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UPWP

Unified Planning Work Program
Interim Review and Update

ADDENDUM TO THE UPWP

May 2024

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Acknowledgements

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City of Springfield
City of Coburg
Lane County
Lane Transit District
Lane Regional Air Protection Agency

STATE AND FEDERAL AGENCIES

Oregon Department of Transportation
Federal Highway Administration
Federal Transit Administration

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Section I: Overview of the UPWP

INTRODUCTION

The Unified Planning Work Program (UPWP) is a federally required document describing the transportation planning activities to be undertaken in the Central Lane metropolitan area for a specific fiscal year or years. Development of the UPWP provides local agencies with an opportunity to identify transportation needs, objectives and products. The UPWP sets priorities for regional transportation planning activities that are responsive to the goals set by the Regional Transportation Plan (RTP), and the federal mandates of the current transportation funding bill within the guidelines set by the U.S. Department of Transportation.

In May 2023, the Central Lane Metropolitan Planning Organization (the MPO) adopted a UPWP covering a two-year period. The UPWP for Fiscal Years 2024 and 2025 contains the following:

- Planning tasks in seven program areas authorized over the two-year period.
- Federally funded studies and all relevant state and local planning activities related to integrated transportation planning conducted without federal funds.
- Funding sources for each program area; and
- The agency or agencies responsible for each task or study.

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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UPDATES TO THE ADOPTED UPWP

The following addendum to the adopted 2024 and 2025 UPWP describes changes to action items, additional action items that are anticipated to occur within FY 2025 and revisions to estimated timelines, as needed. The remaining work items outlined in the adopted UPWP are proposed to remain as adopted, unless otherwise modified herein. The adopted UPWP can be found at <http://www.thempo.org/359/Our-Work-Plan>.

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STATUS OF PLANNING DOCUMENTS

LCOG develops and maintains several federally mandated planning documents that guide regional work and investments. The plans, their current status and next update are:

LCOG Planning Documents	Current Status	Next Update
Unified Planning Work Program	FY 24-25 Adopted May 2023	FY24-25 UPWP addendum (this document, anticipated adoption May 2024)
Regional Transportation Plan and Air Quality Conformity Determination	Reviewed by MPC November and December 2021. Adopted January 2022.	Anticipated Adoption November 2025
Regional ITS Operations and Implementation Plan	Approved July 2021	2031 (10-year update schedule, per ODOT's guidance)
Title VI Plan	Approved November 2022 Annual Report October 2023	Next update will be in August 2025. Annual report October 2024.
Annual Listing of Obligated Projects	Adopted January 2023	Annually December or January of each year
Transportation Safety Action Plan	Approved April 6, 2017,	To be updated in 2024/25
Public Participation Plan	Approved October 1, 2015.	Anticipated Adoption March 2024
Metropolitan Transportation Improvement Program and Air Quality Conformity Determination	FY24-27 MTIP adopted May 2023. AQCD adopted May 2023.	FY27-30 MTIP anticipated in 2026
Regional Transportation Options Plan	This plan has been integrated into the RTP and CMP and will be retired. RTP/CMP Adopted January 2022.	None.
Transportation Management Association Certification Review	Final Report received September 28, 2023	Next Review expected 2027

FEDERAL CERTIFICATION

The MPO received its MPO Certification Review Final Report in September 28, 2023. This certification will remain in effect for a period of four years. The MPO, ODOT, and FHWA will be incorporating these corrections and recommendations into the CLMPO program. The following table lists corrective actions, recommendations, and commendations from the 2023 report.

Summary of 2023 CLMPO Planning Certification Review Planning Topic	Corrective Actions / Recommendations/ Commendations	Action Plan
Metropolitan Transportation Plan (MTP) – 23 CFR 450.324	<p>Corrective Actions None</p> <p>Recommendations</p> <ul style="list-style-type: none"> • The Federal Review Team recommends additional attention to re-enforcing the connection among plan goals, objectives, performance measures and project identification as part of the next RTP update. • The Federal Review Team recommends additional RTP financial plan improvements to include: <ol style="list-style-type: none"> 1) Expand detail on revenue assumptions to cover M&O costs and integrate the analysis with capital projects to reflect all regional transportation investments in summarizing fiscal constraint. 2) Provide more detail and justification on how the year of expenditure rate(s) were established for the short and long-term. 3) Include additional discussion on advancing policy options to address funding shortfall and discuss consequences of not covering unfunded project needs. <p>Commendations</p> <ul style="list-style-type: none"> • 2045 RTP document is well written and formatted to communicate a significant amount of information and data to a broad audience. The use of icons to demonstrate the connection to plan goals throughout the document was a particularly effective way to orient the reader. 	<p>The CLMPO is currently updating the MTP and will work with staff and policy board members to address the recommendations from the federal review team. The project team will place particular focus on articulating revenue assumptions and robust policy discussion around addressing funding gaps to meet regional planning goals.</p>

<p>Interested Parties, Participation, and Consultation – 23 CFR 450.316</p>	<p>Corrective Actions To meet the requirements of 23 CFR 450.316, CLMPO must update the 2015 Public Participation Plan (PPP) by January 2025 to specifically address the following requirements:</p> <ul style="list-style-type: none"> • Per 23 CFR 450.316(1), revise procedures to more accurately document current public involvement procedures that will be used as part of the 2050 RTP as well as other public processes. These procedures must be reviewed periodically to ensure they remain current and result in an effective and open public process. • Per 23 CFR 450.316(d), include procedures in the PPP for involving and consulting with federal land management agencies, that manage land in the MPA, in the development of the RTP and TIP. <p>Recommendations</p> <ul style="list-style-type: none"> • The Federal Team recommends that, although no tribal lands are located within the metropolitan planning area, CLMPO should expand documentation of the process to coordinate with tribal governments. <p>Commendations</p> <ul style="list-style-type: none"> • The Federal Review Team found that CLMPO uses effective public involvement practices, especially outreach to marginalized groups and young people via the Lane Youth Transportation Advisory Council. This is particularly commendable given that the RTP public input process needed to address limitations imposed by the COVID pandemic. 	<p>CLMPO is in the process of updating the Public Participation Plan and anticipates adoption by the end of fiscal year 2024. This plan update includes.</p> <ol style="list-style-type: none"> 1) documentation of updated outreach procedures that have been implemented since 2020. 2) Additional documentation and planning to address coordination and consultation with impacted federal agencies. <p>CLMPO will address and include recommendations as time and scope allow.</p>
<p>Congestion Management Process – 23 CFR 450.322</p>	<p>Corrective Actions To fully meet the requirements of 23 CFR 450.322, CLMPO must update the CMP by January 2026 to specifically address the following requirements:</p> <ul style="list-style-type: none"> • Per 23 CFR 450.322(d)(5), document an implementation schedule including responsibilities for advancing CMP strategies and establish a link between the CMP, the RTP, and the TIP project prioritization and funding processes. • Per 23 CFR 450.322(d)(6), develop and implement a process for periodic assessment of the effectiveness of CMP strategies to achieve system-level effectiveness and ensure implemented strategies are addressing congestion as intended. <p>Recommendations</p>	<p>The CLMPO is beginning the procurement process in FY24, Q3 for consultant service to support development of the CMP. This update will include federal requirements in the project scope to ensure the corrective actions are addressed and resolved.</p> <p>CLMPO will address and include recommendations as time and scope allow.</p>

	<p>The Federal Review Team recommends that CLMPO continue to update the CMP, including:</p> <ul style="list-style-type: none"> • Expand definitions of key terms such as ‘travel time reliability’ and other transportation system data description terms, • Describe how selected CMP strategies are chosen in impact corridors, and • Use more modal ‘quality of service’ measures, such as transit, bike, and pedestrian. <p>Commendations None</p>	
<p>Transportation Improvement Program (TIP) – 23 CFR 450.326</p>	<p>Corrective Actions None</p> <p>Recommendations</p> <ul style="list-style-type: none"> • The Federal Team recommends that the CLMPO MTIP provide better documentation of revenue assumptions in the financial plan, including more detail on M&O costs and revenues, how the year-of-expenditure (YOE) rate was determined, and funding amounts by year for specific federal, state, and local funding sources. • The Federal Team recommends that CLMPO continue to establish a close connection between performance objectives, federal performance measure targets, and project prioritization as part of each new MTIP update. <p>Commendations None</p>	<p>CLMPO will address and include recommendations as time and scope allow.</p>
<p>Performance Based Planning and Programming – 23 CFR 450.306, 314, 324, 326</p>	<p>Corrective Actions None</p> <p>Recommendations</p> <ul style="list-style-type: none"> • The Federal Team recommends that CLMPO, as part of the next RTP update, develop a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, including progress achieved in comparison to baseline data and how changes in regional policies and investments have impacted achievement of performance targets. • The Federal Team recommends additional improvements to fully develop the performance-based planning and programming element as part of the next 	<p>CLMPO will address and include recommendations as time and scope allow.</p>

	<p>RTP update and new TIP, including more closely linking performance targets with investment priorities.</p> <p>Commendations None</p>	
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Process to Resolve Corrective Actions

The certification process provided clarification on the processes and procedures the resolution of corrective actions. FHWA and FTA will work closely with CLMPO, ODOT, and LTD to ensure expectations are understood, provide stewardship and technical assistance, and to assist in establishing a framework for the resolution of corrective actions and recommendations. CLMPO will ensure corrective actions are resolved by the due date identified in this certification report. This process includes:

- CLMPO develops a plan of action to include in their Unified Planning Work Program (UPWP) to address corrective actions by the due dates specified in this report.
- CLMPO forms a certification action team composed of local, state, and Federal partners, to assist in the successful resolution of corrective actions.
- ODOT monitors the achievement of the action plan and ensures CLMPO sufficiently addresses compliance issues by the identified deadline.
- ODOT sends a letter to FHWA and FTA indicating recommendation to close out the corrective actions.

Section II.

UPWP WORK ELEMENTS

A. Regional Transportation Plan and Long-Range Planning

Action Items

- Begin procurement process for consultant services to support plan development.
- Continue model and data development.
- Form Project Technical Advisory Committee.
- FHWA INVEST Tool development.

1. Regional Intelligent Transportation System (ITS) Plan

The Regional ITS plan was adopted in July 2021. Per ODOT's guidance, this plan will not be updated until 2031. The MPO will continue implementation of this plan during FY25.

2. Performance Based Planning and Programming

- The MPO will work with ODOT and FHWA to adopt the *Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure*.

3. Safety Planning

- The MPO will begin work to update data and analysis for Transportation Safety Action Plan.
- Continue coordination with Springfield safety planning work.

4. Major Facility Studies (no change from adopted UPWP)

5. Active Transportation Plan

- Draft scope for Active Transportation Plan as identified in adopted RTP.
- Begin Data Collection Phase for Active Transportation Plan

B. Programming and Implementation

Action Items

- a. **State Transportation Improvement Program (STIP) (No change from Adopted UPWP)**
- b. **Metropolitan Transportation Improvement Program (MTIP)**
 - Implementation of eTIP platform
- c. **Surface Transportation Block Grant Program Sub-allocation for Urbanized Areas (STBG-U) and other federal funds**
 - Work with local agencies and ODOT to program reallocation funds.
- d. **Unified Planning Work Program (UPWP) (amendment in process)**

e. Planning Emphasis Area Updates

- Continue to incorporate updated 2021 Planning Emphasis Areas into appropriate plans and programs. Document Planning Emphasis Areas in CLMPO planning documents as they are updated.
- Tackling the Climate Crisis, Transition to a Clean Energy Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic High Network (STRAHNET)/US Department of Defense Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

C. Public Participation

1. Public Participation Program Refinement

FY25

- Finalize and adopt new Public Participation Plan.

2. Americans with Disabilities Act (ADA) of 1990 (No change to this section)

3. Title VI Program

FY25

- Incorporate Planning Emphasis Area Equity and Justice40

D. Air Quality Planning (No change from adopted UPWP)

E. Transportation System Modeling and Data Maintenance

Revised Action Items:

RTP TRAVEL MODEL UPDATE AND IMPLEMENTATION

- The MPO begin transitioning modeling software from Emme to PTV Visum

F. Transportation Options

FY25

- GetThere campaign marketing materials and database maintenance. Implement statewide work on CarFree Oregon campaign.
- Continue development of regional large employer outreach campaign in collaboration with ODOT TO.

G. Intergovernmental Coordination

NOTE: No changes to this section.

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Section III: Funding
FY 2025 FUNDING

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 Central Lane MPO
 Unified Planning Work Program
 FY 2025 Funding

	SOURCE OF FUNDS							
	1	2	3a	3b	3c	4	5	
	FTA Sec 5303	LTD 5303 Match	FHWA PL	ODOT match for FHWA PL	FY 2025 2.5% SATO Set-Aside	Central Lane MPO STBG/TA	Local Match	UPWP Total
Core Work Elements								
A	\$ 19,327	\$ 2,212	\$ 100,897	\$ 11,548		\$ 300,000	\$ 34,338	\$ 468,322
B	\$ 23,192	\$ 2,654	\$ 38,807	\$ 4,442		\$ 50,000	\$ 5,723	\$ 124,818
C	\$ 23,192	\$ 2,654	\$ 69,852	\$ 7,995		\$ 50,000	\$ 5,723	\$ 159,416
D	\$ 11,596	\$ 1,327	\$ 15,523	\$ 1,777		\$ 20,000	\$ 2,289	\$ 52,512
E	\$ 19,327	\$ 2,212	\$ 155,226	\$ 17,766		\$ 80,000	\$ 9,156	\$ 283,688
F	\$ 12,895	\$ 1,476	\$ 31,045	\$ 3,553	\$ 16,330	\$ 90,000	\$ 10,301	\$ 165,600
G	\$ 28,990	\$ 3,318	\$ 158,952	\$ 18,193		\$ 250,000	\$ 28,613	\$ 488,066
H			\$ 22,433	\$ 2,568		\$ 70,000	\$ 8,012	\$ 103,012
Regional Funds								
I						\$ 230,000	\$ 26,324	\$ 256,324
J						\$ 300,000	\$ 34,336	\$ 334,336
K						\$ 360,000	\$ 41,203	\$ 401,203
L						\$ 19,172	\$ 2,194	\$ 21,366
Discrete Projects								
M								\$ -
N						\$ 30,000	\$ 3,434	\$ 33,434
O						\$ 30,000	\$ 3,434	\$ 33,434
P	\$ 50,000	\$ 5,723						\$ 55,723
Q	\$ 20,000	\$ 2,289	\$ 17,946	\$ 2,054		\$ 30,000	\$ 3,434	\$ 75,723
TOTALS	\$ 208,520	\$ 23,856	\$ 610,680	\$ 69,895	\$ 16,330	\$ 1,909,172	\$ 218,512	\$ 3,056,976

Funding amounts are estimates only, based on anticipated amounts.

* Tentative

1. These costs are for anticipated one-time requests from MPO partners for additional planning assistance from MPO staff.
 SATO: Safe & Accessible Transportation Options. Funding set-aside off of the top of the MPO's PL funds.

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Appendices

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Appendix A: Special Projects

Coordination throughout the life of the transportation projects is vital to their success. The list below contains the special projects scheduled within this UPWP's timeframe.

Mobility Management Strategy

New technologies and trends are changing the way that residents of the region travel. These include transportation network companies, dockless bike share, dockless scooters, microtransit, and other micromobility solutions. The Mobility Management Strategy will allow LTD to better understand how it can provide mobility to district residents as these technologies continue to develop and emerge. LTD will be able to determine its role as a mobility manager in the region and which technologies and modes make sense for LTD to pursue.

Lead Agency: LTD

Partner Agencies: Lane County, City of Eugene, City of Springfield, ODOT, LCOG

Current Status: Underway

Estimated Completion: TBD

Estimated Project Cost: \$350,000

Funding Source: STIF

Comprehensive Operations Analysis (COA)

The COA will involve a comprehensive assessment of LTD's range of mobility services. The primary objective of the project is to conduct a detailed assessment of transit performance across a range of factors (e.g., ridership, passenger miles traveled, on time performance). In addition, the analysis will consider changes in local and regional travel demand patterns, strategies to increase ridership and improve farebox recovery, and identify opportunities and challenges offered by new mobility options.

Lead Agency: LTD

Partner Agencies: ODOT, City of Springfield, City of Eugene, Lane County, ODOT, LCOG

Current Status: Project initiates in September 2022

Estimated Completion: 2025

Estimated Project Cost: \$745,000

Funding Source: Local

RideSource Operations Analysis

The RideSource Call Center (RSCC) has experienced significant changes in programs and models over the past 10 years. This comprehensive look includes a cost/benefit analysis, and recommendations of how LTD can best use its resources to provide value to our community to ensure we are moving forward strategically and intentionally.

Lead Agency: LTD

Partner Agencies: ODOT, Cities of Springfield, Eugene, Florence Lane County, LCOG

Current Status: Scoping

Estimated Completion: 2024

Estimated Project Cost: \$200,000

Funding Source: Local

Moving Ahead

This project is a partnership between the City of Eugene and Lane Transit District to make five major corridors safer and more accessible for people walking, biking, using a mobility device and/or riding the bus. Eugene City Council and LTD's Board of Directors adopted a Locally Preferred Alternative which includes Enhanced Corridor investments along Highway 99, Coburg Road, and Martin Luther King Jr., Boulevard, and EmX investments on River Road. Next steps include implementation planning, identifying the most appropriate funding sources, and design refinement with community engagement.

Lead Agencies: City of Eugene, LTD

Partner Agencies: ODOT, Lane County, LCOG

Current Status: In progress

Estimated Completion: 2025

Estimated Project Cost: TBD

Funding Source: STP-U, Carbon Reduction Program

Lane Transit District FY2025-FY2027 Strategic Business Plan

LTD's Strategic Business Plan (SBP) bridges LTD's mission, vision, and values to our day-to-day operations. This agency-wide collaborative effort will help us focus on the most important outcomes to deliver and guide the agency over a three-year period. The SBP is updated on a 3-year cycle.

Lead Agency: Lane Transit District

Partner Agencies: Partner Agencies within the district

Current Status: Currently in Scoping.

Estimated Completion: 2024

Estimated Project Cost: \$250,000

Funding Source: Local

LTD Community Outreach and Communications Assessment

LTD is seeking to develop consistent engagement in the community and conduct 'best in class' public engagement. LTD will assess communications and outreach strategies on recent projects and then develop a Community Outreach and Communications Framework to guide engagement on future projects. Goals include getting consistent engagement from a variety of stakeholder groups, building community trust through transparent engagement processes, and building the community's capacity for engaging in the difficult tradeoffs associated with public policy.

Lead Agency: Lane Transit District

Partner Agencies: Partner Agencies within the district

Current Status: Currently in Procurement

Estimated Completion: TBD

Estimated Project Cost: \$250,000

Funding Source: Local

8th Avenue Streetscape and Bikeway

From High Street to Lincoln Street, 8th Avenue is currently a one-way westbound street with a striped bike lane. This project will convert 8th Avenue to two-way street and add protected bike lanes from Lincoln Street to Mill Street (one block east of High Street).

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Under construction

Estimated Completion: 2024

Estimated Project Cost: \$8,800,000

Funding Source: CMAQ, STBG, Transportation SDCs, local street bond, local share of state gas tax revenue

Lincoln St: 5th Ave – 13th Ave (Eugene)

Construct separated two-way bicycle facility on Lincoln Street between 5th Avenue and 13th Avenue with dedicated bike signals.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Project scoping

Estimated Completion: 2026

Estimated Project Cost: \$900,000 - \$1,000,000

Funding Source: Highway Safety Improvement Program, CMAQ, Transportation SDCs

Division Ave Intersection Efficiencies (Eugene)

This project includes the conceptual design phase of safety improvements to Division Avenue (between River Rd and around 400 feet SE of Lone Oak). Safety improvements are scoped to include: 2-3 roundabouts, protected bike facilities, and enhanced pedestrian crossings.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Planning

Estimated Completion: 2024

Estimated Project Cost: \$50,000

Funding Source: STBG

18th Avenue at Hilyard (Eugene)

Intersection improvements at 18th Avenue and Hilyard Street, including adding a bicycle-only signal phase, replacing ADA ramps, and striping improvements to promote safer travel for all modes.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Active Design

Estimated Completion: 2025

Estimated Project Cost: \$650,000

Funding Source: Surface Transportation Block Grant Program (STBG), local share of state gas tax revenue

West Bank Path Extension (Eugene)

Extend West Bank shared-use path north from Hunsaker St. To Admiral St., add sidewalk to Admiral St., enhance crossings at River Loop and Wilkes Dr.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Planning

Estimated Completion: 2025

Estimated Project Cost: \$2,000,000

Funding Source: CMAQ, Transportation SDCs

Bailey Hill Rd and Bertelsen Rd Roundabout (Eugene)

Construct a roundabout with bike and pedestrian facilities at the intersection of Bailey Hill Rd. And Bertelsen Rd.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Preliminary Engineering

Estimated Completion: 2027

Estimated Project Cost: \$1,500,000

Funding Source: Highway Safety Improvement Program, STBG, local share of state gas tax revenue

Berkeley Park Path (Eugene)

Construct a shared-use path through Berkeley Park connecting Wilson Street to the Fern Ridge Path. The path will help improve access and safety for people walking and biking through the area.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Project Scoping

Estimated Completion: 2027

Estimated Project Cost: \$500,000 - \$600,000

Funding Source: Community Paths grant program, Transportation SDCs

N Coburg Industrial Way (Coburg)

Construct separated multi-use path from Sarah Lane Connector to Trail's End Park. 2" ACP inlay of N Coburg Industrial Way.

Lead Agency: City of Eugene

Partner Agencies: City of Coburg

Current Status: Engineering

Estimated Completion: 2025

Estimated Project Cost: \$900,000 - \$1,100,000

Funding Source: TBD

Maxwell Road and Prairie Road (Eugene)

This project will construct ADA access ramps, pedestrian countdown timers and APS, 6-foot-wide sidewalks, and crosswalks. Sidewalks will be extended on the south side of Maxwell Road from the bridge over the Union Pacific Railroad west to Prairie Road where an existing pedestrian crossing is available for people to access Prairie Road. Sidewalks will be added to Prairie Road from Maxwell Road to OR-99 and improved crossings will be developed at OR-99.

Lead Agency: City of Eugene

Partner Agencies: Lane County, ODOT Rail

Current Status: Preliminary Engineering/Right-of-Way

Estimated Completion: 2024

Estimated Project Cost: \$2,857,000

Funding Source: STBG, ODOT Rail Safety Funds, Transportation SDCs

City of Eugene Signal Improvements (Eugene)

Upgrade traffic signals at multiple intersections to improve traffic flow and vehicle safety.

Lead Agency: City of Eugene

Partner Agencies: ODOT

Current Status: Engineering

Estimated Completion: 2024

Estimated Project Cost: \$1,000,000 - \$1,200,000

Funding Source: Federal Highway Administration (FHWA), ODOT ARTS Program

Hunsaker Lane: Daffodil Ct to Taito St (Eugene)

This project will reconstruct Hunsaker Lane from approximately 500 feet east of River Road to Taito Street. Improvements will include adding curb, gutter, and sidewalk to both the north and south sides of the roadway. The roadway will be 34 feet wide to accommodate two travel lanes (one in each direction) and buffered bike lanes. This project will also include storm sewer improvements to an existing drainage ditch between Summer Lane and Yvonne.

Lead Agency: City of Eugene

Partner Agencies: Lane County

Current Status: Preliminary Engineering

Estimated Completion: 2025

Estimated Project Cost: \$3,283,000

Funding Source: CMAQ, Transportation SDCs

River Rd at Irving Rd (Eugene)

This Safety project will address crashes at the intersection area of River Rd. at Irving Rd. in Eugene. The project area extends approximately 500 feet in distance east and west of the River Rd. and Irving Rd. intersection. At the River Rd. /Irving Rd. intersection, the roadway to the west is named Irving Rd., and to the east, the name changes to Hunsaker Ln. The project will widen the roadway equally on Irving Rd./Hunsaker Ln. to add bike lanes and left turn lanes. The project will relocate or add sidewalk as needed. All signal poles at the intersection will be relocated back and out of the way along with any associated cabinets. Signal hardware will be upgraded along with phasing modifications and the addition of reflectorized back plates. A water quality treatment swale is proposed at the southeast quadrant of the intersection.

Lead Agency: City of Eugene

Partner Agencies: Lane County

Current Status: Construction

Estimated Completion: 2024

Estimated Project Cost: \$4,200,000

Funding Source: ODOT ARTS Program, Local Funding

Franklin Boulevard: A Partnership to Rebuild and Revive a Corridor (Eugene)

The project will redesign Franklin Boulevard from an auto-focused state highway to a pleasant, multi-modal urban street that is safe for people walking, biking, riding the bus, using mobility

devices, and driving. The project will include the conversion of three signalized intersections to multilane roundabouts, the reduction of the roadway from six to four lanes, the reallocation of space for protected bicycle and pedestrian facilities and improved safety at traffic lane crossings, the addition of a second bus rapid transit lane, and conduits to accommodate future fiber optic cable installations.

Lead Agency: City of Eugene

Partner Agencies: City of Springfield, LTD

Current Status: Received FHWA NTP for PE phase

Estimated Completion: 2026

Estimated Project Cost: \$17,880,000 (Eugene – Component 2)

Funding Source: RAISE grant, Transportation SDCs, other local funds

Amazon Creek Bridge at Bailey Hill Road (Eugene)

The purpose of the project is to perform bridge seismic retrofits to the Bailey Hill Road bridge over the Amazon Creek. A Type, Size & Location report (TS&L), dated May 2020, was prepared for City under the federally funded Seismic Bridges (Eugene) project. This current project is to implement the seismic retrofit recommendations from the TS&L report for this structure.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Preliminary Engineering

Estimated Completion: 2024

Estimated Project Cost: \$884,000

Funding Source: STPBG

Chambers St. Seismic Bridge Retrofits (Eugene)

The purpose of the overall Project is to perform bridge seismic retrofits to the Chambers St. Bridge over the UPRR. A Type, Size & Location report (TS&L), dated May 2020, was prepared for Eugene under the federally funded Seismic Bridges (Eugene) project. This current project is to implement the seismic retrofit recommendations from the TS&L report for this structure.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Preliminary Engineering

Estimated Completion: 2024

Estimated Project Cost: \$2,200,356

Funding Source: STP-BG

Ferry St. Over SPRR, 4th, 6th, 7th Aves (Eugene)

Strengthen the existing bridge to maintain load rating for special hauling vehicles.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Preliminary Engineering

Estimated Completion: 2026

Estimated Project Cost: \$2,081,000

Funding Source: Local Bridge

River Road-Santa Clara Pedestrian & Bicycle Bridge

This project investigates the feasibility of constructing a pedestrian and bicycle bridge over Beltline Highway between River Road and Northwest Expressway. This study will further evaluate the location, costs, and impacts of a bicycle and pedestrian bridge linking Ruby Avenue, north of Beltline Highway, to either Grove Street, Sterling Drive, or Sterling Court, south of Beltline Highway.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Planning

Estimated Completion: 2024

Estimated Project Cost: \$700,000

Funding Source: CMAQ and TSDC funds

Downtown Public Transportation and Shared Mobility Study

Eugene's downtown area is changing in many ways: new housing is being built, a new Riverfront neighborhood is developing, and a new location for City Hall opens in 2024. This study will examine the best way for buses and shared mobility to serve Downtown, the Riverfront, and the new City Hall. The City of Eugene is partnering with Lane Transit District (LTD) to examine existing bus routes and look at which areas of Downtown and the Riverfront could be better served by public transportation. We will then develop several options to improve bus routes, add or change bus stops, or provide other forms of transportation. A

second phase of this study will go into further detail to look at how streets are prioritized in Downtown Eugene based on the outcomes of the transit and shared mobility study.

Lead Agency: City of Eugene

Partner Agencies: LTD

Current Status: In progress

Estimated Completion: 2024

Estimated Project Cost: \$125,000

Funding Source: STBG

Franklin Boulevard Project, Phase 2 Design and Construction

The City of Springfield received federal funding (RAISE Grant) in partnership with the City of Eugene to complete the design, right-of-way, and construction of the Mississippi roundabout. Bid award is planned for the end of 2024 and construction planned to be complete 2026. As funding becomes available, the City of Springfield intends to complete construction of the remaining phase(s) of Franklin Blvd improvements.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD, City of Eugene

Current Status: 60% design complete, NEPA complete.

Estimated Completion: 2026

Estimated Project Cost: \$10.1 Million

Funding Source: RAISE grant, remainder TBD.

42nd St Improvements

The City of Springfield received \$12 million as identified in the 2017 Keep Oregon Moving statewide transportation funding package (HB2017) for key urban standards improvements on 42nd St. between the entrance to International Paper and Marcola Rd. Project intent is to improve turn movement options, bicycle and pedestrian facilities, drainage, and as possible, address improvements to the eastbound and westbound Oregon 126 freeway ramp terminals. Project must also interface with the 42nd Street Levee Modernization project adjacent to the east side of 42nd Street.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: Awaiting design of the 42nd Street Levee Modernization to guide project design and cost estimates.

Estimated Completion: TBD

Estimated Project Cost: \$12,000,000

Funding Source: State transportation earmark dollars identified in HB 2017 and potentially federal funding.

It has been identified that there is a need for a preservation project to prolong the existing corridor's functionality while the larger levee project and full reconstruction are contemplated, and funding procured. The preservation project extends from International Paper to Marcola Road and includes a 2" overlay, ADA upgrades to existing curb ramps, striping, and signing.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: Project in design and bid happening early 2024.

Estimated Completion: October 2024

Estimated Project Cost: \$1,750,000

Funding Source: Street capital funds

Springfield Downtown Demonstration Project

This catalytic project results in pedestrian scale decorative streetlights with LED light fixtures in Springfield's downtown. Decorative lights have been installed in portions of Springfield's downtown to improve safety, visibility, and aesthetics in the area and additional phases are planned as funding becomes available.

Lead Agency: City of Springfield

Partner Agencies: ODOT and SUB

Current Status: Phase 1 and Phase 2 completed. Phase 3 design in 2024.

Estimated Completion: 2025

Estimated Project Cost: \$1,164,000

Funding Source: ODOT BikePed Program

Main Street/McVay Transit Study

The purpose of the Main-McVay Transit Study is to evaluate the most promising transit options for the Main Street – McVay Highway Corridor as potential solutions to address growing concerns about safety, congestion, and quality of life that could be improved through transportation improvements.

Local Agency: LTD

Partner Agencies: City of Springfield, ODOT

Current Status: Starting in 2018, the Main-McVay Transit Study coordinated with the planning phase of the Main Street Safety Project to select a transit mode choice and transit alignment for Main Street. A transit recommendation of Enhanced Corridor and using the existing Route 11 alignment was incorporated into the draft Main Street Facility Plan. On 6/20/22, the Springfield City Council passed Resolution No. 2022-28 stating that the City Council will not proceed to a public hearing on the Main Street Facility Plan as recommended by the Springfield Planning Commission by Order dated 4/5/22.

Estimated Completion: 2023

Estimated Project Cost: \$1,500,000

Funding Source: FTA-5339

Virginia-Daisy Bikeway Project

The City of Springfield engaged the community in developing a design concept for Virginia Avenue and Daisy Street between S. 32nd St and Bob Straub Parkway, which was approved by City Council in November 2016. The project goal is to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities. The corridor will serve as an east-west bike network option that will provide an alternative to Main Street. The project also strives to enhance the overall appeal of the corridor for all users and residents, improve pedestrian safety and usage, and provide traffic calming to emphasize safety and active transportation along the street.

Lead Agencies: City of Springfield

Partner Agencies: ODOT

Current Status: Improvements from S.42nd Pl. to S.51st Pl. were completed in 2020. S. 42nd St/Daisy St single-lane roundabout intersection horizontal design is complete and will move toward 30% design. Construction estimated to be complete 2025. The S.32nd St./Virginia Flashing crossing is currently in design.

Estimated Completion: October 2025

Funding Source: ODOT Bike/Ped Enhance Program, STP-U (Surface Transportation Planning – Urban), local funds. Secured funding for flashing crossing at S. 32nd St/Virginia Ave which is now in design. Construction planned to be complete in 2024.

Estimated Project Cost:

- S. 42nd Pl to S. 51st Pl actual cost \$1,300,000.
- S.42nd/Daisy Roundabout: \$990,000 (STBG Grant = \$888,327, Local Match (SDCs) = \$101,673)

- S.32nd St/Virginia Flashing crossing: \$350,000 (STGB Grant = \$314,055, Local Match = \$35,945)
- Remaining phases \$1,681,853

Springfield Transportation System Plan

A significant amount of transportation system planning work will need to be completed to serve our community's changing needs, update plans based on changing contexts, and to comply with state transportation planning requirements related to Climate Friendly and Equitable Communities (CFEC). The Springfield 2035 Transportation System Plan (TSP) must be updated in accordance with CFEC requirements to adequately plan roadway projects as well as incorporate elements of the bicycle and pedestrian planning work to begin in 2024. Springfield's work plan required by CFEC outlines work to begin in 2026/27 with project completion by 2030.

Lead Agency: City of Springfield

Partner Agencies: LTD, ODOT, Lane County

Current Status: Partially programmed *and projected to begin 2026/27*

Estimated Completion: 2030

Estimated Project Cost: TBD, Depending on scope of work.

Funding Source: \$300,000 CRP Y601 awarded, seeking additional funding

Springfield Bicycle and Pedestrian Master Plan

One of the recommendations in the 2035 Springfield Transportation System Plan (TSP) is to complete a Bicycle and Pedestrian Master Plan that builds off the TSP policy set and project list and further refines the implementation strategy to enhance walking and biking in Springfield.

Lead Agency: City of Springfield

Partner Agencies: LTD

Current Status: *Projected to be begin 2024.*

Estimated Completion: 2026

Estimated Project Cost: TBD

Funding Source: \$300,000 CRP Y601 awarded, additional funding may be required.

Franklin Blvd (OR 225): Franklin Blvd (OR 126) to End of City Jurisdiction Design

Franklin Boulevard (OR 225) is a primary north-south connection between I-5 and Franklin Blvd (OR 126). This project will develop a design concept that identifies right-of-way width, various elements such as bicycle, pedestrian, and stormwater needs, intersection layout, and potential realignment of an intersecting street. The project aims to improve connections, provide bike, pedestrian, and stormwater facilities, provide a safer facility for all modes, and help make the Glenwood area a vibrant place to live, work, and visit. Lane County is supporting the City of Springfield with delivering this federal aid design project.

Lead Agency: City of Springfield

Partner Agencies: Lane County

Current Status: Procuring a consultant.

Estimated Completion: 2024

Estimated Project Cost: \$800,000

Funding Source: STBG, HIP (pending IGA revision)

Mill Street Reconstruct

This project will design and reconstruct Mill Street from S. A Street to Centennial Boulevard in Springfield. The final project will replace the existing pot-hole laden street with a smooth pavement surface, make ADA ramp upgrades, incorporate modern storm water treatment, and complete the Springfield Transportation System Plan project PB-20 by restriping for bicycle facilities.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: 90% design is complete.

Estimated Completion: 2025

Estimated Project Cost: \$17,006,740

Funding Source: STBG, local funds

S. 28th Street Dust Mitigation

The existing gravel road will be paved, and a multi-use path will be added on one side of the street to more safely accommodate people walking and biking. The sanitary sewer line was extended in 2022 as part of this project to help serve a recently expanded area of Springfield's urban growth boundary to accommodate future development.

Lead Agency: City of Springfield
Partner Agencies: ODOT, Lane County
Current Status: Project awarded to Emery & Sons Construction
Estimated Completion: Fall 2024
Estimated Project Cost: \$1,915,000
Funding Source: CMAQ, local funds

Walking and Biking Network Improvements (Springfield)

Addressing highest need locations for filling gaps in the walking and biking networks and near schools and the downtown corridor in Springfield to complete connections, reduce congestion and address safety. Project includes two portable temporary rapid flashing beacons, crossing on Mohawk Blvd south of I St, crossing on 5th St north of Q St, flashing beacons at Pioneer Parkway East and West at E St, at Thurston Rd at 69th St, and EWEB path crossing enhancements with refuge islands at 5th and 19th Streets, sidewalk rehabilitation at various locations.

Lead Agency: City of Springfield
Partner Agencies: ODOT
Current Status: Starting IGA and consultant RFP process.
Estimated Completion: 2027
Estimated Project Cost: \$4,359,394
Funding Source: HIP Z905, TA Y301, CRP Y601, CMAQ Y401, local funds

Q Street Reconstruct

Q Street from Pioneer Parkway East to 5th Street is a major urban collector in Springfield that requires reconstruction. This section of street has the highest needs in Springfield based on recent surface condition analyses. It serves busy commercial establishments including two grocery stores, restaurant businesses, and retail stores as well as provides access to a residential zone. This project also feeds into the onramp onto Hwy 126 Expressway. All facilities will be brought up to current standards including making ADA improvements and renewing bike lane striping. This will be used as the City's first Federal Certification test project.

This project was canceled at TPC on March 16th, 2023, and all funding was reallocated to Mill Street Reconstruction. Q Street is still a high priority for the City of Springfield and additional funding is being pursued.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: additional funding required.

Estimated Completion: TBD

Estimated Project Cost: \$5,125,000

Funding Source: TBD

Beltline Highway: Delta Highway to River Road Project

ODOT completed the Beltline Highway: Coburg Road to River Road Facility Plan in 2014. Preliminary designs for the conceptual improvements recommended in the facility plan, along with an environmental study to assess the potential impacts, were completed in 2022. (Refer to STIP project 16223.) One of the projects identified in the facility plan, Delta Highway interchange improvements, was funded (in 2016) for design and construction. Construction was completed in 2022. (STIP project 19490.) A second phase of improvements to this interchange is funded for design (\$6M) but not construction (\$21M). (STIP project 22627.) Other projects identified in the facility plan are not yet funded for either design or construction.

Lead Agency: ODOT

Partner Agencies: Lane County, City of Eugene, LTD

Current Status: Phase 2 of the Delta Highway interchange improvements is funded for design but not construction. Other projects identified in the facility plan are not yet funded for either design or construction.

Estimated Completion: 2025 (Design)

Estimated Project Cost: \$6 M, \$21 M (construction)

Funding Source: Various state and federal funds.

OR126: Eugene to Veneta NEPA study

The Highway 126 Fern Ridge Corridor Plan was completed in 2012 to identify. It identifies improvements to address congestion and safety concerns along this 8-mile corridor, a portion of which (1 mile) is within the MPO boundary. Alternative solutions identified in the plan included turn lanes, bus pullouts, and widening the roadway to four lanes. Phase 2 of the planning process began in 2020. (Refer to STIP project 21231.) This The scope includes refining design concepts, evaluating potential impacts, selecting a locally preferred alternative, and preparing environmental (NEPA) documentation. This phase of the project will be completed in 2025.

Lead Agency: ODOT

Partner Agencies: Eugene, Lane County, City of Veneta

Current Status: Field work and the first phase of public involvement were completed in 2020. Design concepts were further developed and evaluated in 2021. Preliminary design and NEPA documentation will be completed in 2025. Funding has not been identified for final design or construction.

Estimated Completion: 2025

Estimated Project Cost: \$3 M

Funding Source: State and federal funds specified in Oregon HB 2017.

Safe Lane Coalition

The regional Safe Lane Coalition Program is a project that will focus on implementing recent regional safety planning efforts across jurisdictions. This collaborative program will focus on reducing fatal and severe injuries because of traffic collisions in Lane County.

Lead Agency: LCOG, Lane County

Partner Agencies: ODOT, City of Springfield, City of Eugene, City of Coburg, LTD, Lane County Public Health, BEST, Oregon Technology Association.

Current Status: Ongoing

Estimated Completion: Ongoing

Estimated Project Cost: \$150,000

Funding Source: ODOT TSD Funds, STBG

Regional Safety Enhancements

The Safe Lane Coalition is a partnership of local governments, nonprofits, and safety advocates that works to reduce fatal and severe crashes within the Central Lane Metropolitan Planning Organization. The Safe Lane Coalition has built a strong network of collaboration, and this project will expand these efforts with funding for implementation. This project funds the following projects, increased safety data analysis in the City of Springfield, educational marketing and outreach, tactical urbanism/ temporary safety installations and speed monitoring equipment, and continued support for the Safe Lane Coalition coordination.

Lead Agency: LCOG, City of Eugene, City of Springfield.

Partner Agencies: ODOT, LTD, Lane County, BEST

Current Status: Contracting

Estimated Completion: 2025

Estimated Project Costs: \$450,000

Funding Source: STBG

LinkLane Transit Service

Link Lane provides bus routes that connect communities within and beyond Lane County. The service is provided by Lane Council of Governments (LCOG) in partnership with the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians and is funded by Oregon's Statewide Transportation Improvement Fund.

Lead Agency: LCOG, Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians

Partner Agencies: ODOT, Lane Transit District, Lane County, City of Florence, City of Veneta, Mapleton, City of Cottage Grove

Current Status: Ongoing

Estimated Completion: Ongoing

Estimated Project Cost: \$2,000,000

Funding Source: ODOT, STIF Funds, FTA 5339

Regional Bike Enhancements

The Central Lane Metropolitan Planning Organization (CLMPO) Regional Bicycle Enhancement project supports regional bicycle improvements. The project supports secure bike locking in Eugene and bike parking in Springfield (including signage, striping, and bollards). The project will be implemented through contracts with the City of Eugene and City of Springfield.

Lead Agency: LCOG, City of Eugene, City of Springfield

Partner Agencies: ODOT

Current Status: Contracting

Estimated Completion: FY24

Estimated Project Cost: \$153,104

Funding Source: STBG

Lane County Rural Safe Routes to School

A partnership between Lane County and Lane Council of Governments to develop a Safe Routes to School program to serve school districts in rural Lane County. The program works to improve safety for students to walking and biking to school and encourage more walking and biking where safety is not a barrier. Traditionally underserved communities deserve particular attention, in part because they tend to have more pedestrian and bicyclist injuries.

Lead Agency: Lane County, LCOG

Partner Agencies: ODOT, School Districts

Current Status: Pilot (3 years of funding available)

Estimated Completion: Ongoing

Estimated Project Cost: \$300,000

Funding Source: ODOT Transportation Safety Division Funds

30th Avenue Corridor Active Transportation Corridor Design

30th Avenue has had more bicycle/pedestrian fatalities/serious injuries than any other road under Lane County jurisdiction. The objective of this project is to advance the design concept resulting from the 30th Avenue Active Transportation Plan with preliminary engineering. In 2018, MPO funds were awarded to develop the 30th Avenue Active Transportation Plan. The planning effort included technical analysis, public involvement, consideration of design alternatives, and selection of a preferred design alternative. The design concept identifies the high-level footprint of the project and the cross-sections. The preferred design alternative was selected based on safety priorities. People walking and biking will have a wider space that is separated and buffered from vehicle traffic. Intersections with higher crash rates will be designed to reduce the frequency and severity of crashes. Additional design work would enable a determination of needed right-of-way, environmental review and associated permit needs, stormwater management, traffic modeling, wildlife crossings, safety countermeasures, and construction cost estimate. The project location is on 30th Avenue, between Agate Street and McVay Highway. The design work is anticipated to be complete within two years.

Lead Agency: Lane County

Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and Lane Community College

Current Status: Consultant and staff are currently developing design concepts for the corridor.

Estimated Completion: 2027

Estimated Project Cost: \$1,010,121

Funding Source: CMAQ

Coburg Road and Game Farm Rd

This project is focused on pavement preservation along sections of Coburg Road (MP 4.84 - 6.60) and Game Farm Road (MP 0.59 - 1.69) to slow structural decline, restriping road surface and bringing curb ramps to ADA compliance to enhance safe transportation facilities and operations.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project is currently being designed.

Estimated Completion: 2024

Estimated Project Cost: \$2,182,000

Funding Source: STBG-U, Lane County

Gilham Road Sidewalk and Safety Improvements

Gilham Road, between Ayres Road and Sterling Park Place, was built as a rural roadway in the County with no sidewalks; however, the road is within the City of Eugene's UGB. The lack of sidewalks creates a safety issue for people, especially school children, walking on Gilham Road. This project will build sidewalks, bike lane, stormwater facilities, and improve the walkability of the neighborhood. The scope of the project has been adjusted and now terminates at Don Juan Avenue instead of Sterling Park Place.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project has been phased due to the elevated construction cost estimate. Design for first phase of project is being completed.

Estimated Completion: 2024

Estimated Project Cost: \$1,849,322

Funding Source: CMAQ, STBG-U

Laura Street: MP 0.12 to 0.34, Urban Standards

Laura Street, between the Monta Loma Park and southern entrance of Oregon Neurology located on Hayden Bridge Way, is under Lane County jurisdiction. The road is located within the City of Springfield's Urban Growth Boundary, and the remaining segments of road are under City jurisdiction. The segment of Laura Street under County jurisdiction needs to be upgraded to urban standards to 1) create a road that provides safe facilities for all users of the road including those who walk and bike, 2) to improve pavement condition and avoid further costly pavement treatments, and 3) to facilitate the transfer of this segment of road from Lane County to the City of Springfield. Improvements that would bring this segment of Laura Street up to urban standards include sidewalks, curbs, stormwater treatment, and bike lanes. In addition to making this segment of road safer and more accessible to all users of the road, these improvements would allow for jurisdictional transfer from the County to the City, better aligning the needs and interests of residents with the resources of the city.

Lead Agency: Lane County

Partner Agencies: City of Springfield

Current Status: Project is currently being designed.

Estimated Completion: 2025

Estimated Project Cost: \$3,137,000

Funding Source: STBG-U

Lane County Americans with Disabilities Act Transition Plan for the Public Right of Way

The ADA Transition Plan provides direction for Lane County Public Works (LCPW) to remove accessibility barriers from pedestrian facilities within the County public right-of-way, including curb ramps, street crossings, and pedestrian-activated traffic signal systems. Lane County Public Works is committed to providing safe and equal access for persons with disabilities in our community. Many of these barriers have been identified within the MPO Boundary. Lane County works to identify a project every year to remove accessibility barriers from pedestrian facilities.

Lead Agency: Lane County

Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG

Current Status: In progress

Estimated Completion: Annual program.

Estimated Project Cost: ~ \$250,000 annually.

Funding Source: Lane County

Lane County Transportation Safety Action Plan (TSAP) Implementation

The objective of this plan is to help reduce traffic fatalities and serious injuries on County roads, bridges, and paths. The plan identifies a wide range of safety challenges and strategies. Strategies include but are not limited to installing APS signals and other infrastructure improvements, to traffic calming and safety campaigns.

Lead Agency: Lane County

Current Status: The plan has been completed. Lane County exhausted implementation strategies and pursued additional funding via Safe Streets for All to update the TSAP.

Estimated Completion: TBD

Estimated Project Cost: TBD

Funding Source: TBD

Airport Road Pavement Preservation: MP 0.63-1.52

Airport Road is a critical facility that provides the surrounding region access to the Eugene Airport. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment. Implementing this pavement preservation project will prevent more costly repairs in the future and support Lane County's Strategic Plan goal to maintain robust infrastructure. The project corridor intersects with Green Hill Road, a location with a notable crash history. The implementation of this project will also include safety improvements at the Green Hill Road intersection, including the reconfiguration of the Green Hill Road approach; the elimination of the right turn lane; and the addition of a receiving lane. Additional safety countermeasures will be evaluated for inclusion. The intention of these treatments is to reduce crash severity, in alignment with Lane County's Transportation Safety Action Plan.

Lead Agency: Lane County

Current Status: Not started.

Estimated Completion: 2027

Estimated Project Cost: \$1,112,000

Funding Source: STBG

Clear Lake Road Pavement Preservation: MP 0.0-2.75

Clear Lake Road is an important transportation corridor that provides access between Highway 99 to Territorial Highway and Fern Ridge Lake. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment. Implementing this pavement preservation project will prevent more costly repairs in the future and support Lane County's Strategic Plan goal to maintain robust infrastructure. This project also seeks to improve the intersection of Clear Lake Road and Green Hill Road to address safety and operational issues. The current intersection promotes high speed and fails to accommodate bicycle traffic. Speed treatments and other safety countermeasures will be implemented to address these issues. Additionally, operational upgrades will be made to address maintenance needs, including rehabilitation of existing conduits and junction boxes; and a signal upgrade. The City of Eugene will provide additional funding to this project in order to build a left-turn pocket for a driveway for the future Golden Gardens sports complex. The driveway will be located on the south side of Clear Lake Road approximately 3,300 feet west of Hwy 99. The city's contribution will cover engineering, right of way and construction costs related to adding the left-turn pocket.

Lead Agency: Lane County

Current Status: Not started

Estimated Completion: 2027

Estimated Project Cost: \$2,454,000

Funding Source: STBG

Wilkes Drive: River Road to River Loop 1

The intent of this project is to bring Wilkes Drive up to urban standards. The outcome will be to better serve all users of the road and implement pavement preservation treatments to extend the service life of the road. Lane County also foreshadows this project being the conduit of jurisdictional transfer of the road to the City of Eugene. This road supports a vibrant neighborhood and leads to city parkland that is in the planning process to be developed into the Santa Clara Community Park. Additionally, Wilkes Drive provides access to Madison Middle School. The current cross-section of the road includes one auto-travel lane in each direction, with shoulders and a separated path that is used by many community members. Lane County will work closely with the City of Eugene staff in the development of the project to ensure the outcome meets City standards and future construction will lead to jurisdictional transfer. Staff will use an in-depth community engagement process to confirm the appropriate cross section of the road. Our plan is to have a clearly identified footprint and cross-section at the end of the Planning Phase to facilitate the needed environmental documentation and lead to a successful

Design Phase that meets community and City of Eugene expectations. The Design Phase will complete the environmental work and preliminary engineering to ensure the project is ready for construction. While no formal change has been made in the STIP, Lane County intends on transferring this project and associated funding to the City of Eugene.

Lead Agency: Lane County

Current Status: Not started

Estimated Completion: 2028

Estimated Project Cost: \$1,121,625

Funding Source: CMAQ

Safe Streets for All

The Lane County TSAP adopted by the Board of County Commissioners in 2017 does not meet the Action Plan requirements of the SS4A funding source to enable funding of either Supplemental Activities or Construction. This is due to deficiencies in timeline, location analysis, and equity impact assessments. This planning funding is to develop a rural-focused TSAP to enable Lane County to access future SS4A implementation funding and to achieve zero deaths on Lane County rural roads.

Lead Agency: Lane County

Partner Agencies:

Current Status: Ongoing

Estimated Completion: 2026

Estimated Project Cost: \$1,000,000

Funding Source: FHWA

Completed Projects

Several significant local and regional projects have been completed over the last several years, including the following highlights:

- Completed construction Amazon Active Transportation Corridor in south Eugene which includes a two-way protected bikeway, three pedestrian and bicycle bridges, a bike signal, and the southward extension of the Amazon Path.
- Completed construction on 13th Avenue protected bikeway.
- Maintained Eugene bike share system PeaceHealth Rides through a transition in management and COVID-19 impacts.
- Springfield City Council and Lane County Commissioners jointly adopted the Springfield Transportation System Plan Implementation Project in early 2020, which included an amendment to the Springfield 2035 Transportation System Plan Project List and Figures and amendments to the Springfield Development Code.
- Springfield completed construction of Phase 1 of the Virginia-Daisy Bikeway Project.
- Seven flashing pedestrian crossings with refuge islands were installed along OR126B Main Street by the City of Springfield in partnership with the Oregon Department of Transportation.
- Springfield completed construction of two new enhanced crosswalks near schools and community activity centers (21st at H St rapid flashing beacon near Maple Elementary School and G St raised crossing in front of Two Rivers – Dos Rios Elementary School).
- The ODOT Beltline at Delta Highway interchange improvement project is under construction. It will be completed in 2021.
- The ODOT I-105 Bridge Preservation Project will be completed in early 2021.
- Lane Transit District FY2022-FY2024 Strategic Business Plan adopted by LTD Board on July 21, 2021.
- Lane County completed construction of the Howard Elementary - Maxwell Road and North Park Avenue project, which included pedestrian-activated crossings and sidewalk infill.
- Eugene completed the conceptual design phase of Franklin Boulevard. The design transforms Franklin Boulevard from an auto-oriented arterial to a multimodal boulevard.
- Eugene completed the South Bank Path Rehabilitation and Lighting project, rehabilitating the shared use path from the Downtown Riverfront to the Frohnmayer Bicycle and Pedestrian Bridge.
- Eugene completed construction on the High Street Protected Bikeway, which provides a two-way protected bikeway on High Street from 5th Avenue to 19th Avenue.

- Eugene completed the design for the Beaver Hunsaker Corridor Plan, creating a shovel ready project from the recommendations in the Corridor Plan. The corridor plan addressed the need for improved bicycle/pedestrian access along the Hunsaker Lane Beaver Street corridor, from Division Avenue to River Road and from Beaver Street extending north to Wilkes Drive.

DRAFT

Appendices B-H,
No changes to these sections.

Appendix I (removed - addressed in Section 1)

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