regional plans once new state rules were adopted and guidance related to reauthorization of the federal transportation legislation was available.

Mr. VanGordon asked staff for a list of all the things occurring at the state and federal level that would impact transportation planning in the future.

Mr. Berney noted that a list of the various groups and bodies on which MPC members served had also been requested.

## **MPC MEETING MATERIALS FROM 01-06-2022**

### **COVER MEMO TO MPC**

December 30, 2021

To: Metropolitan Policy Committee

From: Paul Thompson and Kelly Clarke

Subject: MPC 6.a: Central Lane MPO 2045 Regional Transportation Plan (RTP) and  
Congestion Management Process (CMP)

**Action Recommended: Approve Resolution 2022-01 adopting the Central Lane  
MPO 2045 RTP and CMP.**

### **Background and Discussion**

Regional long-range transportation planning is guided by federal requirements. Per 23 Code of Federal Regulations (CFR) § 450.300, the Metropolitan Planning Organization (MPO) is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a long-range Regional Transportation Plan (RTP). The RTP must encourage and promote the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight. This includes accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation. The RTP must foster economic growth and

development and take into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution.

This agenda item is to adopt the Central Lane MPO's 2045 RTP. This RTP update reflects a 2019/20 base year with a 2045 planning horizon. The draft 2045 RTP complies with federal requirements resulting from the MAP-21/FAST Act. It is a 25-year planning document covering jurisdictions within the MPO area: Coburg, Eugene, Springfield and Lane County as well as the Lane Transit District, and the Oregon Department of Transportation (ODOT). The 2045 RTP establishes regional goals and objectives, includes a compilation of transportation projects from locally adopted plans, and a funding forecast. To meet federal requirements, this RTP is developed with a performance based planning and programming framework which will serve to track progress towards regional goals over time.

Attachment 1 provides a summary of the major changes from the 2040 RTP to this 2045 RTP that were made to meet regulatory requirements as well as a summary of the draft 2045 RTP chapters.

The MPC held public hearings on the full draft of the RTP and its attachments at its November 4, 2021 and December 6, 2021 meetings. The public comment period on the draft was open October 29, 2021 through December 10, 2021. Public comment received during the hearings and through public comment channels as well as Central Lane MPO staff responses are provided in full in Attachment 2.

The MPC's advisory Transportation Policy Committee (TPC), at its December 16, 2021 meeting, unanimously recommended adoption of the 2045 RTP.

### **Requested Actions**

- Approve Resolution 2022-01 adopting Central Lane MPO RTP and CMP.

### **Attachments**

1. Summary of major changes from the 2040 RTP to the Draft 2045 RTP and summary of Draft 2045 RTP chapters

2. Summary of public comments and staff responses
3. Resolution 2022-01
4. Draft 2045 Regional Transportation Plan and Attachments (CMP is Attachment B)

## ATTACHMENT 1

### SUMMARY OF MAJOR CHANGES FROM THE 2040 RTP TO THE 2045 RTP AND SUMMARY OF DRAFT 2045 RTP CHAPTERS

A summary of the major changes from the 2040 RTP to this 2045 RTP that were made to meet regulatory requirements include:

- **The RTP must be based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.** This RTP is based upon estimates and assumptions provided by multiple sources including Portland State University (population) and the Oregon Employment Department (employment and economic activity) as well as local and state adopted plans (land use, travel, congestion, economic activity). With Oregon's statewide land use planning program, the RTP's compliance with this federal requirement looks different than in most other states. The land use, travel, congestion, and economic activity in the RTP are a reflection of local Comprehensive Plans, Land Use Plans, and Transportation System Plans. Existing conditions are based upon the region's current land use, travel, congestion, and economic activity. Future assumptions for land use, travel, congestion, and economic activity are based upon the plans and policies adopted by the Cities of Coburg, Eugene, Springfield, Lane County, Lane Transit District, and ODOT. In RTPs outside of Oregon, land use planning is not as centralized or consistent across jurisdictions; leaving MPOs to take on more of the estimation and assumption around these local level conditions; including developing the transportation project list.
- **The RTP must be consistent with transportation projects in adopted local, regional, and state plans, at a minimum including projects planned over the RTP's planning horizon that anticipate the use of federal funds and/or are regionally significant.** Again, in Oregon and the CLMPO, the difference is that the RTP's project list supports and is consistent with local and state adopted plans and does not have the flexibility to deviate.
- **The RTP must address the two new federal planning factors: 1) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of**

**surface transportation; and 2) Enhance travel and tourism.** CLMPO staff prepared white papers (Appendix C and Appendix D) addressing these two new planning factors; including what they mean to an RTP and strategies to integrate them. Each of the RTP's goals has associated objectives that provide actionable ways to achieve the goal, performance measures to measure progress, and its connection to the federal planning factors. Chapter 6 also has extensive coverage of system resiliency, reliability, and the reduction/mitigation of stormwater impacts.

- **The RTP must establish Goals and Objectives and address a new requirement to develop a Performance Based Planning and Programming (PBPP) framework.** This is the RTP's foundation, as it establishes how we expect the transportation system to meet our needs to move for work, personal needs, and play. This framework sets the regional transportation system's goals; objectives which provide direction on achieving the goals; and measures to evaluate progress. At the regional planning level, it is the most influential component in how federal funds are spent. The draft 2045 RTP's goals are a response to the feedback and direction we received through public outreach and from MPC. The Goal themes are: Transportation Choices; Safety, Security, and Resiliency; Healthy People and Environment; Equity; Economic Vitality; Reliability and Efficiency; and System Asset Preservation. Per direction from MPC, climate change is addressed in the Healthy People and Environment goal; which explicitly states "*The regional transportation system provides safe and comfortable travel options that support active and healthy living and protect and preserve biological, water, cultural and historic resources. Lower-polluting transportation options are encouraged, and transportation greenhouse gas emissions are reduced.*"

Projects in the RTP are a compilation of projects from the region's adopted plans; though many have been on regional lists for many years, they will remain in the RTP until they are completed or removed from local, regional, or state adopted plans. The RTP categorizes projects by the main travel mode. With these broad categories, the automobile mode is the recipient of the largest share of regional funds through 2045. However, projects categorized as auto almost always have multimodal designs with a focus on safety and other modes and supporting outcomes across multiple goals including Safety, Security, and Resiliency; Economic Vitality; Reliability and Efficiency; and System Asset Preservation. Categorizing projects in this way often overstates the projected financial investment in the roadway system, and underestimates the investment in other modes.

The PBPP applies performance management principles to transportation system policy and investment decisions:

- It is a system-level, data-driven process to identify strategies and investments and provides a link between management and long-range decisions about policies and investments.
- Regional long-range planning helps to define key goals and objectives. Connecting performance measures to goals and objectives through analysis help us to understand how are plans, if fully implemented, work towards achieving our goals.
- It is not intended to indicate flaws with regional plans but to give us a data-driven structure that will help to move us in the right direction; influence local project selection in adopted plans; and track progress over time.
- Federal legislation has established the objectives-driven, performance-based approach to planning for operations with such measures as travel time reliability and bridge condition.
- CLMPO has expanded the objectives-driven, performance-based approach for operations to other goal areas with the intent of building a comprehensive performance-based planning process.

The PBPP framework does not end at the RTP; it extends to the Metropolitan Transportation Improvement Program (MTIP); which is the MPO program to allocate federal funds through a competitive grant application process. The projects selected through this process must demonstrate their consistency with the RTP’s goals and objectives. This is another step in the project selection process that the public and MPC have the power to influence. Historically, federal funds allocated through the CLMPO have primarily supported bicycle, pedestrian, and transit projects as well as safety and system preservation over projects that will increase auto capacity.

Summary of Draft 2045 RTP Chapters:

### **Chapter 1: Setting the Stage**

- Provides context for the RTP as a federally required document.
- Summarizes the RTP’s public outreach including an online open house; a bilingual survey distributed by Downtown Languages; a travel barriers and benefits survey; discussions with regional advisory groups and committees; outreach to local community organizations; collaboration and coordination with the CLMPO’s regional, state, and federal partners, and MPC feedback and public comment.
- Provides an overview of the region’s multi-modal transportation system.

## **Chapter 2: Goals, Objectives and Performance Measures**

- Establishes the RTP's
  - o Goals – States a desired outcome toward which actions are focused to make progress toward a long-term vision.
  - o Objectives – An attainable target that the community attempts to reach in striving to meet a goal. An objective may also be considered as an intermediate point that will help fulfill the overall goal.
  - o Performance Measures – Predetermined indicators monitored during the life of the RTP as a method of evaluating the plan's effectiveness. To provide numerical targets needed to assess plan progression, benchmarks are established for each performance measure at five-year intervals.
- Underlines the importance of this being the CLMPO's first RTP to have a performance-based planning and programming framework and ties the local and federal performance measures to which goals they will help the region to monitor and track progress toward.
- Public input and direction from the MPC guided the development of the goals, objectives and performance measures; many of which are new to the CLMPO's RTP.
- Introduces the Congestion Management Process.

## **Chapter 3: Regional Assessment**

- Contains a summary of the region's activity centers as well as current and trending population and employment growth, demographics, and travel behavior. Given the timing of this RTP update, data for each of these key indicators is from 2018 or 2019. As such it is not representative of COVID-19 impacts. Future RTPs will have available data for us to incorporate and begin to evaluate those impacts and trends.

## **Chapter 4: Financial Framework**

- Provides the RTP's financially constrained funding forecast. Federal law requires the planned transportation investments in the RTP to be financially constrained based on a reasonably foreseeable forecast of future revenues. Like most plans, there are more projects than anticipated revenue. Plans, programs, and projects that are reasonably anticipated to be funded with available revenues through 2045 are listed in the RTP's Project list in Chapter 5. Plans, programs, and projects that are not reasonably anticipated to be funded with available revenues through 2045 are listed in the RTP's Illustrative project list in Appendix J.
- Lists federal, state, and local revenue sources that are anticipated to be available throughout the RTP's 2045 planning horizon.
- Describes possible strategies to address anticipated revenue shortfall.

## **Chapter 5: Regional Projects**

- Provides the range of transportation plans, programs, and projects needed to meet the needs of the region's people and freight through 2045.

- Draws the connection between the RTP and local plans including CLMPO’s partners’ Transportation System Plans (TSPs). The vast majority of projects in the RTP are also in these local plans as the RTP is set up to support local and state efforts.
- Highlights the regional priority to maintain and preserve the existing transportation system; protecting the significant investments already made.
- Prioritizes safety, equity, economic vitality, and support of bicycle, public transportation (transit), and pedestrian modes of travel.
- Introduces planning projects including:
  1. Development of a regional Active Transportation Plan. The intent is to address some of the public comments received through the RTP process but outside of the RTP scope and create a more regional approach towards bicycle and pedestrian connections and terminology.
  2. A planning effort, potentially led by the CLMPO, to identify and prioritize a regionally accepted and catalogued network of Regional Emergency Transportation Routes that provide connectivity to critical infrastructure, essential facilities, Statewide Lifeline Routes, population centers, and vulnerable communities. The intent is to enhance the region’s resiliency in the face of seismic activity, and potentially other natural hazards.

**Chapter 6: Measuring Plan Outcomes**

- Reports the comprehensive evaluation of the RTP’s performance using the regional and federal performance measures. The performance-based planning and programming framework establishes an effective way to understand the consequences and benefits of investment and programming decisions.
- Presents the analysis for each of the regional performance measures and indicates the projected outcomes of implementing the RTP’s fiscally constrained project list.
- Explains some of the limitations the CLMPO staff experienced in implementing this framework and analyzing the measures. Most notably that regional efforts in the CLMPO focus heavily on programmatic efforts like the Safe Lane Coalition and Transportation Options as well as localized projects that are not captured in a regional travel model. These efforts have the potential to produce positive outcomes and to steer the region towards our goals but are difficult to quantify and measure, especially through 2045. Future RTP efforts will continue to evaluate the measures and to explore other tools to help us quantify them.

**Chapter 7: The Future of the Region**

- Concludes the RTP and identifies trends that may influence future planning efforts.

ATTACHMENT 2

SUMMARY OF PUBLIC COMMENTS AND STAFF RESPONSES

MPC held a public hearing for the draft documents during their November 4, 2021 meeting. The following table summarizes the comments heard and staff responses.

Comment	Response
Timeline is too short. The public comment period must be longer.	Public comment period is extended to December 10 <sup>th</sup> . MPC will hold a second public hearing December 2 <sup>nd</sup> . Please refer to RTP Appendices E and F for details on the public outreach conducted throughout the development of the draft plan.
Why is the Randy Pape Beltline on the fiscally constrained project list?	This project is on the RTP list to be consistent with adopted State plans.
The Main Street Safety Project should be included.	Springfield has not adopted this yet.
Why are the Interchanges on I-5 and Highway 126 still on the list?	These projects are on the RTP list to be consistent with adopted State plans.
The RTP proposes that more dollars are spent to benefit drivers. More dollars should be allocated towards active transportation modes. Too much reliance on autos.	The projects on the project lists are categorized by their main travel mode. However, they almost always have multimodal designs with a focus on safety and support outcomes across multiple goals and multiple modes. Categorizing projects in this way often overstates the projected financial investment in the roadway system, and underestimates the investment in other modes.
Who are we building Bus Rapid Transit and EmX for and where will they be?	Lane Transit District’s planning projects will determine the outcomes of these routes and will include substantial public outreach.
Need to invest more in bicycle and pedestrian modes.	Historically, federal funds allocated by the MPO have primarily funded bicycle, pedestrian, and transit modes at a higher rate than projects that would increase automobile capacity. This RTP’s goals and objectives will direct funds in a similar direction. Implementing these funding priorities in the MPO’s funding program (MTIP) is where the actual investment decisions are made.
Mode share does not seem to be moving in the right direction.	Staff have identified limitations in analyzing mode share with the current tools available. A regional travel model does not reflect the local level bicycle and pedestrian projects; nor the transportation options programs that our region is committed to and that make a difference in

	mode share shift. Staff will be seeking better tools for this analysis in preparation for the next RTP update.
Are the interchange projects on Highway 126 necessary?	These projects are on the RTP list to be consistent with adopted local plans.
Equity and needs of non-white males should be better addressed.	Equity is a goal of this Plan. The Environmental Analysis provides analysis of the region’s communities that have been historically underrepresented and strategies to mitigate.
The draft says we address climate change but it does not seem to. Lives can be saved by addressing climate change.	Reducing transportation related greenhouse gas emissions is integrated into the RTP goals and the RTP supports reducing vehicle miles traveled by automobiles; utilizing technology to manage the current system, building out the active transportation network, and increasing investments in the region’s Transportation Options and Safe Routes to School programs and activities. The GHG performance measure supports local climate action planning efforts and will evolve with state and federal legislation.
Funding sources going through major shifts, state does not have matching requirements. We will need to rethink what ranking systems mean moving forward. Gas tax going away, need to look at new payment structure	The financial framework chapter lists federal, state, and local revenue sources that are anticipated throughout the RTP’s 2045 horizon. It is understood that shifts will occur as they historically have.
Economic and business shifts – working from home, for example, will have major implications on downtown economic development as well as mode share, demand modeling, etc. This plan does not consider this.	This RTP acknowledges these shifts as emerging trends to follow and supports ongoing regional transportation demand management efforts.
We are coming into an era where planning cycles need to be accelerated, not slowed. The days of 20 year plans are coming to an end. LCOG needs to take a hard look at how they can speed it up.	CLMPO’s Transportation Improvement Program and the local jurisdiction’s Capital Improvement Programs provide the 5 to 6 year, or short term, program for capital improvements and programs anticipated given anticipated revenues over this planning period. Projects moved to these programs come from the adopted 20-year plans.
Put self into 2045, if all plans come through, do they achieve our goals? Looking at plan, no they do not get us there.	As was acknowledged during the November 4 <sup>th</sup> MPC discussion, local and regional plans are starting to make the shift to planning for a future that achieves goals such as equity and addressing climate change. This RTP is also a step in that direction, and will continue to evolve

	as it meets it's requirement to be consistent with the local and regional plans.
As we think about investments to the transportation system, think about development patterns. Think about policies for housing that are integrated with transportation.	This RTP is based on adopted plans and policies. Land use and housing policies are developed at the local level.

*Response to public comment from Better Eugene-Springfield Transportation (BEST) received December 1, 2021 (BEST Memo Attached):*

- As BEST notes, the draft RTP has “good goals and objectives reflecting regional needs.” However, BEST goes on to state that “it is unclear how projects advance those goals.” It is the intention of federal MPOs to provide a long-range (20+ year) overview of a region’s transportation needs and identify gaps in funding and performance-based planning outcomes that should be addressed to achieve the region’s long-term goals. In most areas of the country, without Oregon’s state and local 20-year land use and transportation planning requirements, the RTP serves to guide shorter term local plans towards long term goals. In Oregon, with long range transportation plans required in metropolitan areas at both the federal and state level, it is always an iterative process to have consistency across plans.

The federal RTP is *required* to be consistent with the *current* adopted local, regional, and state plans at the time the RTP is adopted. At this point in time the draft RTP presented for adoption reflects the projects in the current local plans of the MPO’s members. With the draft RTP presenting a new set of Goals, Objectives, and Performance Measures, under an entirely new Performance Based Planning and Programming framework, and with the RTP reflecting current projects in local plans, it is to be expected that there may be a gap in the expected outcomes. But that is part of the role of an RTP, to integrate local plans in a region and see what outcomes result, and then set Goals, Objectives, and Performance Measures to guide changes in local and regional plans, programs, and investments to achieve better outcomes. And, as the 4-year update cycle for the RTP comes around (or sooner, via amendments to the RTP or an earlier update), the MPO’s continuing, cooperative, and comprehensive planning role will reflect changes in the local plans in future iterations of the RTP.

MPO staff are entirely open to continuous community input to the region’s RTP following adoption of the 2045 RTP. *How* that happens is something that will require careful consideration

by the MPO member jurisdictions, since many of them will also be embarking on updates to their local transportation (and other) plans in 2022.

Finally, while MPO staff understands BEST's desire to take a closer look at certain individual projects in the RTP, we caution against placing any proactive "restraints" on future funding decisions in the Metropolitan Transportation Improvement Program. We are also unclear as to what it means when BEST suggests putting certain RTP projects "on hold." As a 24-year long range plan, most projects in the RTP are, in reality, in a holding pattern until their time, and funding, come. In the context of the MTIP, which at most programs funds four (4) years in the future, what does it mean to "put on hold projects not planned until 2030" as suggested?

When appropriate, the MPO believes that revisiting individual projects should start with the jurisdiction that "owns" the project (and, if appropriate, the MPO is fully willing to support those efforts in any way). Second, *all* MPC decisions on MPO funding of projects, programs, and planning should be made while considering the RTP's long-range Goals, Objectives, and Performance Measures, as well as public input relevant to the specific funding decision, and the context of the funding decision at that time.

For just one example, the recently passed Infrastructure Investment and Jobs Act (IIJA) includes new and expanded MPO funding programs, the roll-out of which we do not yet fully understand (as we await federal regulations and guidance on those programs) and deciding now to restrain from funding certain investments in the MTIP may not fully account for new opportunities or requirements. Imposing a blanket restraint on certain categories of funding would seem to remove the possibility of full and open discussion of all funding opportunities as they become available or timely.

*Response to public comment from Better Eugene-Springfield Transportation (BEST) received December 10, 2021 (BEST Memo Attached):*

- The proposal contained in this public comment mixes project categories, mixes jurisdictions, and mixes funding sources. The RTP's financial constraint considers jurisdictions, funding sources, and project categories. This particular suggestion by BEST ignores that the \$130M of state roadway projects may be reasonably expected to be funded by funding sources (such as state gas

tax money) that may not be available (or are explicitly not available, such as state gas tax funds) to be used on the off-street, out of the ROW, path projects. Freeing up ~\$130M of state roadway funding does not translate to additional available funding for off-road path projects.

- The project lists are also generally prioritized by project type. All of the path/lane projects they suggest moving to the constrained list are local jurisdiction projects, prioritized by those jurisdictions against other local path/lane projects that they did place on the constrained lists, up to the funding they expect to have available. Even if the anticipated ODOT funding that would theoretically be freed up from moving those four roadway projects to the illustrative list could be used for the path projects, it is far from a given that it would be the priority for the use of those ODOT funds. We would have to enter a regional discussion about that, at a minimum.
- Making these changes to the RTP would require redoing the PMs and the AQCD, pushing adoption until at least February, if not March. MPC made it clear they want to avoid further delay in adopting this RTP.

*Response to public comment received prior to close of public comment period December 10, 2021:*

Comment	Response
<p>I began reviewing this document in early November. With many other planning processes going on at the state and local level, I was relieved to see that the deadline for comments was delayed to Dec 10th. However, I also noticed when I resumed my review early this month that the draft document was altered in ways that were not documented in any way I could find. As it requires more than an afternoon to review a 200+ page document, I'd appreciate if, in future planning processes, changes are documented when drafts are updated in the midst of a comment period so people who have already begun reviewing could determine where they need to redo their work.</p>	<p>The documents were not updated during the public comment period.</p>

<p>This plan represents a major improvement over the previous plan in terms of the specificity and definition of its goals. If anything, though, this plan is overly-specific in its goals and objectives, making it hard to track, on the one hand, all of the objectives tied to a goal, and making it obvious, on the other hand, when goals and objectives contradict each other (such as Healthy People and Environment's "support active and healthy living and protect and preserve biological, water, cultural, and historic resources" being negated by System Asset Preservation's preserving the existing assets that are discouraging active and healthy living and degrading natural, cultural and historic resources). The measures included in this plan are also a major improvement over the last plan, which was vague about how the plan would be measured. This plan's measures have room for improvement, though, most specifically in how they mostly lack clear targets (e.g. reducing vehicle miles traveled supports the plan's goals to a point, but that point is clearly somewhere above zero).</p>	<p>Noted</p>
<p>One thing that is concerning about the future of this plan is that it is "an update to the CLMPO's 2040 RTP" (p 2) yet it is completely unlike the earlier document in form, goals, even in scope (the earlier document covered land use, which is largely unaddressed in this plan). In 3 years there will be another plan, will it retain the same measures or will it be another complete revision? How will the measures and their outcomes be communicated to the agencies that developed the projects being evaluated by the plan?</p>	<p>Federal legislation and requirements changed since the previous RTP's adoption. This RTP was the first to fall under the requirements to create a performance based planning and programming framework. Measures are intended to establish a tracking mechanism to monitor performance and are intended to be consistent through upcoming RTP updates, though will be reviewed through future RTP updates. CLMPO staff will develop a dashboard online to display the performance measures publicly and will communicate progress to MPC regularly.</p>
<p>Intercity transit isn't really addressed in this plan. I'd like to see objectives added or clarified under, for example, goals 1 &amp; 5 that make clear that</p>	<p>Intercity bus routes and intercity passenger intermodal facilities are addressed in Chapter 1. Goal 1 Objective states "Support regional travel</p>

<p>frequent, fast, reliable, and affordable multimodal intercity transportation options are necessary. Specifically, existing intercity rail links should be improved in terms of speed, frequency and reliability. It could also be noted that CLMPO should support ODOT's passenger rail planning efforts, or go further and urge ODOT to put their plans into practice. Also, a measure indicating access to intercity transit facilities would be helpful -- it's long past time for regional entities to actively engage in coordinating intercity transit services.</p>	<p>and tourism with a multimodal transportation system, including passenger rail and intercommunity transit access, that provides visitors and tourists with travel options to access regional destinations.” This will provide the direction to support ODOT passenger rail planning efforts and to urge ODOT to put plans into practice. Future updates have the opportunity to consider an intercity specific measure.</p>
<p>The objectives listed under Goal 1: Transportation Choices largely tend to aim to extend to everyone the basic multimodal menu that is today only available to a few in the region. Yet two of the performance measures are (presumably vehicle) Miles Traveled and Mode Share, with the implication that satisfying these objectives will result in a reduction in vehicle miles traveled and mode share for driving alone. There is no evidence for, and decades of experience all over the world against, the notion that simply providing a basic level of multimodal options will encourage people to use those options over driving alone. Instead, it's necessary to provide a premium level of multimodal options before people will choose to use those options in significant numbers. As such, the objectives should be strengthened to, for example, "Develop a multimodal transportation system that allows all to access employment, education, and services more conveniently by biking, walking, or transit than by driving alone." Or, more simply: "biking, walking, and taking transit should be more convenient than driving alone."</p>	<p>Goal 1 states “People throughout the region have access to affordable, healthy, active, and shared transportation options that safely and conveniently connect them with their destinations while reducing reliance on driving alone and minimizing transportation- related pollution.” Objectives are intended to guide the region towards achieving this goal. Safety and convenience are vital to making this happen and are supported by the RTP’s other goals and objectives.</p>

The "Regional Pedestrian Network" (Figure 10) is outdated (for example, it's missing the Roosevelt Path extension to almost Hwy 99), inaccurate (for example, there is a Shared Use Path depicted to the east of, and parallel to, Hwy 99 between Roosevelt and 7th Ave that is roughly where a railroad track is in reality) and lacking useful scale and context. The "Regional Bikeway Network" (Figure 11) includes streets that do not contain separated bike infrastructure (for example, Monroe St), therefore in fact exclude bikes by forcing them to avoid cars. The "Regional Trail Network" (Figure 12) is useless for transportation planning purposes because it doesn't distinguish between facilities that exclude either bikes or pedestrians, making it impossible to use to plan for either mode. If the Plan wishes to present a useful assessment of "Current Regional Pedestrian and Bicycle Networks" it should present data showing the amount of bike/ped infrastructure compared to automotive infrastructure, the quality of bike/ped infrastructure (many sidewalks and bike lanes in the region are really just glorified gutters), and where bike/ped activity is high. The lack of attention shown to measuring the amount and quality of bike/ped facilities is an indication of the lack of consideration for bike/ped as modes, despite Goal 1.

Thank you for this note. CLMPO staff are aware of and have noted the data limitations and have included development of an Active Transportation Plan as a project that will stem from this RTP. One of the primary components of the development of a regional Active Transportation Plan is a deeper dive into the regional bicycle and pedestrian data.

Table 2 on p 54, titled "TAM Plan Performance targets" isn't clear on what exactly is being targeted. The narrative indicates that it's related to the condition of an asset class; do the percentages indicate the amount of assets in bad repair? What are the baselines? I hope that the region's transit assets aren't in such poor repair that 10-40% being in good repair would represent an improvement.

Table 2. Oregon Tier II Group TAM Plan Performance Targets is displaying the statewide Transit Asset Management Plan targets for each of the asset types listed. Lane Transit District participates in contributing towards meeting these targets. The baseline conditions are not listed here.

<p>Also, if the target was the same for both years, why include both years on the table?</p>	
<p>Figure 25 on page 69 -- why can't this actually show where jobs are located using an actual geographic unit such as census blocks? And use traditional cartographic features such as a legend? The purple blobs are too vague and impressionistic to convey meaningful information.</p> <p>Figure 27 on page 72 -- same as above.</p>	<p>Thank you for this note. Figures 25 and 27 are intended as visual representations of employment densities. Employment data is sensitive and CLMPO staff chose to display it in a hot spot style of mapping.</p>
<p>Page 73 -- are the four demographic elements that are used to determine a "Historically Excluded Community" the ones listed as examples on this page (e.g. income, race, age, and disability identification)? If not, which other elements are considered? What is the reason for choosing these elements? There are other communities besides these four that have been historically excluded, for example, the unemployed, the unhoused, the currently or formerly incarcerated, or people with mental health disorders. Why were additional communities not included in the consideration of historically excluded communities?</p>	<p>CLMPO follows federal Civil Rights Act of 1964 and other legislation that direct the fair treatment and meaningful involvement of all people which requires evaluating the impact of transportation investments on population groups that may be traditionally underserved or underrepresented, specifically: low-income communities, communities of color, elderly populations, and people with disabilities. CLMPO also monitors and considers unhoused individuals, age, and education as key elements.</p>
<p>Figure 28 on page 74 -- page 73 states that Figure 28 will show "Historically Excluded Communities" but the legend indicates "Socio-Economic Factors". Are these the same? If not, what is a Socio-Economic Factor?</p>	<p>These are the same and Figure 28 will be updated to clarify.</p>
<p>page 82 -- it appears that about 20% of the region's employees are commuting from outside of the MPO's region but nearby (i.e. the 52% of</p>	<p>The MPO scale is the federally required scale.</p>

<p>the 52,000 employees commuting from Lane County but outside the MPO region). As such, the MPO's jurisdiction doesn't appear to be the appropriate scale on which to be planning transportation improvements. I would appreciate if the plan addressed the impact of commuters from outside of the MPO's jurisdiction on its transportation system. This is especially relevant given the priority indicated in Appendix G for expanding transit service coverage.</p>	
<p>page 99 -- it isn't clear how the 2020-2045 projected revenue total was calculated. The plan provides some detail on sources for projected costs in Table 17, but attributes revenues only to "existing federal state, and local source allocations and future private sources." This assumed sources of future revenue should be made clear so that the public can assess how reasonable the projection is.</p>	<p>The revenue forecast is a planning level projection based on historic trends, current levels of funding, and an assessment of future funding sources and levels. It is intended as a reasonable outlook of funding for projects that may be reasonably funded within 25 years.</p>
<p>p. 197 "Travel on Main Street (OR 126) east of Bob Straub and Main Street/A Street (including couplet) is projected to decrease..." -- is this referring to travel time?</p>	<p>It is referring to transit travel time. CLMPO is clarifying this in the text.</p>
<p>p. 206 Mode Share -- figure 54 does not show a decline in Single-Occupant Vehicle mode share -- 54% is indicated for baseline and future. Why, then, does page 208 indicate that the plan meets the intent of a measure described as "Percent of non-drive alone trips"? While the other data indicates an increase in the absolute number of non-drive alone trips, that isn't enough to satisfy the plan's goals and objectives.</p>	<p>This data is representing the RTP's projects as assessed using the travel demand model are at least meeting the intent of the goals and objectives. The RTP's programs and local level projects are not part of this analysis because they are not as easy to quantify, though they do have a significant impact on the outcome of these measures.</p>

<p>p.209 System Completeness -- since there appears to be an issue with data collection/availability with multimodal systems, it would be ideal to add a measure to the plan that would gauge the availability of multimodal data itself. For example, % of bike/ped facilities represented in data.</p>	<p>Thank you for this note. CLMPO staff are aware of and have noted the data limitations and have included development of an Active Transportation Plan as a project that will stem from this RTP. One of the primary components of the development of a regional Active Transportation Plan is a deeper dive into the regional bicycle and pedestrian data and potential additional measures that would be possible to quantify with complete data.</p>
<p>p. 214 -- Access to Jobs: the Transit baseline here is unexpectedly high. While the region's jobs are relatively centralized, the transit system is characterized by low frequencies and a timed transfer route pattern. While I may not be the "average" household, I live and work within two miles of the Park Blocks, which I assume makes me somewhat favorably positioned for transit, yet my transit commute is 30-40 minutes (schedule + transfer time). Most bus routes have 30 minute frequencies, so I'd think it would be next to impossible for most people to get to their job on transit in 20 minutes except for maybe the ~30% of people who work downtown. Did the access to jobs model used here take frequency or transfer into account? If not, the model should be revised to better reflect the experience of the actual transit user. If the model is accurate, that is a strong argument for strengthening the "Transportation Choices" objectives; if most regional households can conveniently reach most regional jobs via transit, yet transit mode share is only around 3%, it seems that objectives should be reaching for multimodal systems that not only exist but are as good or better than driving alone.</p>	<p>This measure is reporting the number of households within ¼ mile of a transit stop. Time of commute is not a factor. The “Access to High Capacity Transit” measure is intended to capture time and quality of commute in proximity of households to a high capacity transit stop.</p>
<p>p. 216 Access to Transit -- this measure is lacking a future year outcome.</p>	<p>This performance measure is reported during the current year only, as specific locations of future transit stops is not known at this time.</p>

<p>p. 217 Access to High-Capacity Transit -- this measure is lacking a future year outcome.</p>	<p>This performance measure is reported during the current year only, as specific locations of future transit stops is not known at this time.</p>
<p>p. 221 Transportation Related Greenhouse Gas Emissions -- while the measure developed appears to be met under the plan, it isn't clear how the actions listed, which almost exclusively involve measuring and projecting emissions, actually contribute to reducing transportation-related greenhouse gas emissions. Given that the other performance measures indicate that vehicle miles traveled, congestion, and delay will all increase will mode share will remain basically identical, a measure that actually measured the impact of proposed projects on greenhouse gas emissions would undoubtedly not meet the plan's intent. Nonetheless, I must urge you to add a measure that actually does estimate greenhouse gas emissions. At the very least, measuring something like electric passenger/transit vehicle adoption would provide a sense of progress or not on one aspect of transportation emissions.</p>	<p>For this RTP, the “Transportation Related Greenhouse Gas Emissions” measure is “Support local and state efforts to reduce transportation related GHG emissions.” Local efforts towards meeting this measure include the City of Eugene’s Climate Recovery Ordinance, Lane Transit District’s Climate Action Policy, Lane County’s Climate Action Plan, the Central Lane Scenario Plan, and a regional focus on supporting travel by public transportation transit, biking, walking, and shared occupancy vehicles. Thank you for the urge to include a measure that estimates greenhouse gas emissions. CLMPO is participating in efforts that may lead to the ability to do so at a regional level.</p>
<p>I recommend the construction of a protected bikeway along the South side of Howard Avenue, to connect the West Bank River Path to North Park Avenue. This would route along Copping Street to East Howard Avenue, along East Howard Avenue to River Road, across River Road through a HAWK crosswalk, South on River Road to Howard Avenue, then West on Howard Avenue to North Park Avenue.</p> <p>All streets connecting to Howard Avenue from the South should be terminated at Howard Avenue, with only bike/ped connections to Howard Avenue. Vehicle traffic to the obstructed streets</p>	<p>Thank you for this recommendation. CLMPO staff have shared this with the City of Eugene staff for as the City of Eugene is the controlling jurisdiction for these road corridors.</p>

<p>can be served from Horn Lane and Maclay Drive/N. Park Avenue. The bikeway should be separated from Howard Avenue by concrete dividers (Jersey barriers) with openings allowing bike/ped access to cross-streets and crosswalks across Howard Avenue.</p> <p>This would increase walkability/bikeability in this underserved corridor, allow safe passage to children attending schools in the area, which at present have no safe way to get to school other than by car or bus.</p>	
<p>We urge staff research the feasibility of changing 11th &amp; 13th Avenues to two way traffic and submitting information to Council.</p> <p>This change would calm traffic improve, improve safety, encourage walking and cycling and unite the neighborhood. Roundabouts at major intersections would help with the above features as well as greatly reducing air pollution caused by gas engines idling at traffic lights and stop signs.</p>	<p>Thank you for this recommendation. CLMPO staff have shared this with the City of Eugene staff for as the City of Eugene is the controlling jurisdiction for these road corridors.</p>
<p>I feel that the City of Eugene should investigate the potential of turning 11th &amp; 13th Avenues into two-way streets. This would potentially reduce traffic speeds, increase safety, promote biking &amp; walking, increase shopping at local businesses, etc.</p> <p>Investigation of the potential for this should proceed immediately to initiate the planning process should this idea prove feasible. Next steps would be soliciting public comment, engineering studies, soliciting bids to prepare budgets, budgeting, funding, soliciting final bids, &amp; final construction.</p>	<p>Thank you for this recommendation. CLMPO staff have shared this with the City of Eugene staff for as the City of Eugene is the controlling jurisdiction for these road corridors.</p>

<p>Dear Metropolitan Policy Committee,</p> <p>As I see it, the proposed Regional Transportation Plan has worthy goals and objectives which look great on paper. However, the plan is actually outdated business as usual and does not adequately support our community's current climate and safety goals.</p> <p>Please take a hard look at the proposal to update and reprioritize projects and also include critical funding for active transportation. Clearly, above all, the RTP needs to address climate change and improve safety.</p>	<p>Noted</p>
<p>Dear MPC,</p> <p>I am writing to express my disappointment in the proposed Regional Transportation Plan. The plan should be making our infrastructure safer, more equitable, and in line with climate change goals.</p> <p>The planned projects fall short of the RTP's own goals. I urge the committee to review the plan and make changes. Better Eugene-Springfield Transportation (BEST) has made suggestions that would help the plan deliver better transportation outcomes and address safety, multi-modal transportation options, and climate change objectives.</p> <p>Please revise the list of projects to ensure that the plan is serving the community for years to come.</p>	<p>Noted</p>

**BETTER EUGENE-SPRINGFIELD TRANSPORTATION LETTER TO MPC**



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Jean Tate  
Cami Thompson  
Kari Turner  
Jenny Ulum  
Sue Wolling

Date: December 10, 2021  
From: community leaders (listed below)  
To: Metropolitan Policy Committee  
% Paul Thompson

**Re: Move projects between financially constrained and illustrative lists to better align Central Lane RTP with regional values and priorities**

Dear members of the Metropolitan Policy Committee (MPC):

Thank you for the opportunity to provide comments on the *draft* Central Lane Regional Transportation Plan (RTP), which was released on October 29, 2021.

As our designated representatives for the Central Lane Metropolitan Planning Organization (MPO), we urge you to direct your staff to make modest changes to the RTP prior to adoption, as detailed below.

The RTP has good goals and objectives reflecting regional values and priorities, including for transportation options, safety, equity, and climate change (Chapter 2).

But the planned projects don't do enough to advance those goals. Indeed, by its own estimation, the RTP fails to achieve some key outcomes and it is uncertain to what extent it advances others (Chapter 6).

Our region must do better. Now.

Fortunately, before adopting the RTP, MPC has an opportunity to tweak the plan to better align it with regional values and priorities. As the RTP itself explains (pages 89, 99–100), higher priority projects should be included in the financially constrained list (Chapter 5) and lower priority ones in the illustrative list (Appendix J).<sup>1</sup>

**We recommend moving lower priority projects to the illustrative list and higher priority ones to the financially constrained list.**

Given the desire to adopt the plan in early 2022, it might not be possible to do so perfectly. But the perfect is the enemy of the good. MPC should make such changes now, confident that these can be reevaluated and if necessary revised in the future.

<sup>1</sup> "Federal law requires the planned transportation investments in the RTP be financially constrained based on reasonably foreseeable forecast[s] of future revenues. The forecasted revenues needed to fund the plan's projects and programs over the next 25 years are included in the Constrained List." (page 89)

"Overall, CLMPO has forecasted \$1.65 billion in revenues over the course of the plan horizon year of 2045. The total transportation costs, the Constrained list plus the Illustrative list in Chapter 5, are estimated at \$2.93 billion, leaving an approximate funding gap of \$1.2[8] billion." (page 99)

"The revenue shortfalls identified above can be addressed through either one of two primary means: a prioritization of needs (and the resulting movement of low-priority unfunded needs to a future project list, otherwise referred to as an illustrative list), or the development of new revenue sources." (page 100)

Building a successful community by bringing people together to promote transportation options, safe streets, and walkable neighborhoods.

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That said, in a memo sent 1-½ years ago (see attached), many of us called on MPC to take steps in this direction, specifically to slow climate change. We recommended, “Invest all available resources in supporting safe and practical active transportation, considering tactical urbanism to implement improvements faster.” But it has only been since late October when the draft RTP was released that we are able to translate that general recommendation into the specific ones you see here.

## Move projects to illustrative list

We recommend moving the following four projects from the financial constrained list to the illustrative list, freeing up \$130.4 million.

If our goal is to reduce vehicle travel and greenhouse gas emissions, building new interchanges or adding lanes is a lower priority.

### *New Arterial Link or Interchange<sup>2</sup>*

- **#30 Eugene-Springfield Highway (OR 126) at 52<sup>nd</sup> Street:** Construct interchange (ODOT, \$40 million, 2025–2029).
- **#27 Eugene-Springfield Highway (OR 126) at Main Street:** Construct interchange (ODOT, \$50 million, 2030–2034).

### *Added Freeway Lanes or Major Interchange Improvements<sup>3</sup>*

- **#312 Randy Papé Beltline Highway, Roosevelt Boulevard to West 11<sup>th</sup> Avenue:** Add lanes on Beltline Highway and provide intersection improvements (ODOT, Eugene, \$28.1 million, 2030–2034).

### *Arterial Capacity Improvements<sup>4</sup>*

- **#333 West 11<sup>th</sup> Avenue, Green Hill Road to Terry Street:** Upgrade to 5-lane urban facility with 2 lanes in each direction, a center lane, sidewalk, and multi-use path (currently a 2-lane roadway) (ODOT, Eugene, \$12.3 million, 2030–2034).

<sup>2</sup> See Table 23. Note that at this time we are *not* recommending moving to the illustrative list:

- **#512 Beltline Local Arterial Bridge, Beaver Street to Delta Highway:** Construct new 2-lane arterial bridge over the Willamette River connecting Green Acres Road with Division Avenue. Include modifications to Beltline/Delta ramps consistent with the Beltline Highway Facility Plan (ODOT, Lane County, City of Eugene, \$118.8 million, 2025–2029).

<sup>3</sup> See Table 24. Note that at this time we are *not* recommending moving to the illustrative list:

- **#638 Delta/Beltline Interchange:** Interim/safety improvements; replace/revise existing ramps; widen Delta Highway bridge to five lanes (ODOT, \$20 million, 2020–2024).
- **#821 Eugene-Springfield Highway (OR 126) @ Mohawk Boulevard Interchange:** Add lanes on ramps (ODOT, \$2 million, 2030–2034).

<sup>4</sup> See Table 25. Note that at this time we are *not* recommending moving to the illustrative list numerous other arterial capacity improvements, including these costing at least \$10 million:

- **#789 Gateway/Beltline Road, International Way to Postal Way:** Improve intersections and realign Gateway (Springfield, \$20 million, 2025–2029).
- **#830 Franklin Boulevard, I-5 to RR Tracks south of Franklin Boulevard/McVay Highway:** Multimodal urban standards and intersection control improvements (Springfield, \$35 million, 2020–2024).
- **#899 McVay Highway, East 19<sup>th</sup> Avenue to I-5:** Construct 2 or 3 lane cross-section as needed with sidewalks, bicycle facilities and transit facilities consistent with Main Street/McVay Highway Transit Feasibility Study and Springfield TSP project T-3 (Springfield, \$47 million, 2030–2034).
- **#119 Franklin Boulevard, Alder Street to Walnut Street:** 4 travel lanes, central planter strip and bus lanes, roundabouts, and shared use paths on both sides (Eugene, \$43.5 million, 2025–2029).

## Move projects to financially constrained list

We recommend moving all 16 multi-use path projects from the illustrative list (Appendix J) to the financial constrained list, for a cost of just \$28.3 million.

If our goal is to increase the share of walking and bicycling trips, we need to invest in safe routes for these modes.

### Multi-Use Paths without Road

- **#1001 Coburg Loop Path: Armitage Park Connector, McKenzie View Road intersection at Coburg Road north:** A 10' wide hard surface, multi-use path (Coburg, \$0.9 million, 2040-2045).
- **#911 New multi-use path, South 2<sup>nd</sup> Street to South B Street:** Construct a new multi-use 12-foot wide path (Springfield, \$0.6 million, 2040-2045).
- **#912 New multi-use path, South 2<sup>nd</sup> Street to Island Park:** Construct a new multi-use 12-foot wide path along the Mill Race (Springfield, \$3.1 million, 2040-2045).
- **#814 I-5 Path, Willamette River Area Path to By-Gully Path:** Construct a new multi-use 12-foot wide path (Springfield, \$1.7 million, 2040-2045).
- **#812 By-Gully Path Extension, Pioneer Parkway to 5<sup>th</sup> Street:** Construct a new multi-use 12-foot wide path (Willamalane, Springfield, \$0.2 million, 2040-2045).
- **Extend EWEB Trail Pioneer Parkway to Don Street:** Construct a new multi-use 12-foot wide path in the EWEB powerline corridor (Springfield, \$0.9 million, 2040-2045).
- **Springfield Christian School Channel Path, Dornoch Street to Laura Street:** Construct a new multi-use 12-foot wide path (Springfield, \$1.3 million, 2040-2045).
- **#112 16<sup>th</sup> Avenue Connector, Fern Ridge Path to Jefferson Street:** Multi-Use Path (Eugene, \$0.2 million, 2040-2045).
- **#221 Augusta Street Path, Laurel Hill Park to 30<sup>th</sup> Avenue:** Multi-Use Path (Eugene, \$1.4 million, 2040-2045).
- **#551 West Bank Path (B), Hileman County Park to Beltline Highway:** Multi-Use Path (Lane County, \$6.8 million, 2040-2045).
- **#426 Fern Ridge West Connector, Royal Street to Fern Ridge Path:** Multi-Use Path (Eugene, Lane County, \$0.1 million, 2040-2045).
- **#699 Willamette McKenzie Path, Beltline Road to Armitage Park:** Multi-Use Path (Eugene, Lane County, \$9 million, 2040-2045).
- **#426 Fern Ridge Path #3, Royal Avenue to Fern Ridge Reservoir:** Multi-Use Path (Eugene, Lane County, \$1.6 million 2040-2045).

### On-Street Lanes or Routes with Road

- **#833 McVay Highway, I-5 to Franklin Boulevard:** Striped Lane (Springfield, \$0.2 million, 2040-2045).

### On-Street Lanes or Routes without Road

- **#157 Jefferson Street, 5<sup>th</sup> Avenue to 28<sup>th</sup> Avenue:** Striped Lane (Eugene, \$0.2 million, 2040-2045).
- **#266 Washington Street, 5<sup>th</sup> Avenue to 13<sup>th</sup> Avenue:** Striped Lane (Eugene, \$0.1 million, 2040-2045).

In haste,

**Phil Barnhart**

Oregon State Representative (2001–2019)

**Alexis Biddle**

Great Communities Program Director and Staff Attorney, 1000 Friends of Oregon  
Alternate Member, Lane Area Commission on Transportation  
President, Better Eugene-Springfield Transportation

**Shawn Boles**

Eugene City Councilor (1988–2006)  
Member, Eugene Sustainability Commission (2008–2016)  
Advisor, Better Eugene-Springfield Transportation

**Tom Bowerman**

**Robert Cortright**

Former Coordinator, Oregon Transportation and Growth Management Program

**Julie Daniel**

Member, Eugene Active Transportation Committee  
Executive Director, BRING Recycling (1997–2015)  
Advisor, Better Eugene-Springfield Transportation

**Mike Eyster**

Member, Lane Transit District Strategic Planning Committee  
Former Board Member, Lane Transit District  
Director, Better Eugene-Springfield Transportation

**Patty Hine**

President, 350 Eugene

**Richard Hughes**

Advisor, Better Eugene-Springfield Transportation

**Kaarin Knudson, AIA**

Founding Director, Better Housing Together  
Principal, Larco Knudson Sustainable Urban Design  
Faculty pro tem, University of Oregon College of Design  
Advisor, Better Eugene-Springfield Transportation

**Sarah Mazze**

Eugene-Springfield Safe Routes to School  
Advisor, Better Eugene-Springfield Transportation

**Todd Miller**

Chairperson, Friendly Area Neighbors Transportation Team

**Zach Mulholland**

**Marianne Nolte**

Member, Lane Transit District Strategic Planning Committee  
Vice-President, Better Eugene-Springfield Transportation

**Terry Parker**

Advisor, Better Eugene-Springfield Transportation

**Claire Roth**

Member, Safe Lane Transportation Coalition

Safe Streets Coordinator, Better Eugene-Springfield Transportation

**Holle Schaper**

Member, Springfield Budget Committee

**Kevin Schaper**

Former Member, Springfield Bicycle & Pedestrian Advisory Committee

**Marc Schlossberg**

Professor, University of Oregon School of Public Policy & Management

Co-Founder/Co-Director, University of Oregon Sustainable Cities Institute

Advisor, Better Eugene-Springfield Transportation

**Joshua Skov**

Former Board Member, Lane Transit District

Former Member, Metropolitan Policy Committee

Former President, Better Eugene-Springfield Transportation

**Sue Wolling**

Member, Eugene Active Transportation Committee

Former Member, Eugene Sustainability Commission

Advisor, Better Eugene-Springfield Transportation

**Sara Wright**

Transportation Program Director, Oregon Environmental Council

**Rob Zako, PhD**

Member, Lane Area Commission on Transportation

Former Member, Lane Transit District Strategic Planning Committee

Former Research Assistant, University of Oregon Sustainable Cities Institute

Former Planner, Oregon Department of Land Conservation & Development

Executive Director, Better Eugene-Springfield Transportation

July 7, 2020

DELIVERED VIA EMAIL

Metropolitan Policy Committee  
c/o Paul Thompson  
Lane Council of Governments  
859 Willamette, Suite 500, Eugene, OR 97401

**Re: Need to act now to reduce greenhouse gas emissions from transportation**

Dear members of the Central Lane MPO policy body:

We are writing to you as policymakers responsible for our regional transportation system.

We know that Oregon is already experiencing statewide impacts of a changing climate:

*In August 2018, Portland and the Willamette Valley experienced some of the worst air quality on the planet owing to smoke from wildfires near and far. Ranchers in southern and eastern Oregon reported significant economic losses caused by lack of water from a low winter snowpack and a hot and dry summer. Climate change touches all corners of Oregon, but our frontline communities are most vulnerable. These include the economically disadvantaged and those who depend on natural resources for their livelihood: rural residents including Native Americans.<sup>1</sup>*

*Oregon is no longer gaining ground in its greenhouse gas emissions reduction efforts. Emissions from electricity and gas use stayed flat or declined while transportation emissions are rising.<sup>2</sup>*

We know what we need to do.<sup>3, 4</sup> Indeed, we in Oregon have since the late 1980s.<sup>5</sup> Now scientists are telling us we are almost out of time.<sup>6</sup> We need to roll up our sleeves and act.

Regionally, we need to transform to a multi-modal, low-carbon transportation system:

- **Transportation actions:** Make it more attractive for people to carpool, ride the bus, bicycle, use an e-scooter, walk, telecommute, etc. and less attractive to drive alone.
- **Land use actions:** Encourage compact mixed-use development in central areas and close to major transit corridors to result in fewer or shorter motor vehicle trips.

At your last meeting, you discussed your desire for more funding for such transportation actions and that Central Lane MPO doesn't have authority to take land use actions.<sup>7, 8</sup>

One can always lament the lack of money. But especially in this time of COVID-19 with budgets stretched thin, it is risky to expect more funding any time soon. Rather we need to do as much as we can with the funding we have.

Moreover, while Central Lane MPO as a body might not be authorized to *decide* land use, you can certainly *discuss* land use, aiming to coordinate separate actions taken by cities and Lane County. Indeed, under federal law MPOs are required to undertake a "continuing, cooperative, and comprehensive (3-C)" planning process.<sup>9</sup> In particular, federal regulations explicitly call on MPOs to consider land use as it relates to transportation.<sup>10</sup>

Although there are many actions we could take, we urge you to prioritize these four:

1. **Compact urban development:** Public transit cannot cost-effectively serve urban sprawl. And investments in active transportation serve only those who live, work or shop close enough to take advantage of them. Although Central Lane MPO cannot *decide* on where or how to do transit-oriented development, missing middle housing or ADUs, you can and must *discuss* the need for such development as part of a “continuing, cooperative, and comprehensive (3C)” planning process, communicating with your separate councils and boards. Moreover, cities and Lane County can make such decisions—without the need for any more funding.
2. **Parking:** When we reduce the number of motor vehicle trips, we will need less parking. Begin planning for that now by reducing or eliminating minimum parking requirements and by charging parking for more of its full impacts reducing the supply and increasing the cost of developable land on our community. Moreover, revenues from parking can be reinvested in other transportation options.
3. **Active transportation:** We have heard that at current funding levels it could take decades to build out planned pedestrian and bicycle infrastructure. We don’t have that long. Invest all available resources in supporting safe and practical active transportation, considering tactical urbanism<sup>11,12</sup> to implement improvements faster. When offered funding to support people driving more, say thanks but no thanks, as it would take us in the wrong direction.
4. **Integrated planning and measuring:** The next update of the Regional Transportation Plan (RTP) must *address*—if not necessarily *decide*—not only transportation but also land use and climate change, as the three issues are inextricably interrelated. Moreover, the plan must provide for regular measurement to know how successful we are in meeting greenhouse gas reduction targets.<sup>13</sup>

We the undersigned call on you to not just talk the talk but to walk the walk—quickly.

We will be watching and supporting you in this shared journey.

In haste,

**Phil Barnhart**

President, Emerald Valley Electric Vehicle Association (EVEVA)  
State Representative (2001–2019)

**Alexis Biddle**

Director, Better Eugene-Springfield Transportation (BEST)  
Urban Advocate, 1000 Friends of Oregon  
Alternate Member, LaneACT

**Shawn Boles**

Eugene City Councilor (1988–2096)  
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**Mike Eyster**

Advisor, Better Eugene-Springfield Transportation (BEST)  
Member, LTD Strategic Planning Committee  
President, Lane Transit District (former)

**Clare Haley**

Co-President, UO LiveMove (2020–2021)  
Graduate Student, UO Master of Community and Regional Planning

**Patty Hine**

President, 350 Eugene

**Kaarin Knudson, AIA**

Project Lead, Better Housing Together  
Advisor, Better Eugene-Springfield Transportation (BEST)  
Design Studio Faculty and Instructor, UO College of Design  
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**Deb McGee**

Director, 350 Eugene

**Matt McRae**

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Climate Policy Strategist, Our Children's Trust  
Commissioner-Elect, Eugene Water and Electric Board

**Todd Miller**

Co-Chair, Friendly Area Neighbors Transportation Team  
Member, Better Eugene-Springfield Transportation (BEST)

**Terry Parker**

Director, Better Eugene-Springfield Transportation (BEST)  
Member, 350 Eugene  
Member, League of Women Voters of Lane County

**Corrie Parrish, MCRP**

Planner II, Vicus Planning  
President, UO LiveMove (2018–2020)

**Steve Piercy**

Member, Safe Streets Committee, Better Eugene-Springfield Transportation (BEST)

**Leah Rausch**, MCRP

Vice-Chair, LTD Strategic Planning Committee

**Marc Schlossberg**, PhD

Advisor, Better Eugene-Springfield Transportation (BEST)

Professor, Planning, UO Public Policy & Management (PPPM)

Co-Founder/Co-Director, UO Sustainable Cities Institute (SCI)

**Webb Sussman**

Chair, Lane Citizens Transportation Advisory Committee (retired)

Member, Greater Eugene Area (Bicycle) Riders (GEARs)

Member, Transportation Options Committee, Better Eugene-Springfield Transportation (BEST)

**RJ Theofield**, MCRP

Hatfield Resident Fellow, Portland State University

Vice-President, UO LiveMove (2019–2020)

**Aliza Whalen**

Co-President, UO LiveMove (2020–2021)

Graduate Student, UO Master of Community and Regional Planning

**Sue Wolling**

Advisor, Better Eugene-Springfield Transportation (BEST)

Member, Eugene Sustainability Commission (former)

**Rob Zako**, PhD

Executive Director, Better Eugene-Springfield Transportation (BEST)

Environmental Land Use Stakeholder, LaneACT

Member, LTD Strategic Planning Committee

Research Assistant, UO Sustainable Cities Institute (SCI) (semi-retired)

Planner, Oregon Dept. of Land Conservation & Development (2010–2012)

**Kelsey Zlevor**

Chair, Eugene Sustainability Commission

Steering Committee Member, Downtown Neighborhood Association

Planner, Cameron McCarthy Landscape Architecture and Planning

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<sup>1</sup> *Fourth Oregon Climate Assessment Report*, Oregon Climate Change Research Institute, January 2019, [www.occri.net/ocar4](http://www.occri.net/ocar4).

<sup>2</sup> *2018 Biennial Report to the Legislature*, Oregon Global Warming Commission, [www.keeporegoncool.org/reports](http://www.keeporegoncool.org/reports).

<sup>3</sup> *Central Lane Scenario Planning Final Report*, June 2015, [www.lcog.org/367/Central-Lane-Scenario-Planning](http://www.lcog.org/367/Central-Lane-Scenario-Planning).

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<sup>4</sup> *Oregon Statewide Transportation Strategy (for Reducing Greenhouse Gas Emissions)*, March 2013, [www.oregon.gov/ODOT/Planning/Pages/STS.aspx](http://www.oregon.gov/ODOT/Planning/Pages/STS.aspx).

<sup>5</sup> In 1988, Gov. Neil Goldschmidt created the Oregon Task Force on Global Warming (OTFGW), charging representatives from 12 state agencies to review current scientific knowledge, to assess global warming impacts on Oregon, and to report on how state agencies proposed to respond. In 1989, the Legislature adopted Senate Bill 576, directing state agencies to develop a strategy for reducing greenhouse gas emissions by at least 20% below 1988 levels by 2005. In 1990, OTFGW reported that climate change was a “serious threat” and recommended nine general actions the state should take. In addition, ODOT proposed five actions, including actions to make the transportation system more energy-efficient and to coordinate land use with transportation; and DLCD proposed six actions, including actions to support compact urban growth and energy-efficient forms of transportation. See *Report to the Governor and Legislature*, OTFGW, June 1990, [digital.osl.state.or.us/islandora/object/osl:12803](http://digital.osl.state.or.us/islandora/object/osl:12803).

<sup>6</sup> “The Intergovernmental Panel on Climate Change (IPCC) released a shocking report *Global Warming of 1.5°C*. An equally accurate but more evocative title could have been *We’re Almost Out of Time*.” The Brookings Institution, 10/16/18, [www.brookings.edu/opinions/were-almost-out-of-time-the-alarming-ipcc-climate-report-and-what-to-do-next](http://www.brookings.edu/opinions/were-almost-out-of-time-the-alarming-ipcc-climate-report-and-what-to-do-next).

<sup>7</sup> Metropolitan Policy Committee, 6/4/20, Item 6b: LCDC Report, [www.lcog.org/AgendaCenter/ViewFile/Agenda/\\_06042020-670?html=true](http://www.lcog.org/AgendaCenter/ViewFile/Agenda/_06042020-670?html=true).

<sup>8</sup> Metropolitan Policy Committee, 6/4/20, Minutes, [www.lcog.org/AgendaCenter/ViewFile/Item/3158?fileID=11671](http://www.lcog.org/AgendaCenter/ViewFile/Item/3158?fileID=11671)

<sup>9</sup> 23 U.S.C. §134(c)(3), [www.law.cornell.edu/uscode/text/23/134](http://www.law.cornell.edu/uscode/text/23/134).

<sup>10</sup> “The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. ...” 23 CFR §450.324(g), [www.law.cornell.edu/cfr/text/23/450.324](http://www.law.cornell.edu/cfr/text/23/450.324).

<sup>11</sup> “European countries have also embraced tactical urbanism, an action-based approach using short-term, low-cost, and scalable interventions, to promote alternatives to public transportation and private cars.” COVID-19 made cities more bike-friendly—here’s how to keep them that way, World Economic Forum, 6/19/20, [www.weforum.org/agenda/2020/06/covid-19-made-cities-more-bike-friendly-here-s-how-to-keep-them-that-way](http://www.weforum.org/agenda/2020/06/covid-19-made-cities-more-bike-friendly-here-s-how-to-keep-them-that-way).

<sup>12</sup> A Tactical Urbanist Response to COVID-19, TransAlt, 4/8/20, [medium.com/@TransAlt/a-tactical-urbanist-response-to-covid-19-3f15f81f47c7](https://medium.com/@TransAlt/a-tactical-urbanist-response-to-covid-19-3f15f81f47c7).

<sup>13</sup> LCDC has set a target for the Central Lane area to reduce greenhouse gas emissions from light vehicles by the year 2040 by 20% per capita below 2005 levels. See OAR 660-044-0025: Greenhouse Gas Emissions Reduction Targets for Other Metropolitan Areas, [oregon.public.law/rules/oar\\_660-044-0025](http://oregon.public.law/rules/oar_660-044-0025).

## APPENDIX J: ORGANIZATIONS ENGAGED DURING PUBLIC OUTREACH

Below are the local organizations engaged during the public outreach period.

Organization	Date
350 Eugene	01/04/2021
Eugene InMotion	January Newsletter
League of Women Voters	01/04/2021
Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians	01/04/2021
Confederated Tribes of the Siletz Indians	01/05/2021
Lane Independent Living Alliance	01/05/2021
Our Children's Trust	01/05/2021
Asian Pacific Island Community Action Team	01/07/2021
Centro Latino Americano	02/01/2021
Active Bethel Citizens	02/01/2021
4J Safe Routes to School	02/01/2021
Springfield Safe Routes to School	02/01/2021
Bethel Safe Routes to School	02/01/2021
Springfield Alliance for Equality and Respect	02/01/2021
Catholic Community Services of Lane County	02/01/2021
Springfield Planning Commission	02/01/2021
Lane Kids	02/01/2021
Equity and Community Consortium	02/01/2021
Grupo Latino de Accion Directa of Lane County	02/01/2021
Lane County Equity and Access Advisory Board	02/01/2021
University of Oregon LiveMove	02/01/2021
Better Eugene Springfield Transportation	02/01/2021

Lane Community College, Native American Student Program	02/01/2021
University of Oregon Tribal Government Relations	02/01/2021
Amazon Neighbors	02/17/2021
Cal Young Neighbors	02/17/2021
Churchill Neighbors	02/17/2021
Downtown Neighborhood Association	02/17/2021
Fairmount Neighbors	02/17/2021
Far West Neighbors	02/17/2021
Friendly Area Neighbors	02/17/2021
Goodpasture Island Neighbors	02/17/2021
Harlow Neighbors	02/17/2021
Industrial Corridor	02/17/2021
Jefferson Westside Neighbors	02/17/2021
Laurel Hill Valley Citizens	02/17/2021
Northeast Neighbors	02/17/2021
River Road Community Organization	02/17/2021
Santa Clara Community Organization	02/17/2021
South University Neighborhood Association	02/17/2021
Southeast Neighbors	02/17/2021
Southwest Hills Neighborhood Association	02/17/2021
Whitaker Community Council	02/17/2021
Neighborhood Leaders Council	02/17/2021
City of Eugene's Community Bulletin	February Newsletter