



UPWP

Unified Planning Work Program

FY 2016 and 2017

Interim Review and Update

ADDENDUM TO THE UPWP

May 2016

Prepared by:

Lane Council of Governments

859 Willamette Street

Eugene, OR 97401

541-682-4283

www.lcog.org

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, and the federal mandates of the current transportation funding bill within the guidelines set by the U.S. Department of Transportation. In May 2015, the Central Lane MPO adopted a Unified Planning Work Program covering a two year period. The Unified Planning Work Program for Fiscal Years 2016 and 2017 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.

UPDATES TO THE ADOPTED UPWP

The following addendum to the adopted 2016 and 2017 Unified Planning Work Program describes changes to action items, additional action items that are anticipated to occur within the FY2017 fiscal year 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.thempco.org/359/Our-Work-Plan>.

LOOKING FORWARD: CENTRAL LANE MPO PRIORITIES

In the FFY2017 UPWP, the MPO will continue to develop and implement performance based planning in response to Fixing America's Surface Transportation (FAST) Act, further establish opportunities for local, regional and statewide coordination, and improve transportation connectivity in an effort to provide equitable and accessible travel choices for all.

The following outlines some of the key priorities:

Performance Based Planning

- The MPO recognizes the importance of data collection and analysis to assist local decision makers in developing and selecting cost-effective policies, programs, and projects to preserve and improve the transportation infrastructure. Data is used throughout the transportation planning process – to assess needs and community conditions, target limited resources, and monitor performance over time. Because understanding and accessibility of data is such an important part of robust and transparent planning processes, it is essential that the MPO continue to take steps to collect additional data, as well as increase knowledge and sharing of available data sources. Over the course of this UPWP, the MPO will continue to strengthen its data collection and analysis to support a number of specific activities, including the

Congestion Management Process, continued development of the Regional Transportation Plan, the implementation of the FAST Act performance measures and tracking of progress, and an update to the Regional Intelligent Transportation System Plan.

- The federal transportation legislation, Fixing America's Surface Transportation Act ("FAST") continues support of performance measures to guide future transportation investments. The MPO has traditionally used a number of performance measures to monitor plan performance, and will be working closely with federal and state officials to incorporate any new performance measures into the planning and programming efforts.

Local, Regional and Statewide Coordination

- The MPO as a regional planning body operates to ensure a consistent approach to transportation planning within the Eugene-Springfield region. The MPO regularly coordinates with MPO partners: ODOT, the Cities of Eugene, Springfield, Coburg, Lane County, LTD and Point2point Solutions; in planning, management of funding, and infrastructure investment. The MPO also has the opportunity to coordinate efforts with the Lane Area Commission on Transportation (LaneACT) and to influence transportation decision-making at a larger scale.
- The LaneACT and the MPO (including the local partners) have common interests in providing a coordinated and united representation of regional transportation. Therefore the two bodies have established protocols to ensure the preservation of MPO priorities with other priorities in the county outside of the MPO area, establishing cohesive representation of regional interests.
- MPO representatives will continue to engage in regional and statewide planning and coordination efforts to discuss issues of mutual interest:
 - Oregon MPO Consortium (OMPOC)
 - Statewide Transportation Options (TO) Meeting
 - Oregon Freight Advisory Committee
 - Oregon Transportation Safety Advisory Committee
 - Oregon Modeling Steering Committee
 - ODOT-MPO-Transit Provider Meeting
 - ODOT -Performance Measures Working Group

Participation in broader discussions enables the MPO to remain current on issues and trends, to be able to communicate back to the local partners, and to ensure that the region's issues are considered in decision-making.

The MPO, as part of a coordinated effort with the Bend MPO, developed an approach to enhance data sharing capabilities and visualization with other MPOs for ODOT maintained crash data. This initial work has set the stage for sharing progress with

other performance measures as the foundation of the work featured FHWA Safety performance measures and the National Highway Traffic Safety Administration's (NHTSA) Core Measures. Through the work on safety performance measures the CLMPO develop the technical resource for developing visualizations for sharing performance measures for other performance measures. We will continue to work without local stakeholders to develop measures consistent with state and federal measures to track metrics of importance.

The software is also useful for internal studies and analyses.

- The MPO will continue cooperation, begun during the Scenario Planning project, with state and local health authorities in order to advance tools (such as- Integrated Transit Health Impact Model-ITHIM) that support assessment of efforts to encourage active transportation. Now that the CLMPO staff has technical capacity to operate ITHIM our RTP can benefit by having health related metrics as they relate to transportation.
- The MPO, in coordination with Lane County, is undertaking a planning effort that will extend development of the Regional Transportation Safety and Security Plan to include common elements within the county. This is a significant opportunity to leverage the efforts of the MPO to the broader Lane County region.
- The Regional Safety and Security Plan began in FY 2015 and will continue into late FY 2016 and perhaps early FY 2017. This planning process has brought together stakeholders from multiple disciplines including planning, engineering, law enforcement, emergency services, health, and education, to understand the current safety conditions in the region and develop actions and strategies to mitigate these outcomes.
 - The coordinated effort is providing both the MPO and Lane County an opportunity to collect data, analyze and understand multi-modal safety conditions in the region, develop recommended countermeasures to reduce fatal and serious injury crashes, and establish safety performance measures. Data collected through this process will be integrated into the "Data Portal".
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 - The regional plan as made strides to remain consistent with the ongoing Oregon DOT Transportation System Action Plan. Additionally, the current planning process has adopted principles of federal guidelines in safety planning including elements of performance based planning and related performance measures from FHWA and NHTSA.
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A. Regional Transportation Plan (RTP) and Long-Range Planning

CONTINUED ACTION ITEM(S)

2. Regional Intelligent Transportation System (ITS) Plan

The Regional ITS planning process will begin in FY17 and be integrated into the new RTP, creation of which will commence in FY17, after the completion of the update to the current RTP that is due in FY16 (by June 27, 2016). Year 1 Tasks are now moved to Year 2 (FY17).

Year 2 (FY17) Tasks

- Conduct and facilitate ITS committee meetings to improve coordination in the MPO area.
- Develop a Plan framework that addresses priority issues and carryout the ITS Plan Update. Address recommendations and feedback from the Regional ITS Architecture Assessment and Architecture Feedback Report to strengthen the quality of the Plan update.
- Educate MPO Policy Board and regional staff on the effectiveness of ITS.
- Coordinate development of the ITS Plan with the Regional Transportation Safety Plan, and consider how ITS solutions may benefit safety.
- Leverage public involvement of the Regional Transportation Safety Plan and RTP with the ITS Plan.
- Conduct review of the Draft ITS Plan with local, state and federal partners,
- Coordinate the ITS Deployment Plan with investment strategies of regional partners.
- Integrate the ITS Plan into the Regional Transportation Plan (RTP).
- Continue to collect, analyze and maintain the data collected via ITS projects: look for opportunities to streamline the transfer of data, incorporate data into a database, and address performances measure requirements and report to FHWA, as necessary.

ITS Plan tasks will require assistance from a consultant. The estimated cost of the consultant work is shown in the UPWP Financial Plan table.

Year 2 Products

- Regional ITS Committee meetings
- Draft ITS Plan

3. Regional Transportation Plan (RTP)

- The creation of a new Regional Transportation Plan will begin in FY17 and include integration and adoption of the Regional Transportation Safety and Security Plan, the Intelligent Transportation System Plan, an updated Congestion Management Process, the previously adopted Regional Transportation Options Plan (RTOP), and more.
- The new RTP will be developed during an update cycle that will require a new update Plan by the year 2020, however the MPO anticipates completion

and adoption of the new RTP in approximately two years, some time in the year 2018.

- The new CLMPO RTP will fully address all of the new requirement of the FAST Act, including consideration of resiliency and reliability, travel and tourism, and freight planning. However, as of March 2016, formal Guidance on the consideration of these new requirements of the FAST Act is not yet available.

4. Regional Transportation System Plan (RTSP)

The City of Eugene local Transportation System Plan (TSP) is anticipated to be completed in FY17. The MPO will continue to collaborate and coordinate in that process. The delay in the completion of the Eugene TSP means that Year 1 RTSP Tasks in the adopted UPWP are now moved to Year 2.

Following completion of the Eugene TSP, the MPO will resume work on the RTSP, with finalization and adoption of that document anticipated late in the fiscal year.

Year 2 Products

- Interim/draft update products, including technical memorandum, forecasts, scenarios, modeling results and other products as appropriate.
- Final and approved Regional Transportation System Plan.

6. Transportation Planning Performance Measures

Tasks Year 1 and 2

- Participate in statewide meetings to discuss performance measures, as needed.
- Develop baseline conditions.
- Set targets.
- Develop framework for data collection needed to measure progress.
- Update Data Portal to include needed themes to address the required measures. (See Transportation Survey/data/monitoring for this task).

Products Years 1 and 2

- Benchmarks and performance measures
- Data collection framework

Regional Transportation Plan (RTP) and Long-Range Planning

REVISED ESTIMATED TIMELINE

Action Item Number/Title	Early FY 2016	Late FY 2016	Early FY 2017	Late FY 2017
1 Regional Transportation Safety and Security Plan	Data collection and analysis; Stakeholder Committee Meetings and public involvement; Strategic Framework development	Refine Strategic Framework; Prepare Draft Plan; Draft Performance Monitoring Dashboard, Draft Collision Database	Public Review of draft; Finalize the Plan; Refine and ongoing maintenance of the Performance Monitoring Dashboard and Collision Database	
2 Regional ITS Plan (part of RTP update)		ITS Meetings	Ongoing ITS Meetings; Commence Draft ITS Plan Update	Ongoing ITS Meetings; Review draft; Finalize Plan
3 Regional Transportation Plan (RTP)		Adopt limited scope update to existing RTP. Discuss and Formulate Proposed Framework for new RTP	Commence Development of new RTP	Continue to Develop new RTP
4 Regional Transportation System Plan (RTSP)		RTSP structural and policy framework; Draft RTSP Project Lists	Draft performance measures; Prepare Draft RTSP; Initiate Public Involvement and Overall Review of Draft	Finalize RTSP
5 Transportation System Plans (TSP)	Ongoing technical assistance	Ongoing technical assistance		
6 Transportation Planning Performance Measures	Ongoing participation in statewide meetings; Develop and adopt performance measure targets			
7 Major Facility Studies	See Special Projects Section			

B. Programming and Implementation*NOTE: No changes to this section.***C. Public Participation***NOTE: No changes to this section.***D. Air Quality Planning****REVISED ESTIMATED TIMELINE**

Action Item Number/Title	Early	Late	Early	Late
	FY 2016	FY 2016	FY 2017	FY 2017
1 Air Quality Performance Measures		Design metrics, methodologies; Design and test visualizations on web		Obtain historic data; finalize presentation.
2 Air Quality Conformity Determination for MTIP and RTP		RTP AQCD		MTIP AQCD
Core Activities	On-going			

E. Transportation System Modeling and Data Maintenance

ACTION ITEMS (LCOG)

▪ TRAVEL BEHAVIOR - Oregon Household Activity Survey

Year 2 Tasks

- Define and describe the questions to be asked of the data set
- Perform analysis to produce travel behavior relationships incorporating socioeconomic data, spatial location and other factors.
- Report results comparing travel in this MPO with others within Oregon and throughout the nation.

Year 2 Products

- Report documenting travel behavior for the region

4. BIKE MODEL

Bike routes are modeled in the regional travel model but, due to prior lack of better information, cyclists are assumed to travel by the most direct route between origin and destination without regard to other attributes of the environment such as slope, exposure to traffic, etc.

In FY13, LCOG implemented the bicycle route model developed by Metro and PSU/OTREC, and has worked with others to develop a version that can be incorporated into the regional travel model. This version continues to utilize the relationships that were estimated using data from Portland bike riders. With sufficient samples of local routes collected through the MPO's smart phone app, CYCLELANE, a determination can now be made as to whether a re-estimation for local conditions is necessary. The large set of bike counts collected over the past three years will also enable calibration of the travel model for bike trips. Ongoing research by MPO staff revealed the original bike route choice implementation performed better than previous assumption of bicycle route choice but was still underperforming. Working with researchers from University of Montreal, a re-estimation of a route choice and implementation into the assignment package will better account for bicycle behavior in the region. This re-estimation benefited from data collected through the *CycleLane* smartphone application and demonstrated slight but important differences between Eugene and Portland bicyclists.

If the modeled routes are determined to not reflect local choices, a bike route survey may be needed. LCOG will collaborate with others to assess this need, and to design and field this survey (funding permitted). Once data are collected, model re-estimation would occur.

Tasks Year 2

- Update the mode choice code in the regional model to incorporate bike utilities compatible with those from the bike model.
- Test volumes and routes computed by the regional model.
- Determine need for additional survey and execute (funding permitting).
- Re-estimate the bike route choice model following the survey
- Integrate fully into the regional travel demand model.

Products Year 2

- Updated mode choice model.
- Updated regional travel demand model.
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6. UPGRADE TO THE REGIONAL TRAVEL DEMAND MODEL

This task describes work that is needed to improve the model through updates to the relationships that estimate travel for the different purposes, destinations, etc.

As the OHAS and UO Survey data are processed (see data tasks above) and new relationships established for travel behavior, these will be incorporated into the travel model.

The UO submodel has been integrated into the trip generation model. Further work is needed to test the distribution of these trips and to update as needed.

A conversion of the distribution model from gravity to destination choice is required in order to modernize the model.

The new population synthesis process developed by ODOT will be incorporated.

Model upgrade tasks will require assistance from consultants including METRO and ODOT. The estimated cost of the consultant work is shown in the UPWP Financial Plan table.

Tasks Year 2

- Using OHAS results, update trip rates, average trip lengths by purpose.
- Complete UO submodel integration.
- Integrate the synthetic population.
- Update trip distribution submodel.
- Update documentation.

Products Year 2

- Updated regional travel demand model.

7. TOOLS FOR TRANSIT PLANNING SUPPORT (TBEST)**Tasks Year 2**

- TBEST: work with LTD's consultant to develop data needed to implement

and to calibrate the base year model. This includes Census, employment, boardings, and General Transit Feed Specification (GTFS) transit files.

- Install the model and work with the consultant in the calibration phase.
- Train with LTD staff on how to setup future proposed scenarios and use the model to provide maps and other results.
- Perform sensitivity tests to validate model performance.
- Review and contribute to documentation produced by consultant.
- STOPS: work with LTD's consultant to develop data needed to implement and calibrate the base year model.
- STOPS: Develop scripts to extract and format required travel time calculations from the regional travel model for input into STOPS.
- Install the model and work with the consultant in the calibration phase.
- Train with LTD staff on how to set up future scenarios and produce results.
- Validate the mode by using it in sensitivity tests relating to addition of BRT service in a corridor
- Document

Products Year 2

- TBEST – installed and operational at LTD and at MPO
- TBEST documentation of installation and test results
- STOPS data description and base year data
- STOPS – installed and operational at LTD and at MPO
- STOPS documentation of installation and test results.

SPECIAL MPO PLANNING PROJECTS: System Modeling/Data

Regional Land Use Modeling.

Partner Agencies: LCOG (lead), City of Eugene, City of Springfield, City of Coburg, Lane County, LTD and ODOT

The development of the regional land use modeling tool is an ongoing project using STP-U funds. The goal of the tool development is to enhance the region's ability to produce more realistic and sophisticated land use forecasts that incorporate economic realities and awareness of regional location to the forecasts, and provide visioning tools to improve public understanding of the patterns. This model will supplant the current land use capacity model for most scenario planning work.

The chosen model platform, URBANSIM, simulates metropolitan real estate markets and the impacts of land use and transportation plans at multiple spatial levels. Among other factors, it incorporates changes in demography and

household structure, the effects of government regulation, transportation pricing and real estate development profitability. It produces interim year results in a long range forecast.

The modeling package has undergone substantial changes over the past several years. It has been restructured by the developer, and has been reprogrammed in Python to make the code simpler, faster and more concise.

Following this hiatus, the model package appears to now be ready for implementation by the MPO. During the development, staff and consultant technical advisory groups will be assembled to assist in guiding the design, validation and upgrade of the models and displays.

This task will continue through FY16 and FY17.

The model estimation will be contracted to the model developer, with LCOG staff providing support for data preparation, land supply mapping, and visualizations.

Revised Tasks

- Design the model for this region, describing submodels and processes that can be supported by available data.
- Prepare regional data for model estimation purposes. Format and clean as needed and provide to consultant.
- Review and update land capacity model for input to URBANSIM.
- Estimate and install URBANSIM
- Produce a stand-alone proforma real estate development tool to provide insight into opportunities for redevelopment.
- Hold technical training sessions for LCOG staff and others.

Products

- Data preparation extract and imputation tools
- URBANSIM model installed
- Pro-forma real estate tool ready for use.

Transportation System Modeling and Data Maintenance

ESTIMATED REVISED TIMELINE

Action Item Number/Title	Early FY 2016	Late FY 2016	Early FY 2017	Late FY 2017
I Data Portal	Implement themes and visualizations	Implement themes and visualizations	Implement themes and visualizations	Implement themes and visualizations

2	Employment Data 2014	Acquire, geocode, disaggregate	Complete processing.		
3	Travel Behaviour			Define questions	Analyze/Report
4	Bike Model		Bike route dataset	Update mode choice model	Update travel model
5	RTP Travel Model Implementation	Update data input for base and future years; Update auto and bike networks	Update transit network and operating conditions; calibrate; compute perf measures		
6	Regional Travel Model Upgrade		Design new 4-step model; gather required data	Update from OHAS; Trip generation submodel; mode choice update.	Update trip distribution; Update documentation
7	Tools for Transit Planning Support			Implement TBEST	Implement STOPS
8	Core Activites	Ongoing			

F Transportation Options

Point2Point Solutions Action Items and Tasks

I. Program Enhancements

- Develop and report on TO performance metrics, as directed by the regional partner agencies and through the ODOT Transportation Options Plan
- Develop enhanced marketing and outreach materials for local employers and employees with direction from the MPO partner agencies.
- Implement 'SmartTrips' Regional Residential Program:
 - Implement 'SmartTrips' individualized marketing in Springfield along the Main Street corridor. SmartTrips program funding has been secured for Main Street in Springfield (62nd – 72nd streets and

Thurston area).

- Continue to collaborate on regional SmartTrips efforts including an annual strategy meeting and maintenance of the Lane SmartTrips regional website.
- Assist in the leadership and coordination of the regional Safe Routes to Schools program:
 - Coordinate planning, metrics documentation and outreach.
 - Analyze and report on data received from SRTS programs to regional partners as collected in the SRTS National database.
 - Develop, secure and manage grants for the program.
 - Enhance school and parent outreach and education efforts
 - Finalize and maintain updates walking route maps for the region's targeted public elementary, middle schools and high schools (55).
 - Assist the SRTS Coordinators and the local jurisdictions with identifying, documenting and prioritizing infrastructure improvements near schools. Work with partner agencies to review documentation and address these problems.
 - Assist with site action plan processes to maximize the number of completed action plans at local schools.
 - Provide ongoing staff support to the SRTS Coordinators in order to accomplish the goals and strategies identified in the SRTS 2016-2021 Regional Strategy document.
- Write small and large scale grants to support enhanced programs or pilot projects.
- Develop pilot project ideas that support new TO program ideas or projects, ideas include enhanced website features, targeted carshare marketing, carpool or safety targeting mini campaigns

Additional Products

- Develop an Annual Report of program outcomes and report to ODOT and regional partners meeting the metrics as outlined by both.
- Grant writing, then securing of funds for pilot program ideas or projects.

2. Public Outreach Program Enhancements

Additional Tasks

- Enhance the level of general outreach and awareness activities. Add new market niches to annual outreach contact efforts and revise annually.
- Enhance the level of employer program efforts including business outreach and ETC (Employer Transportation Coordinator) support.
- Develop a Vanpool Outreach Campaign – March 2016 – June 2017
- Develop A Process and Corresponding Strategies to communicate travel options for new, relocating or non-participating regional businesses
- Roll out the Train the Trainer outreach program

- Enhance the level of engagement with the UO campus through collaboration with UO Parking and Transportation.

Additional Products

- Employer Marketing Materials
- Develop general TO messaging materials for regional staff use.
- Online Downloadable Employer Forms and Product Requests
- TO Checklists for new, relocating or non TO participating businesses
- Develop and timeline and action list for the Train the Trainer program.
- Development of an annual goal setting with targeted milestones for the UO TO collaborative effort. Work with City of Eugene throughout the process.

Point2Point SOLUTIONS ONGOING OPERATIONS

Smart Ways to School K-12 Program Activities

- Work with coordinators to conduct outreach and awareness for to families for all their trips as outlined in the Point2point 2015-2020 Strategic Plan.
- *Congestion Mitigation Program Activities*
- Help increase awareness and use of the MPO's KeepUsMoving.Info website providing commuter information of transportation options.
- Update and market carpool awareness signage on the major highways in the region in coordination with ODOT.

Community Awareness and Outreach Efforts

- Continue to work with local media to create opportunities for earned media on transportation options related events or general awareness.

City of Eugene Action Items and Tasks

I. SmartTrips Eugene

SmartTrips is a comprehensive approach to reduce drive-alone trips and increase biking, walking, and public transit in targeted geographic areas of the city. It incorporates an innovative and highly effective individualized marketing methodology, that hand-delivers packets of information to residents who wish to learn more about all of their transportation options including transit, walking, bicycling, carpooling, and combining trips. Key components feature biking and walking maps and organized activities that get people out in their neighborhoods or places of employment to shop, work, and discover how many trips they can easily, conveniently, and safely make without using a car. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures. SmartTrips program funding has been secured for programs in the River Road neighborhood in 2017 and the Churchill neighborhood in 2018.

4. Party in the Park

To reach new neighborhoods with the education and encouragement messaging that we provide through Sunday Streets and SmartTrips, the City of Eugene is piloting a new program in 2016 called Party in the Park. This will be a partnership between the City of Eugene's Transportation Options group and our Recreation and Cultural Services Division. We've targeted neighborhoods with disadvantaged populations that are harder to reach with our Sunday Streets events. The Party in the Park events will have the following elements:

- Traffic Garden/Bike Rodeo
- Helmet Giveaways
- Basic Bike Tune-Ups
- Outreach for our Crosswalk Education Campaign
- Information about upcoming transportation projects in the neighborhood

G Intergovernmental Coordination

NOTE: No changes to this section.

SPECIAL PROJECTS

Franklin Corridor Project: NEPA Analysis

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

Lead Agency: City of Springfield

Partner Agencies: ODOT and LTD

Current Status: Substantially Complete. Draft Categorical Exclusion provided in 2014, pending PS&E for final approval in early 2016

Estimated Completion: 2016

Estimated Project Cost: TBD

Funding Source: STP-U, Other

Franklin Boulevard Project, Phase 1 Design and Construction

The Franklin Boulevard Redevelopment Phase I Project will construct modern urban standard improvements on the old Hwy 99 section, currently known as Franklin Boulevard, in the Glenwood area between the Union Pacific rail overcrossing and Mississippi Ave. Project design, right of way and utility work is anticipated in calendar year 2015 and 2016 with Phase I construction to follow in 2016 and 2017.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: In progress. Project design is at 60%. Right of Way process started late 2015.

Estimated Completion: Phase I construction, 2016-2017

Estimated Project Cost: \$9,600,000

Funding Source: STP-U, Other

Franklin Boulevard Project, Phase 2 Design and Construction

As funding becomes available the City of Springfield intends to complete the remaining phase(s) of Franklin Blvd. improvements. This will involve completing design, acquiring right of way, and constructing improvements from Mississippi Ave. to Glenwood Blvd.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: 30% Design 2015, remainder TBD

Estimated Completion: TBD

Estimated Project Cost: TBD

Funding Source: TBD

Glenwood Riverfront Path

Glenwood Refinement Plan policies identify the Glenwood Riverfront Path project—a proposed multi-use path alignment along the Willamette River in Glenwood from I-5 to the southern tip of Springfield’s Urban Growth Boundary—as envisioned in adopted regional and local transportation, open space, and recreation plans. Development of this path will support bicycle/pedestrian commuters and recreational use along the riverfront while strengthening physical and visual connections to the river. As part of the I-5 Willamette River Bridge project, a viaduct has been constructed and a temporary wide sidewalk path extension along Franklin Boulevard to Glenwood Boulevard was constructed to create the western link to the regional system on the south bank. Given the complex requirements and interdependencies associated with effectively delivering multiple public open space-related projects along the Willamette River in Glenwood (floodplain mapping updates, establishing Greenway Setback, water quality/storm water management projects, habitat and riparian protection/restoration/mitigation projects, developing linear park and multi-use path, etc.), the City of Springfield hired a consultant to analyze the environmental requirements and interdependencies of these projects. A project management plan was developed that describes process recommendations for maximum efficiency and coordination. This project management plan will assist the City in proceeding to NEPA, design and construction of the riverfront path in an efficient and effective manner.

Lead Agency: City of Springfield
 Partner Agencies: ODOT and Willamalane
 Current Status: Viaduct construction and project management plan complete. NEPA, design and construction to follow.
 Estimated Completion: TBD
 Estimated Project Cost: TBD
 Funding Source: STP-U, Other

Springfield Downtown Demonstration Project

This catalytic project will install pedestrian scale decorative street lights 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. Further phases are planned, with Phase 3 anticipated to receive funding.

Lead Agency: City of Springfield
 Partner Agencies: ODOT and SUB
 Current Status: Phase 1 and Phase 2 completed. Phase 3 pending in calendar year 2016
 Estimated Completion: Fall 2017
 Estimated Project Cost: TBD
 Funding Source: Urban Renewal

Gateway/Kruse – Hutton/Beltline

The City of Springfield anticipates studying near and long term solutions to congestion and safety issues at the Gateway/Kruse and Hutton/Beltline intersections. The 2003 I-5/Beltline Revised Environmental Assessment (REA) anticipates future signalization of Hutton/Beltline. Detailed system analysis must occur to support that project and to better understand benefits and impacts to nearby intersections.

Local Agency: City of Springfield
 Partner Agencies: ODOT, LTD
 Current Status: TBD
 Estimated Completion: 2017
 Estimated Project Cost: \$100,000
 Funding Source: TBD

Hunsaker/Beaver/Wilkes Area Study

This area is relevant to several current planning processes (Eugene and Lane County Transportation System Plans (TSP) and the Beltline Highway River Road to Coburg Road System Planning). Lane County has included the Hunsaker Lane Beaver Street Corridor Study in its Capital Improvement Program (CIP) for several years to address the need for improved bicycle/pedestrian access along the Hunsaker Lane Beaver Street corridor, from Division Avenue to River Road. The Regional Transportation Plan (RTP), TransPlan, and the Lane County TSP call for an improvement from Beaver Street extending north to Wilkes Drive to improve multi-modal connectivity in the area. This study will evaluate the possible design alternatives to address these connectivity issues and potential phasing for improvements, and to provide a framework for coordination with the other related plans.

Lead Agency: Lane County
 Partner Agencies: City of Eugene, ODOT, LTD, and LCOG
 Current Status: The project management and technical advisory teams are evaluating design concepts for planned public outreach in spring 2016.
 Estimated Completion: 2016-2017
 Estimated Project Cost: \$200,000
 Funding Source: STP-U

Main Street Pedestrian Crossings

In a collaborative effort between the City of Springfield, Oregon Department of Transportation (ODOT) and LTD, six pedestrian crossing improvements recommended by the 2010 Main Street Pedestrian Safety Study are being constructed to provide safer crossing opportunities along the Main Street corridor.

The City of Springfield is overseeing public outreach, design and installation of the pedestrian crossings. The City conducts stakeholder outreach in each location before construction occurs to perform analysis and determine possible mitigation measures related to the crossings.

The Study recommended a total of eight pedestrian crossings. To date four crossings have been installed by the City of Springfield and ODOT. Two more crossings are planned for construction in summer 2016.

Local Agency: City of Springfield
 Partner Agencies: ODOT, LTD
 Current Status: Four crossings are completed, two pending construction in the summer of 2016. Two remaining crossings will be further studied and reviewed for location and deployment options.
 Estimated Completion: 2016
 Estimated Project Cost: \$900,000
 Fund Source: S080

Virginia-Daisy Bikeway Project

The City of Springfield is conducting a bikeway analysis on this parallel route to Main St./OR 126B between Bob Straub Parkway and 32nd St. The goal is to arrive at a set of improvements that can be completed after the corridor receives an STP-U funded preservation treatment in 2017.

Lead Agencies: City of Springfield
 Partner Agencies: ODOT
 Current Status: Consultant procured, field visit completed, kickoff held with City staff.
 Estimated Completion: 2017
 Estimated Project Cost: \$800,000
 Funding Source: ODOT Bike/Ped Program
 Funding Source: Other

Main Street/McVay Transit Study

The purpose of the Main-McVay Transit Study is to analyze Main Street and McVay Highway transit improvements with respect to need, technical viability, and public support. Existing transit service on Main Street is hindered by overcrowded buses and traffic congestion. Both Main Street and McVay transit service also have safety and security issues for passengers accessing buses at transit stops that are poorly lit and not located at signalized street crossings. If not addressed, these issues will worsen in the future as the corridor's population, employment, and transit ridership increase.

To date, the Project has completed screening of potential transit solutions along the corridor. EmX, enhanced bus, and no build for Main St, and enhanced bus and no build for McVay were forwarded to the locally preferred solution phase of the project through a vote by the Springfield City Council and LTD Board for further study in phase 2. After phase 2, locally preferred solutions for each corridor may then be forwarded for NEPA documentation and approval.

The NEPA process would involve additional evaluation and refinement of the Locally Preferred Solution either as part of, or prior to completion of the appropriate NEPA document.

Local Agency: LTD

Partner Agencies: City of Springfield, ODOT

Current Status: Phase 1 is completed and identified the Most Promising Solutions for each corridor. Phase 2 is underway and will be selecting a Locally Preferred Solution.

Estimated Completion: 2016

Estimated Project Cost: \$1,800,000

Funding Source: FTA-5339

Franklin Boulevard Design Refinement Study (Eugene)

The Eugene City Council adopted the Walnut Station Special Area Plan in July 2010. One of the major elements of the plan is the transformation of Franklin Boulevard from an auto-oriented arterial to a multiway boulevard that safely and comfortably accommodates all modes and encourages compact mixed-use development along adjacent properties. This project entails refining the street design including determining whether the multiway boulevard is still the best design approach for achieving the city's objectives for this street. The final product will be a refined and more detailed conceptual design and cost estimate.

Lead Agency: City of Eugene

Partner Agencies: LTD, ODOT

Current Status: Awaiting IGA with ODOT.

Estimated Completion: 2017

Estimated Project Cost: \$400,000

Funding Source: STP-U

MovingAhead

The City of Eugene and Lane Transit District will look at possibilities for increasing walkability and bicycle access, desired levels of transit services, station area requirements, and right of way needs. This project builds upon the vast Envision Eugene/TSP public discourse and preliminary market research with new stakeholder participation to create context-sensitive, realistic objectives and metrics for success.

Lead Agencies: City of Eugene, LTD
 Partner Agencies: City of Springfield, ODOT, Lane County, LCOG
 Current Status: Scoping Estimated Cost: \$651,730 (additional funding may be needed)
 Estimated Completion: 2017
 Funding Source: STP-U

MovingAhead (NEPA)

The City of Eugene and Lane Transit District will identify alternatives for multi-modal corridor development that will be evaluated through a programmatic alternatives analysis. Required environmental documentation and preliminary engineering will be completed for one or more corridors. The original project name was *NW Eugene LCC Transit Corridors Plan*, and has since been revised to better suit the project.

Lead Agencies: City of Eugene, LTD
 Partner Agencies: ODOT, Lane County, LCOG
 Current Status: Scoping Estimated Cost: \$2,225,000
 Estimated Completion: 2018
 Funding Source: STP-FLX

Eugene Street Design Standards

The document guiding the design of street features in the City of Eugene is currently the 1999 Eugene Arterial and Collector Street Plan (ACSP). It provides specific direction on transportation policies as they apply to Eugene's major streets and clarifies the process for making decisions that affect existing arterial and collector streets. The focus of the ACSP has been to create a comprehensive multimodal street network that accommodates bicyclists, pedestrians, transit vehicles, automobiles, and trucks. An update to this plan, tentatively renamed Eugene Street Design Standards, will focus on updating policies and defining guidelines for street features in Eugene that address advances in geometric design and effective accommodation of all transportation modes within the right-of-way.

Lead Agencies: City of Eugene
 Partner Agencies: ODOT, Lane County, LTD
 Current Status: Scoping
 Estimated Completion: 2017
 Estimated Project Cost: \$112,000
 Funding Source: TBD

Springfield Street Design Standards

Springfield's street design standards are outdated and outmoded. Based on the policies and implementation actions in the newly adopted Transportation System Plan, this project will modernize the city's street standards, moving to a complete streets approach that will include water quality facilities, multiple modes, and a context sensitive approach that can be scaled to topographic and built environment conditions.

Lead Agencies: City of Springfield
 Partner Agencies: ODOT, Lane County
 Current Status: TBD
 Estimated Completion: 2017
 Estimated Project Cost: \$100,000
 Funding Source: TBD

River Road Transit Station Relocation

LTD is investigating the possibility of relocating its transit station on River Road further north. The current station site on River Road suffers from several growing problems including access issues related to traffic congestion from the adjacent highway onramp, and a planned reconstruction of the onramp with the removal of a bus slip ramp by ODOT will further exacerbate access problems. This station relocation process will be completed without regard to, and will not prejudice planning efforts associated with the Key Corridor Study. LTD is investigating the possibility of relocating its transit station on River Road further north.

Lead Agency: LTD
 Partner Agencies: ODOT, Lane County, City of Eugene
 Current Status: Not started.
 Estimated Completion: N/A
 Estimated Project Cost: \$6,000,000
 Funding Source: TBD

City of Eugene Safe Routes to School Planning

City of Eugene staff work with the Safe Routes to School (SRTS) coordinators with the Bethel and Eugene 4J school districts to develop Safe Routes to School infrastructure plans for elementary and middle schools.

Lead Agency: City of Eugene
 Partner Agencies: Eugene 4J School District, Bethel School District, Lane County, Point2Point Solutions
 Current Status: ongoing
 Estimated Project Cost: no definite cost; this is an ongoing program to develop SRTS plans for area schools
 Funding Source: STP-U and City of Eugene Road Fund will pay for staff time; separate funds will be sought to implement capital projects that are called for in the SRTS plans.

City of Eugene Bike Share

The City of Eugene is developing a bike share system. The first phase will be in downtown Eugene, the Whiteaker neighborhoods and on and around the University of Oregon campus. Capital funding has been received through ConnectOregon V and the city is working on developing sources of operating subsidy.

Lead Agency: City of Eugene

Partner Agencies: LTD, University of Oregon

Current Status: contracting with entities that will provide bike share equipment, operate the bike share system, and sponsor the bike share system.

Estimated Project Cost: \$1,136,333

Funding Source: ConnectOregon V, University of Oregon, City of Eugene Riverfront Urban Renewal District

City of Eugene TSP Update

The City of Eugene has continued the update of its state-required Transportation System Plan (TSP). Adoption of the TSP is expected in mid to late 2015.

Lead Agency: City of Eugene

Partner Agencies: ODOT, Lane County, LTD, and LCOG

Current Status: Final TSP document has been produced. TSP is going through the adoption process.

Estimated Completion: 2016

Estimated Project Cost: \$638,000, plus additional City staff costs

Funding Source: TBD

City of Eugene Vision Zero Action Plan

In November, 2015, the Eugene City Council adopted a Vision Zero policy with a goal of zero fatalities and serious injuries on the city's transportation system. The City Council tasked staff with forming a Vision Zero Task Force and working with this group and community stakeholders to develop a Vision Zero Action Plan. It is expected that the Action Plan will be completed by the end of 2016.

Lead Agency: City of Eugene

Partner Agencies: ODOT, LTD, Lane County

Estimated Project Cost: \$30,000

Funding Source: Potential funding from ODOT Safety Program, internal city funds.

City of Springfield TSP Update

The Springfield TSP was adopted in March 2014 and is a refinement of the MetroPlan and Springfield Comprehensive Plan. As the Springfield 2030 Comprehensive Plan completes the new Economic and Urbanization Elements and an expanded urban growth boundary for employment lands, the Springfield TSP will need to be updated to accommodate projects and policies necessary and complementary to land use planning efforts.

Lead Agency: City of Springfield

Partner Agencies: ODOT, Lane County, LTD

Current Status: TBD
 Estimated Completion: 2017
 Estimated Project Cost: \$100,000
 Funding Source: TBD

City of Springfield TSP Code Implementation

The Springfield TSP was adopted in March 2014. In order to realize plan implementation, certain amendments are necessary to the Springfield Development code to bring this code up to date with respect to policies and actions identified in the TSP.

Lead Agency: City of Springfield
 Partner Agencies: ODOT, Lane County, LTD
 Current Status: Project scoped, initial meetings and work underway.
 Estimated Completion: 2016
 Estimated Project Cost: \$50,000
 Funding Source: TBD

Regional Bike Hub Design Standards

This regional project will help establish design and amenity standards for regional bicycle hubs all around the MPO area. In a collaborative effort this project also includes a pilot bicycle hub located in the City of Coburg. This pilot location connects to the 127 mile Willamette Valley Scenic Bikeway.

Lead Agency: City of Coburg
 Partner Agencies: Point2Point, LCOG
 Current Status: Project scoping and estimating in progress
 Estimated Completion: TBD
 Estimated Project Cost: \$TBD
 Funding Source: TBD

RELATED PLANNING EFFORTS

Gateway Refinement Plan Update

The City is currently working on a modest urban growth boundary expansion for employment lands within the larger 2030 Comprehensive Plan project that will adopt a new UGB, and new Economic and Urbanization elements to the City's Comprehensive Plan. Once the 2030 Plan update is acknowledged by the State of Oregon, the City will need to amend the Gateway Refinement Plan to bring in the new area and plan for urban level of land uses and infrastructure.

Lead Agency: City of Springfield
 Partner Agencies: ODOT, DLCD, LTD
 Current Status: TBD
 Estimated Completion: TBD
 Estimated Project Cost: \$TBD

Funding Source: TBD

TRANSPORTATION GROWTH MANAGEMENT (TGM) PROGRAM

TGM Projects Inside the MPO

Main Street Vision Implementation Project

The City of Springfield engaged the community in a planning process to envision a preferred future for Main Street between Downtown and Thurston. This project will develop the implementation details necessary to move the Main Street corridor vision toward reality by making amendments to the various refinement plans along the corridor.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: TGM funding secured, establishing scope and contract to implement the zoning and refinement plan amendment elements of the project.

Estimated Completion: Winter, 2017

Estimated Project Cost: \$200,000 Funding Source: TGM, Other

Springfield Downtown District Design Standards

This project will update design standards (Springfield Development Code and Engineering Design Standards Manual) — implementing the Downtown District Urban Design Plan and Downtown Refinement Plan policies supporting the revitalization of the downtown mixed use node.

Lead Agency: City of Springfield

Partner Agencies: ODOT TGM Code Assistance Program

Current Status: Project planning underway

Estimated Completion: Summer, 2016

Estimated Project Cost: TBD

Funding Source: TGM