Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
Fax (503) 378-5518
www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

02/23/2011

TO: Subscribers to Notice of Adopted Plan or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: Lane County Plan Amendment
DLCD File Number 001-09

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Tuesday, March 08, 2011

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Rob Inerfeld, Lane County
Jon Jinings, DLCD Community Services Specialist
Ed Moore, DLCD Regional Representative
Bill Holmstrom, DLCD Transportation Planner

<paa> YA

FORM 2 **DLCD**

Notice of Adoption

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

DATE STAMP
☐ In person ☐ electronic ☐ mailed
DEPT OF
FEB 16 2011
LAND CONSERVATION AND DEVELOPMENT
For Office Use Only

Jurisdiction: **Lane County**
Local file number: **PA 1272**
Date of Adoption: **February 9, 2011**
Date Mailed: **February 15, 2011**
Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: 1/29/09

☒ Comprehensive Plan Text Amendment
☐ Comprehensive Plan Map Amendment
☐ Land Use Regulation Amendment
☐ Zoning Map Amendment
☐ New Land Use Regulation
☐ Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Amend the Eugene-Springfield Regional Transportation System Plan ("*TransPlan*") to :

- Remove completed transportation projects from project lists in *TransPlan*;
- Adjust *TransPlan* twenty year planning period horizon to reflect actual (slower) growth rates since plan adoption;
- Add a footnote regarding the status of the West Eugene Parkway; and
- Make parallel amendments in the Eugene-Springfield Metropolitan Area General Plan (the "*Metro Plan*") to maintain consistency between the Regional Transportation System Plan and the regional comprehensive plan.

Does the Adoption differ from proposal? Please select one

Yes. A footnote regarding the status of the West Eugene Parkway was added.

Plan Map Changed from: **N/A** to:
Zone Map Changed from: **N/A** to:
Location: N/A Acres Involved: **0**
Specify Density: Previous: **N/A** New:
Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐

Was an Exception Adopted? ☐ YES ☒ NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?	☒ **Yes**	☐ **No**
If no, do the statewide planning goals apply?	☐ **Yes**	☐ **No**
If no, did Emergency Circumstances require immediate adoption?	☐ **Yes**	☐ **No**

DLCD File No. 001-09 (17340) [16512]

DLCD file No. 001-09, related to 007-08
Please list all affected State or Federal Agencies, Local Governments or Special Districts:

City of Eugene,
City of Springfield,
Lane County,
ODOT,
DLCD

Local Contact: **Lydia McKinney, Senior Planner** Phone: **(541) 682-6930** Extension:

Address: **3040 North Delta Highway** Fax Number: **541-682-8554**

City: **Eugene** Zip: **97408** E-mail Address: **lydia.mckinney@co.lane.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s)
per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting, please print this **Form 2** on light **green paper if available**.
3. Send this Form 2 and **One (1) Complete Paper Copy and One (1) Electronic Digital CD** (documents and maps) of the Adopted Amendment to the address in number 6:
4. **Electronic Submittals: Form 2 – Notice of Adoption will not be accepted via email or any electronic or digital format at this time.**
5. The Adopted Materials must include the final decision signed by the official designated by the jurisdiction. The Final Decision must include approved signed ordinance(s), finding(s), exhibit(s), and any map(s).
6. **DLCD Notice of Adoption must be submitted in One (1) Complete Paper Copy and One (1) Electronic Digital CD via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.** (for submittal instructions, also see # 5)] **MAIL** the **PAPER COPY and CD** of the Adopted Amendment to:

ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540

7. Submittal of this Notice of Adoption must include the signed ordinance(s), finding(s), exhibit(s) and any other supplementary information (see ORS 197.615).
8. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) of adoption (see ORS 197.830 to 197.845).
9. In addition to sending the Form 2 - Notice of Adoption to DLCD, please notify persons who participated in the local hearing and requested notice of the final decision at the same time the adoption packet is mailed to DLCD (see ORS 197.615).
10. **Need More Copies?** You can now access these forms online at **http://www.lcd.state.or.us/**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY, OREGON

ORDINANCE NO. PA 1272

) In the Matter of Amending the Eugene-Springfield
) Metropolitan Area Transportation Plan (TransPlan) to
) Adjust the Planning Period from Year 2015 to Year
) 2027, to Remove Completed Projects from the
) Project Lists, to make Related Amendments to the
) Eugene-Springfield Metropolitan Area General Plan,
) and Adopting a Severability Clause.

WHEREAS, Chapter IV of the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) sets forth procedures for amendment of the Metro Plan, which for Lane County are implemented by Lane Code Section 12.225; and

WHEREAS, the Metro Plan identifies the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) as a special purpose or functional plan which forms the basis for the Transportation Element of the Metro Plan and guides surface transportation improvements in the metropolitan area; and

WHEREAS, on April 23, 1986, the Board of County Commissioners (Board) adopted TransPlan by Ordinance No. PA 906, which was subsequently amended by Ordinance No. PA 960, enacted on April 26, 1989, Ordinance No. PA 1013, enacted on September 2, 1992, Ordinance No. PA 1020, enacted August 26, 1992, Ordinance No. PA 1145 enacted March 8, 2000, and Ordinance No. PA 1174 enacted July 31, 2002, adopting a revised Transportation Element of the Metro Plan and adopting revisions to TransPlan; and

WHEREAS, on November 8, 2007, the Metropolitan Policy Committee adopted an update to the federally-required Regional Transportation Plan (RTP); the update included extending the RTP's planning period to 2031 and deleting projects that had been completed or that were determined to be no longer needed; and

WHEREAS, following a public hearing on April 7, 2009, the Lane County Planning Commission recommended to the Board that TransPlan be amended to adjust the planning period from year 2015 to year 2024, to remove completed transportation projects from TransPlan's project lists, and to make related amendments to the Metro Plan. On September 1, 2009, following Eugene, Springfield and Lane County's adoption of coordinated population forecasts, the Lane County Planning Commission recommended to the Board that the previously-recommended 2024 planning period be adjusted to reflect the newly adopted population numbers; and

WHEREAS, on June 17, 2010, the Board conducted a First Reading and joint public hearing with the Springfield and Eugene councils on these amendments, and will take action based upon the above recommendations and the evidence and testimony already in the record as well as the evidence and testimony presented at the public hearings held on adopting revisions to TransPlan and to the Metro Plan after a Second Reading of this Ordinance; and

WHEREAS, substantial evidence exists within the record that the proposal meets the requirements of Lane Code Section 12.225 and the requirements of applicable state and local law as described in the findings adopted in support of this Ordinance.

NOW, THEREFORE, the Board of County Commissioners of Lane County Ordains as follows:

Section 1. The Eugene-Springfield Metropolitan Area Transportation System Plan (TransPlan) adopted by Ordinance No. PA 906, enacted April 23, 1986, which

was subsequently amended by Ordinance No. PA 960, enacted April 26, 1989, Ordinance No. PA 1013, enacted September 2, 1992, Ordinance No. PA 1020, enacted August 26, 1992, Ordinance No. PA 1145 enacted March 8, 2000, and Ordinance No. PA 1174 enacted July 31, 2002, is hereby further amended as set forth in Exhibit A attached and incorporated herein by this reference.

Section 2 The revisions to the 20-Year Financially-Constrained Roadway Projects list included in Exhibit A are hereby adopted by reference and made a part of the Metro Plan, as required by Metro Plan Policy F.9, page III-F-7. Project timing and estimated costs are not adopted as policy.

Section 3. The Metro Plan, Transportation Element, Chapter III, Section F, is hereby amended as set forth in Exhibit B attached and incorporated herein by this reference.

FURTHER, although not a part of this Ordinance, the Board adopts findings in support of this action as set forth in Exhibit C.

If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion is deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

ENACTED this 9th day of February ~~2010.~~ 2011

FAYE STEWART ~~William A. Fleenor,~~ Chair
Lane County Board of Commissioners

Melissa Zimmer, Secretary
Lane County Board of Commissioners

APPROVED AS TO FORM
Date 6-9-2010 Lane County
OFFICE OF LEGAL COUNSEL

Exhibit A

Trends and Issues

The region is anticipating significant population and employment growth. The population of the Eugene-Springfield area is expected to grow by 41 percent by [~~2015~~] ***2027***. Employment in the region is expected to grow by 43 percent during that same period. A forecast of trends during the planning period points to several issues should land use patterns and travel behavior continue as they exist today.

- ⇨ Congestion would rise dramatically, increasing the cost of travel and reducing the efficiency of the region's roadway network. Congested miles of travel would increase from 2.8 percent of total miles traveled to 10.6 percent, a 283 percent increase. Vehicle miles traveled per capita would go from 10.99 to 11.83, a 7.7 percent increase.

- ⇨ One of the primary roles played by public agencies is in the provision of transportation system infrastructure. Without a balanced approach to the development of future improvements, little change will be made in the transportation choices available to the region. With little improvement in choices, the proportion of drive alone auto trips would increase while the proportion of alternative modes use would decrease.

- ⇨ Shorter trip distance is one factor that contributes to making the use of alternative modes more attractive. The percentage of total trips under one mile in length would decline by 9.2 percent.

Overview of the Regional Transportation System Plan

The *Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan)* guides regional transportation system planning and development in the Eugene-Springfield metropolitan area. *TransPlan* includes provisions for meeting the transportation demand of ***a projected population of 296,500 in the TransPlan Study Area,*** [~~residents over a 20-year planning horizon~~] while addressing transportation issues and making changes that can contribute to improvements in the region's quality of life and economic vitality. ***As discussed under the "Participating Agencies, Geographic Area and Planning Period" section of this Chapter, the TransPlan Study Area is an area extending beyond the UGB and Metro Plan boundary that is used for transportation modeling purposes.***

There is a great deal of flexibility in choosing how the region's transportation demand is met via supply decisions and demand management strategies. With the balanced and integrated combination of land use, transit, demand management, and bicycle strategies included in *TransPlan*, significant progress can be made away from the trends. Notably, while congestion will still increase significantly over existing conditions, *TransPlan's* proposed combination of strategies will help reduce future congestion by 48 percent over forecasted trends.

Compared to the future Trend Conditions, there will also be:

- ⇨ 8 percent less vehicle miles traveled (VMT) per capita,
- ⇨ 20.5 percent more trips under one mile in length,
- ⇨ 7 percent fewer drive alone trips,
- ⇨ 29 percent more non-auto trips, and
- ⇨ 11 percent less carbon monoxide emissions.

concepts indicated that TDM strategies can contribute to greater use of modes such as bicycling, walking, transit, and carpooling.

TransPlan focuses on voluntary demand management strategies, such as incentives, i.e., free or reduced-cost bus pass programs. In the future, the region may explore opportunities to establish market-based, user-pay programs to offset subsidization of the true cost of automobile use and other transportation services.

The region can maintain conformity with air quality standards over the next 20 years.

The computer model indicated that the region will be able to maintain conformity with existing national air quality standards through implementation of any of the alternative plan concepts. Despite traffic growth, the offsetting effects of less-polluting and more fuel-efficient new vehicles will cause a net decline in emissions, even under trend conditions. The attainment and maintenance of air quality standards is primarily due to improved auto emission technology, rather than reduced reliance on autos.

Participating Agencies, ~~and~~ [and] Geographic Area *and Planning Period*

TransPlan represents a coordinated effort of public agencies and citizens. The local jurisdictions involved in regional transportation planning include the Lane Council of Governments (LCOG), the cities of Eugene and Springfield, Lane County, and Lane Transit District (LTD). Other agencies involved in the planning process include the Oregon Department of Transportation (ODOT), the Lane Regional Air Pollution Authority (LRAPA), Oregon Department of Land Conservation and Development (DLCD), Federal Highway Administration (FHWA), and the Federal Transit Agency (FTA).

The *TransPlan* study area is illustrated in Figure 1. ***As shown on Figure 1, the study area is an area extending beyond the UGB and Metro Plan boundary.***

When TransPlan was updated in 2001, it was anticipated that the TransPlan Study Area's population would reach 296,500 in 2015. It is now anticipated that the TransPlan Study Area's population will not reach 296,500 until approximately 2027. Since the transportation modeling for the TransPlan Study Area was based on a projected population of 296,500, TransPlan guides regional and transportation system planning and development in the TransPlan Study Area until 2027. Accordingly, TransPlan's planning period has been updated to 2027. Additionally, the Regional Transportation Work Plan, adopted by the Land Conservation and Development Commission (LCDC) on October 16, 2008, required an adjustment to TransPlan's planning period to more accurately reflect the year that the plan's study area would hit the projected population and to bring TransPlan's planning period closer to the planning period of the planning period of the federally-required Regional Transportation Plan (RTP).

Even though TransPlan's planning period is extended until 2027, TransPlan continues to contain some references to 2015. References to 2015 remain in TransPlan when the 2015 year is in conjunction with percentages reached using the Regional Travel Forecasting Model; this model predicts future human choices based on more than just projected population. References to 2015 also remain in TransPlan in terms of the LCDC-approved alternative performance measures (Order 01-LCDC-024); these references are found in Chapter 4 to TransPlan. The local governments intend to meet the 2015 alternative performance measure goals regardless of population. Further, because TransPlan was originally adopted to serve[s] as [~~both~~] the federally required ***RTP*** [~~Regional Transportation Plan for the Eugene-Springfield area and as the Transportation Functional Plan for the *Eugene-Springfield Area General Plan (Metro Plan)*~~] ***in addition to the state-required regional transportation system plan,*** TransPlan ***includes references to a*** [~~, two planning horizons are referred to in the document—2015 and 2021. The 2015 planning horizon is used to be consistent with the 2015 Metro Plan planning horizon. In particular, forecasted regional land use allocations use Metro Plan's 2015 land uses as a basis. The 2015 planning horizon is used in conjunction with the Performance Measures contained in Chapter 4 that are a requirement of LCDC's Transportation Planning Rule.~~] [A] 2021 planning [horizon] ***year*** [~~has been developed to meet~~] ***that met*** federal requirements[~~for maintaining at least a 20-year financial constraint and air quality conformity determination~~]. ***While TransPlan no longer serves as the federally required RTP, references to the 2021 planning year remain throughout this document.*** [~~Because there is no official land use allocation beyond 2015, the 2020 forecasts represent an extrapolation of 2015 population and employment.~~]Revenue and Cost estimates used in TransPlan are for 2021.

TransPlan Legal Status and Adopted Sections

Local jurisdictions will adopt TransPlan as the region's transportation plan. The portions of TransPlan that will be adopted as Metro Plan policy amendments include goals, policies and 20-year fiscally constrained Capital Investment Action project lists (programmed and unprogrammed projects).

Under state law, *TransPlan* is a functional plan of the *Eugene-Springfield Metropolitan Area General Plan (Metro Plan)*. The *Metro Plan* is the official long-range general plan (public policy document) for the region comprised of the cities of Eugene and Springfield and metropolitan Lane County. The *Metro Plan* establishes the broad framework upon which Eugene, Springfield, and Lane County make coordinated land use decisions. As a functional plan, *TransPlan* must be consistent with the *Metro Plan*. *Metro Plan* amendments required for consistency will be adopted by the elected officials concurrent with the adoption of *TransPlan*.

See Appendix F: *Metro Plan* Text Amendments for a description of proposed amendments.

Transportation Demand Management Policies

TransPlan transportation demand management (TDM) policies direct the development and implementation of actions that encourage the use of modes other than single-occupant vehicles to meet daily travel needs. The TDM policies support changes in travel behavior to reduce traffic congestion and the need for additional road capacity and parking and to support desired patterns of development.

TDM Findings

TDM addresses federal ISTEA and state TPR requirements to reduce reliance on the automobile, thus helping to postpone the need for expensive capital improvements. The need for TDM stems from an increasing demand for and a constrained supply of road capacity, created by the combined effects of an accelerated rate of population growth (41% projected increase from 1995 to [~~2015~~] *2027*) and increasing highway construction and maintenance costs; for example, the City of Eugene increased the Transportation systems development charges by a total of 15 percent to account for inflation from 1993-1996.

1. The *Regional Travel Forecasting Model* revealed that average daily traffic on most major streets is growing by 2-3 percent per year. Based on *1994 Commuter Pack Survey* results, half of the local residents find roads are congested at various times of the day; and the vast majority finds roads are congested during morning and evening rush hours.

2. The *COMSIS TDM Strategy Evaluation Model*, used in August, 1997 to evaluate the impact of TDM strategies, found that vehicle miles traveled (VMT) and vehicle trips are reduced up to 3 percent by voluntary strategies (e.g., employer-paid bus pass program) and up to 10 percent by mandatory strategies (e.g., mandatory employer support); that requiring employers to increase the cost of employee parking is far more effective than reducing employee transit costs; and that a strong package of voluntary strategies has a greater impact on VMT and vehicle trips than a weak package of mandatory strategies.

3. Lane Transit District (LTD) system ridership has increased 53 percent since the first group pass program was implemented in 1987 with University of Oregon students and employees.

4. The OHP recognizes that TDM strategies can be implemented to reduce trips and impacts to major transportation facilities, such as freeway interchanges, postponing the need for investments in capacity-increasing projects.

5. The study, *An Evaluation of Pricing Policies for Addressing Transportation Problems* (ECONorthwest, July 1995), found that implementation of congestion pricing in the Eugene-Springfield area would be premature because the level of public acceptance is low and the costs of implementation are substantial; and that parking pricing is the only TDM pricing strategy that would be cost-effective during the 20-year planning period.

Chapter 3: Table 1a-Financially Constrained
20-Year Capital Investment Actions: Roadway Projects

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Project Category: New Arterial Link or Interchange						
Status: Programmed						
Jasper Road Extension	Main Street to Jasper Road	Construct 4-lane arterial; phasing to be determined; improve RR X-ing at Jasper Rd; at grade interim improvement; grade separation long-range improvement	Lane County	$10,400,000	3.2	66
~~Terry Street~~	~~Royal Avenue to Roosevelt Boulevard~~	~~Construct new 2 to 3 lane urban facility~~	~~Eugene~~	~~$1,146,998~~	~~0.44~~	~~487~~
West Eugene Parkway, (1A)	Seneca Road to Beltline Road	W 11th - Garfield: 4-lane new construction	ODOT	$17,283,000	1.3	336
			Status Sub-Total	***$28,799,000***		
Status: Unprogrammed						
Centennial Boulevard	28th Street to 35th Street	Construct 3-lane urban	Springfield	$3,000,000	0.5	930

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
~~Pioneer Parkway Extension~~	~~Harlow Road to Beltline Road~~	~~4-5 lane minor arterial~~	~~Springfield~~	~~$9,000,000~~	~~1~~	~~766~~
West Eugene (1B)	Garfield Street to Seneca Road	W 11th - Garfield: 4-lane new construction, continued	ODOT	$34,231,000	1.3337	Parkway,
West Eugene Parkway (2A)	West 11th Avenue to Beltline Road	Construct two lanes of future 4-lane roadway	ODOT	$30,496,000	2.56	338
West Eugene Parkway (2B)	West 11th Avenue to Beltline Road	Construct remaining two lanes	ODOT	$6,545,000	2.56	339

Status Sub-Total ***$82,772,000***

Project Category Sub-Total *$111,571,000*

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Project Category: Added Freeway Lanes or Major Interchange Improvements						
Status: Programmed						
~~Beltline Highway~~	~~Royal Avenue to Roosevelt Boulevard~~	~~Overcrossing at Royal; continue widening to 4 lanes south to railroad structure; construct Roosevelt extension from Beltline to Danebo; full at grade signal controlled intersection of Beltline and Roosevelt (ODOT: Wt. 11th N. city limits stage 2)~~	~~ODOT~~	~~$14,000,000~~		~~488~~
I-5	@ Beltline Highway	ROW Purchase	ODOT	$1,250,000	0	606
Delta/Beltline Interchange		Interim/safety improvements: replace/revise existing ramps; widen Delta Highway bridge to 5 lanes	Lane County	$5,500,000	0	638
		Status Sub-Total		***$21,449,000***		
Status: Unprogrammed						
I-5	@ Beltline Highway	Reconstruct interchange and I-5, upgrade Beltline Road East to 5 lane urban facility, and construct I-5 bike and pedestrian bridge.	ODOT	$53,300,000	0	606

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Project Category: Arterial Capacity Improvements						
Status: Programmed						
~~Beltline Highway~~	~~@ I-5~~	~~Safety improvements~~	~~ODOT~~	~~$1,746,000~~	~~0~~	~~807~~
Bloomberg Connector	McVay Highway to 30th Avenue	Modification of connection of McVay Highway to 30th Avenue	Lane County, ODOT	$500,000	0.4	297
		Status Sub-Total		***$3,246,000***		
Status: Unprogrammed						
42nd Street	@ Marcola Road	Traffic control improvements	Springfield	$200,000	0	712
~~6th/7th Intersection Improvement~~	~~Garfield Street to Washington/Jefferson Street~~	~~Provide improvements such as additional turn lanes and signal improvements; intersections include 6th/7th Avenues at Garfield, Chambers, Washington/Jefferson Street Bridge~~	~~ODOT, Eugene~~	~~$526,000~~	~~0~~	~~133~~
Beltline Highway	@ Coburg Road	Construct ramp and signal improvements	ODOT	$500,000	0	622
Centennial Boulevard	@ 28th Street	Traffic control improvements	Springfield	$200,000	0	924
Centennial Boulevard	@ 21st Street	Traffic control improvements	Springfield	$200,000	0	927
Centennial Boulevard	Prescott Lane to Mill Road	Reconstruct section to 4-5 lanes	Springfield	$1,000,000	0.3	918
Eugene-Springfield Highway (SR-126)	@ Mohawk Boulevard interchange	Add lanes on ramps	ODOT	$250,000	0.58	921
Harlow Road	@ Pheasant Boulevard	Traffic control improvements	Springfield	$200,000	0	744
Irving Road @ NW Expressway	Gamsborough entrance to Prairie Road	Construct overpass over NW Expressway and railroad. Signalize access on north side.	Lane County	$2,000,000	0.3	830
Main Street	@ 48th Street	Traffic control improvements	Springfield	$200,000	0	69

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Project Category: New Collectors						
Status: Unprogrammed						
19th Street	Yolanda Avenue to Hayden Bridge Road	Extend existing street as 2-lane collector	Springfield	$891,000	0.33	703
30th Street	Main Street to Centennial Boulevard	New collector street	Springfield	$904,500	0.67	915
36th Street	Yolanda Avenue to Marcola Road	Extend existing street as 2-lane collector per Local Street Plan.	Springfield	$1,701,000	0.63	709
54th Street	Main Street to Daisy Street	New 2-lane collector	Springfield	$756,000	0.28	87
79th Street	Main Street to Thurston Road	New 2 to 3-lane collector	Springfield	$1,000,000	0.37	18
~~Avalon Street~~	~~Greenhill Road to Terry Street~~	~~New major collector~~	~~Eugene~~	~~$840,000~~	~~0.8~~	~~482~~
~~Cardinal Way~~	~~Game Farm Road to MDR. Upgrade 2 to 3 lane urban north-south connector~~	~~facility~~	~~Springfield~~	~~$1,242,000~~	~~0.46~~	~~781~~
~~Daisy Street Extension~~	~~48th Street to 48th Street~~	~~New 2 to 3 lane urban facility, traffic control~~ improvements	~~Springfield~~	~~$920,000~~	~~0.27~~	~~84~~
Future Collector A	Gilham to County Farm Road @ Locke Street	New neighborhood collector	Eugene	$1,890,000	0.7	951
Future Collector C1	Linda Lane - Jasper Road Extension	New 2 to 3-lane urban collector	Springfield	$1,350,000	0.5	33
Future Collector C2	Jasper Road - Mountaingate	New 2 to 3-lane urban collector	Springfield	$3,510,000	1.3	36
Future Collector C3	Jasper Road Extension - East Natron	New 2 to 3-lane urban collector	Springfield	$1,890,000	0.7	89
Future Collector C4	East-west in Mid-Natron site	New 2 to 3-lane urban collector	Springfield	$1,620,000	0.6	42
Future Collector C5	Loop Rd in South Natron Site	New 2 to 3-lane urban collector	Springfield	$2,700,000	1	45
Future Collector C6	Mt Vernon Road - Jasper Road Extension	New 2 to 3-lane urban collector	Springfield	$2,700,000	1	48

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Future Collector C7	North-south in mid-Natron site	New 2 to 3-lane urban collector	Springfield	$1,512,000	0.56	51
Future Collector E	Bailey Hill Road to Berntsen Road	New major collector	Eugene	$2,700,000	1	318
Future Collector F	Royal Avenue to Terry Street	New major collector	Eugene	$1,890,000	0.7	429
Future Collector H	Future Collector G to Royal Avenue	New major collector	Eugene	$1,350,000	0.5	435
Future Collector J	Awbrey Lane to Enid Road	New major collector	Eugene	$2,160,000	0.8	441
Future Collector O	Barger Drive to Avalon Street	New neighborhood collector	Eugene	$1,800,000	0.8	447
Future Collector P	Avalon Street to Future Collector F	New neighborhood collector	Eugene	$4,500,000	1.11	449
Glacier Drive	55th Street to 48th Street	Develop new, 2-lane urban facility	Springfield	$1,840,000	0.92	57
~~Glenwood Boulevard Extension~~	~~I-5 to Laurel Hill Drive~~	~~New collector~~	~~Eugene~~	~~$2,565,000~~	~~0.95~~	~~264~~
~~Hyacinth Street~~	~~Irvington Drive to Lyonbrook Drive~~	~~New neighborhood collector~~	~~Eugene~~	~~$600,000~~	~~0.15~~	~~537~~
~~Kinsrow Avenue~~	~~Centennial Boulevard to Garden Way~~	~~New neighborhood collector~~	~~Eugene~~	~~$600,000~~	~~0.2~~	~~550~~
~~Lakeview/Parkview~~	~~Gilham Road to Coburg Farm Road~~	~~New neighborhood collector~~	~~Eugene~~	~~$1,755,000~~	~~0.65~~	~~644~~
~~Legacy Street~~	~~Barger Drive to Avalon Street~~	~~New major collector~~	~~Eugene~~	~~$600,000~~	~~0.2~~	~~445~~
McKenzie-Gateway MDR Loop Collector	Within MDR site	New 2 to 3-lane collector into MDR site	Springfield	$2,160,000	0.8	756
MDR Site	North-south within MDR site	Construct new 3-lane north-south collector	Springfield	$1,440,000	0.4	762
~~Mountaingate Drive~~	~~Main Street to South 68th Street~~	~~New 3-lane collector~~	~~Springfield~~	~~$2,430,000~~	~~0.9~~	~~78~~
Mt Vernon Road	Jasper Road Extension to Mountaingate Drive	Extend existing street as 2-lane collector	Springfield	$540,000	0.2	81
V Street	31st Street to Marcola Road	New 2 to 3-lane collector	Springfield	$1,755,000	0.65	777
Vera Drive/Hayden Bridge Road	15th Street to 20th Street	New 2 to 3-lane urban collector	Springfield	$918,000	0.34	780

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Project Category: Urban Standards						
Status: Programmed						
~~18th Avenue~~	~~Bertelsen Road to Willow Creek Road~~	~~Upgrade to 2-lane urban facility~~	~~Eugene, Lane County~~	~~$1,066,000~~	~~0.71~~	~~382~~
~~Ayres Road~~	~~Delta Highway to Gilham Road~~	~~Upgrade to 2 to 3-lane urban facility~~	~~Eugene~~	~~$1,802,000~~	~~0.52~~	~~669~~
Bertelsen Road	18th Avenue to Bailey Hill Road	Upgrade to 2 to 3-lane urban facility	Eugene	$1,035,000	0.6	315
~~Coburg Road~~	~~Kinney Loop to Armitage Park~~	~~Reconstruct to 3 lane urban facility to UGB, turn lane @ park entrance, rural~~	~~Lane County~~	~~$2,380,000~~	~~1.10~~	~~626~~
~~Delta Highway~~	~~Ayres Road to Beltline Road~~	~~Upgrade to 3-lane urban facility~~	~~Eugene~~	~~$900,000~~	~~0.91~~	~~535~~
Dillard Road	43rd Street to Garnet Street	Upgrade to 2-lane urban facility	Eugene	$450,000	0.34	233
Fox Hollow Road	Donald Street to UGB	Upgrade to 2-lane urban facility	Eugene, Lane County	$841,000	0.5	245
~~Garden Way~~	~~Elkins View Avenue to Centennial Boulevard~~	~~Upgrade to 2 to 3-lane urban facility~~	~~Eugene~~	~~$1,716,000~~	~~0.76~~	~~557~~
Goodpasture Island Road	Delta Highway to Happy Lane	Upgrade to 2-lane urban facility	Eugene	$413,000	0.19	664
~~Greenhill Road~~	~~North Boundary of Airport to Airport Road~~	~~Closing of existing road and realignment of east boundary of airport property~~	~~Lane County, Eugene~~	~~$2,000,000~~	~~2.06~~	~~486~~
~~Irvington Road~~	~~River Road to Prairie Road~~	~~Upgrade to 2 to 3 lane urban facility~~	~~Lane County~~	~~$2,880,000~~	~~1.14~~	~~533~~
~~Prairie Road~~	~~Carol Lane to Irvington Drive~~	~~Reconstruct to 3 lane urban facility~~	~~Lane County~~	~~$826,000~~	~~0.36~~	~~472~~
Royal Avenue	Terry Street to Greenhill Road	Upgrade to 3-lane urban facility	Lane County, Eugene	$2,660,000	1.01	481
~~Shelton-McMurphey~~	~~Lincoln St. to Pearl St.~~	~~Upgrade to urban facility~~	~~Eugene~~	~~$1,495,000~~	~~0.4~~	~~450~~
Seward St. Connection	Wayside to Manor	Upgrade to local urban standards	Springfield	$40,000	0.25	797
Gateway/Harlow	Gateway/Harlow intersection	Intersection improvements	Springfield	$1,300,000	0.5	766
Gateway/Game Farm Rd. East	Gateway/Game Farm Rd. East intersection	Intersection improvements	Springfield	$400,000	0.25	766
		Status Sub-Total		***$22,681,000***		

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Status:	***Unprogrammed***					
28th Street	Main Street to Centennial Boulevard	Widen/provide sidewalks and bike lanes, provide intersection and signal improvements at Main Street	Springfield	$1,050,000	0.7	909
31st Street	Hayden Bridge Road to U Street	Upgrade to 2 to 3-lane urban facility	Lane County	$1,275,000	0.85	765
35th Street	Commercial Avenue to Olympic Street	Upgrade to 3-lane urban facility	Springfield	$920,000	0.46	918
42nd Street	Marcola Road to Railroad Tracks	Reconstruct to 3-lane urban facility	Springfield	$2,060,000	1.03	713
48th Street	Main Street to G Street	Upgrade to 2-lane urban facility	Springfield	$720,000	0.48	3
52nd Street	G Street to Eugene-Springfield Highway (SR 126)	Upgrade to 2-lane urban facility	Springfield	$300,000	0.2	6
69th Street	Main Street to Thurston Road	Widen on east side of roadway	Springfield	$840,000	0.56	15
Agate Street	30th Avenue to Black Oak Road	Upgrade to 2-lane urban facility	Eugene	$585,000	0.39	215
Aspen Street	West D Street to Centennial Boulevard	Reconstruct to 2 to 3-lane urban facility	Lane County, Springfield	$750,000	0.5	809
Baldy View Lane	Deadmond Ferry Road to the end of dedicated right-of-way	Upgrade to urban standards	Springfield	$420,000	0.28	715
Bethel Drive	Roosevelt Boulevard to Highway 99	Upgrade to 2-lane urban facility	Eugene	$2,500,000	1.68	414
~~Centennial Blvd.~~	~~March Chase to I-5~~	~~Upgrade to urban facility (north side)~~	~~Eugene~~	~~$400,000~~	~~0.4~~	~~607~~
Commercial Street	35th Street to 42nd Street	Upgrade to 3-lane urban facility	Springfield	$1,620,000	0.81	833
County Farm Loop	North-to-South Section	Upgrade to 3-lane urban facility	Lane County, Eugene	$825,000	0.55	631
County Farm Loop	West-to-East Section	Upgrade to 2-lane urban facility	Lane County, Eugene	$795,000	0.53	632
Deadmond Ferry Road	Baldy View Lane to McKenzie River	Upgrade to urban standards	Springfield	$1,095,000	0.73	724
Division Avenue	Division Place to River Avenue	Upgrade to 2 to 3-lane urban facility	Eugene	$1,720,009	0.86	509
~~Elmira Road~~	~~Bertelsen Road to~~	~~Upgrade to 2-lane urban~~	~~Eugene~~	~~$1,815,000~~	~~1.21~~	~~420~~

	Highway 99	facility				

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
G Street	49th Street to 52nd Street	Upgrade to 2-lane urban facility	Springfield	$465,000	0.31	54
Game Farm Road North	Coburg Road to I-5	Upgrade to 2 to 3-lane urban facility	Eugene, Lane County	$2,150,000	1.3	654
Game Farm Road South	Game Farm Road East to Harlow Road	Upgrade to 2-lane urban facility	Lane County, Springfield	$1,395,000	0.93	737
Gilham Road	Northernmost New Collector to Ayres Road	Upgrade to 2-lane urban facility	Eugene	$600,000	0.46	562
Greenhill Road	Barger Drive to West 11th Avenue	Upgrade to 2 to 3-lane urban facility	Lane County, Eugene	$5,000,000	2.5	454
Greenhill Road	Barger Drive to Airport Road	Rural widening and intersection modifications	Lane County	$2,000,000	2	455
Hayden Bridge Road	Yolanda Avenue to Marcola Road	Reconstruct to 2-lane urban facility	Lane County	$2,310,000	1.54	747
Huntsaker Lane / Beaver Street	Division Avenue to River Road	Upgrade to 2-lane urban facility	Lane County	$1,710,000	1.14	527
Jeppesen Acres Road	Gilham Road to Providence Street	Upgrade to 2-lane urban facility	Eugene	$525,000	0.35	670
Laura Street	Scotts Glen Drive to Harlow Road	Widen to 3-lane urban facility	Springfield	$600,000	0.4	750
Maple Street	Roosevelt Boulevard to Elmira Road	Upgrade to 2-lane urban facility	Eugene	$210,000	0.14	180
Old Coburg Road	Game Farm Road to Chad Drive	Upgrade to 3-lane urban facility	Eugene	$525,000	0.35	666
River Avenue	River Road to Division Avenue	Upgrade to 2 to 3 lane urban facility	Eugene	$1,700,000	0.85	542
River Road	Carthage Avenue to Deacon Drive	Widen to 3 lane urban facility	Lane County	$900,000	0.83	545
S. 28th Street	Main Street to Millrace	Upgrade to 3-lane urban facility	Springfield	$2,000,000	0.67	945
S. 32nd Street	Main Street to Railroad	Upgrade to 3 lane urban facility	Springfield	$600,000	0.4	946
S. 42nd Street	Main Street to Jasper	Reconstruct to 2 to 3 lane urban facility; curbs, sidewalks and bike lanes	ODOT	$1,600,000	0.8	954

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Project Category: Study						
Status: Programmed						
~~I-5 @ Beltline Study & Design~~	~~@ Interchange~~	~~Project development work~~	~~ODOT~~	~~$3,375,000~~		~~606~~
			Status Sub-Total	***$3,375,000***		
Status: Unprogrammed						
I-5 Interchange Study	Willamette River south to 30th Avenue	Comprehensive study of I-5 interchanges	ODOT	$750,000	–	250
18th Avenue	Bertelsen Road to Agate Street	Corridor study to determine improvements	Eugene	$250,000	4.71	118
Chambers Street	8th Avenue to 18th Avenue	Corridor Study to determine improvements	Eugene	$250,000	0.8	138
Coburg Road	Crescent Avenue to Oakway Road	Access management/ safety-operational study	Eugene	$100,000	2.24	619
~~Ferry Street Bridge~~	~~Oakway Road to Broadway~~	~~Long Range Capacity Refinement Plan~~	~~Eugene~~	~~$250,000~~	~~1.08~~	~~139~~
~~South Bank Street Improvements~~	~~Mill Street to Hilyard Street~~	~~Develop refinement plan for street system~~	~~Eugene, ODOT~~	~~$250,000~~	~~1~~	~~178~~
W 11th Avenue	Beltline Road to Chambers Street	Access Management, Safety, and Operational Study	Eugene	$100,000	2.74	332
Willamette Street/Amazon Parkway/Patterson Street/Hilyard Street	13th Avenue to 33rd Avenue	Corridor study to determine improvements	Eugene	$250,000	5.55	187
Main Street/ Highway 126	I-5 to UGB	Access management plan	ODOT/Springfield	$100,000	6.0	838
Eugene-Springfield Hwy.	I-5 to Main	Corridor Study	ODOT/Springfield	$150,000	6.5	835
Main St. and 52nd St./Hwy 126 Int.	52nd to Main	Interchange Plans	ODOT/Springfield	$100,000	1.5	96
Beltline	River Rd to Coburg Rd	Facility Plan Study	ODOT	$500,000	3.46	555
			Status Sub-Total	***$3,050,000***		
			Project Category Sub-Total	***$6,425,000***		

Chapter 3: Table 2 - Financially Constrained
20-Year Capital Investment Actions: Transit Projects

Name	Geographic Limits	Description	Estimated Cost	Number
Project Category: Buses and Bus Maintenance				
Bus Purchases		New & replacement buses	$41,155,000	1110, 1315
~~Expansion of Operating Base~~	~~Glenwood near Franklin Blvd~~	~~Expansion of existing operation and maintenance~~	~~$5,000,000~~	~~1320~~
		Project Category Sub-Total	***$46,155,000***	

Name	Geographic Limits	Description	Estimated Cost	Number
Project Category: Stops and Stations				
Project Type: General Stops and Stations				
9 Park and Ride Lots	To be determined	Park-and-Ride lots along major corridors	$9,000,000	1105, 1305, 1345
~~Auburn Station~~	~~Vicinity of Auburn Stadium~~	~~Transfer station and Park-and-Ride lot~~	~~$1,000,000~~	~~1340~~
~~LCC Station Expansion~~	~~Lane Community College~~	~~Expand LCC Station~~	~~$500,000~~	~~1125~~
Passenger Boarding Improvements	Various locations	Pads, Benches & Shelters	$1,500,000	1130, 1330, 1355
~~Irvington & Beltline Station~~	~~Vicinity of 11th Ave and Beltline Highway~~	~~Transfer station, possibly Park-and-Ride lot~~	~~$1,000,000~~	~~1340~~
~~Gateway & Beltline Station~~	~~Vicinity of Gateway and Beltline Hwy~~	~~Transfer station, possibly Park-and-Ride lot~~	~~$1,000,000~~	~~1350~~
		Project Type Sub-Total	***$14,000,000***	
Project Type: Stops and Stations in Nodal Development Areas				
Passenger Boarding Improvements	Various locations	Pads, Benches & Shelters	$1,500,000	1130, 1330, 1355
~~Springfield Station~~	~~Downtown Springfield~~	~~New transit station~~	~~$5,000,000~~	~~1425~~
Barger & Beltline Station	Vicinity of Barger Rd and Beltline Highway	Transfer station	$1,000,000	1310
Churchill Station	Vicinity of 18th Avenue and Bailey Hill Road	Transfer station	$1,000,000	1335
Coburg & Beltline Station	Vicinity of Coburg Rd and Beltline Highway	Transfer station	$1,000,000	1120
Mohawk & Olympic Station	Vicinity of Mohawk Blvd and Olympic	Transfer station	$1,000,000	1325
		Project Type Sub-Total	***$10,500,000***	
		Project Category Sub-Total	***$24,500,000***	
		Total Capital Projects: Transit System	***$170,655,000***	

Chapter 3: Table 3a-Financially Constrained
20-Year Capital Investment Actions: Bicycle Projects

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Project Category: Multi-Use Paths Without Road Project						
Status: Programmed						
~~42nd Street Pathway~~	~~Marcola Road to Railroad Tracks~~	~~Multi-Use Path~~	~~Springfield~~	~~$816,000~~	~~1.10~~	~~795~~
~~East Bank Trail~~	~~Owosso Bridge to Greenway Bridge~~	~~Multi-Use Path~~	~~Eugene~~	~~$1,500,000~~	~~2.02~~	~~541~~
~~Fern Ridge Path #2~~	~~Terry Street to Green Hill Road~~	~~Multi-Use Path~~	~~Eugene~~	~~$2,699,000~~	~~2.01~~	~~423~~
		Status Sub-Total		***$4,715,000***		
Status: Unprogrammed						
5th Avenue	Garfield Street to Chambers Street	Route, Multi-Use Path	Eugene	$36,000	0.21	127
5th Avenue Connector (WEF)	Garfield Street to McKinley Street	Multi-Use Path	ODOT	$205,000	0.38	130
Avalon Street (A)	Candlelight Drive to Beltline Path	Multi-Use Path/Route	Eugene	$74,500	0.36	403
Booth Kelly Road	28th Street to Weyerhauser Truck Road	Multi-Use Path	Springfield	$245,000	2.14	921
By Gully Extension	Mill Street to 5th Street	Multi-Use Path	Springfield, Williamsiane	$80,000	0.11	812
Delta Ponds Path	East Bank Trail to Robin Hood Lane	Multi-Use Path and Bridge	Eugene	$1,372,000	1.06	637
~~Garden Way / Knickerbocker Bridge Connector~~	~~Canoe Canal to N. Bank Trail~~	~~Multi-Use Path~~	~~Eugene~~	~~$205,000~~	~~0.14~~	~~660~~
I-5 Path	Harlow Road to Chad	Multi-Use Path	Eugene	$718,000	0.89	688
McKenzie River Path	42nd Street to 52nd Street	Multi-Use Path and Striped Lane	Springfield	$2,620,000	1.55	753
Millrace Path (Eug.) (C)	Mose Street to Rail underpass	Multi-Use Path	Eugene	$933,000	0.51	169
Millrace Path (Spr.)	28th Street to 32nd Street	Multi-Use Path	Springfield	$150,000	0.40	859

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Millrace Path (Spr.)	S. 2nd Street to S. 28th Street	Multi-Use Path	Springfield	$2,340,000	1.60	840
~~Oakmont Park~~	~~Gateway Road to Coburg Road~~	~~Route, Multi-Use Path~~	~~Eugene~~	~~$67,000~~	~~0.27~~	~~676~~
Q Street Channel	Centennial Loop to Garden Way Path	Multi-Use Path	Eugene	$565,200	1.42	682
Spring Boulevard (B)	28th Avenue to 30th Avenue	Multi-Use Path	Eugene	$205,000	0.22	281
Valley River Connector (B)	Valley River Way to North Bank Trail	Multi-Use Path	Eugene	$102,000	0.12	682
Westmoreland Park Path	Fillmore Street to Taylor Street	Multi-Use Path	Eugene	$102,000	0.41	181
		Status Sub-Total		***$10,617,700***		
		Project Category Sub-Total		***$14,732,700***		

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Project Category: On-Street Lanes or Routes With Road Project						
Status: Programmed						
~~11th Avenue~~	~~Terry Street to Danebo Avenue~~	~~Striped Lane~~	~~ODOT~~	~~$0~~	~~0.49~~	~~398~~
~~18th Avenue~~	~~Bertelsen Road to Willow Creek Road~~	~~Striped Lane~~	~~Eugene, Lane County~~	~~$0~~	~~0.85~~	~~303~~
~~Ayres Road~~	~~Delta Highway to Gilham Road~~	~~Striped Lane~~	~~Eugene~~	~~$0~~	~~0.52~~	~~663~~
Beaver Street Arterial	Hunsaker Lane to Wilkes Drive	Striped Lane	Lane County	$0	0.92	503
Bertelsen Road	18th Avenue to Bailey Hill Road	Striped Lane	Eugene	$0	0.60	315
~~Coburg Road~~	~~Kinney Loop to Armitage Bridge~~	~~Striped Lane/Shoulder~~	~~Lane County~~	~~$0~~	~~0.87~~	~~625~~
~~Delta Highway~~	~~Ayres Road to Green Acres Road~~	~~Striped Lane~~	~~Eugene~~	~~$0~~	~~0.58~~	~~638~~
Dillard Road	43rd Street to Garnet Street	Striped Lane	Eugene	$0	0.39	233
Division Avenue	Delta Highway to Beaver Street (new frontage road)	Striped Lane	Lane County	$0	0.47	512
Fox Hollow Road	Donald Street to Cline Road	Striped Lane	Eugene, Lane County	$0	0.50	245
Goodpasture Island Road	Delta Highway to Happy Lane	Striped Lane	Eugene	$0	0.33	664
~~Irvington Road~~	~~River Road to Prairie Road~~	~~Striped Lane~~	~~Lane County~~	~~$0~~	~~1.44~~	~~533~~
~~Prairie Road~~	~~Coral Lane to Irvington Drive~~	~~Striped Lane~~	~~Lane County~~	~~$0~~	~~0.38~~	~~472~~
~~Roosevelt Boulevard~~	~~Beltline Road to Danebo Avenue~~	~~Striped Lane~~	~~ODOT~~	~~$0~~	~~0.24~~	~~475~~
Royal Avenue	Terry Street to Greenhill Road	Striped Lane	Lane County, Eugene	$0	1.01	481
West Eugene Parkway (1A)	Seneca Road to Beltline Road	Striped Lane	ODOT	$0	1.65	336
		Status Sub-Total		***$0***		

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Status: Unprogrammed						
28th Street	Main Street to Centennial Boulevard	Striped Lane	Springfield	$0	0.70	909
31st Street	Hayden Bridge to U Street	Striped Lane	Lane County	$0	0.57	765
35th Street	Commercial Avenue to Olympic Street	Striped Lane	Springfield	$0	0.57	918
51st/52nd Street	Main Street to High Banks Road	Route, Striped Lane	Springfield	$0	1.20	6
69th Street	Main Street to Thurston Road	Striped Lane	Springfield	$0	0.55	15
Aspen Street	West D Street to Menlo Loop	Striped Lane	Lane County, Springfield	$0	0.58	809
Beltline Road East	Gateway Street to Game Farm Road	Striped Lane	ODOT	$0	0.70	718
Bethel Drive	Roosevelt Boulevard to Highway 99	Striped Lane or Route	Eugene	$0	1.69	414
Commercial Street	35th Street to 42nd Street	Striped Lane	Springfield	$0	0.70	933
County Farm Loop	West-to-East section	Striped Lane	Lane County, Eugene	$0	0.56	632
County Farm Loop	North-to-South section	Striped lane	Lane County, Eugene	$0	0.53	631
Daisy Street	46th Street to 48th Street	Striped Lane	Springfield	$0	0.06	24
~~Elmira Road~~	~~Bertelsen Road to Highway 99~~	~~Route~~	~~Eugene~~	~~$0~~	~~1.21~~	~~420~~
Future Collector H	Future Collector G to Royal Avenue	Striped Lane or Route	Eugene	$0	0.47	435
Future Collector O	Barger Drive to Future Collector G	Striped Lane or Route	Eugene	$0	0.49	447
Game Farm Road North	I-5 to Crescent Avenue	Striped Lane	Lane County	$0	1.01	606
~~Game Farm Road North~~	~~Coburg Road to Crescent Avenue~~	~~Striped Lane~~	~~Lane County~~	~~$0~~	~~1.39~~	~~854~~
Game Farm Road South	Beltline Road to Harlow Road	Striped Lane	Lane County, Springfield	$0	0.90	737
Gilham Road	Honeywood Street To Tom Avenue	Striped Lane or Route	Eugene	$0	1.03	662
Glenwood Boulevard	Judkins to Glenwood Drive	Striped Lane	Springfield	$0	0.42	827

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Greenhill Road	Barger Drive to W. 11th Avenue	Striped Lane	Lane County, Eugene	$0	2.74	454
Hayden Bridge Road	Yolanda Avenue to Marcola Road	Striped Lane	Lane County	$0	1.30	747
Hayden Bridge Road	Yolanda Avenue to Marcola Road	Striped Lane	Lane County	$0	0.54	796
Hunsaker Lane / Beaver Street	Division Avenue to River Road	Striped Lane	Lane County	$0	1.11	527
Jasper Road (B)	Mt. Vernon Road to UGB South	Striped Lane	ODOT	$0	2.20	63
Lakeview/Parkview	Gilhem Road to County Farm Road	Striped Lane or Route	Eugene	$0	0.79	644
Laura Street	Scotts Glen Drive to Harlow Road	Striped Lane	Springfield	$0	0.40	750
Maple Street	Elmira Avenue to Roosevelt Boulevard	Route	Eugene	$0	0.15	469
Old Coburg Road	Game Farm Road to Chad Drive	Striped Lane or Route	Eugene	$0	0.34	680
River Avenue	River Road to Division Avenue	Striped Lane	Eugene	$0	0.85	542
S. 28th Street	Main Street to Millrace	Striped Lane	Springfield	$0	0.51	945
S. 32nd Street	Main Street to Railroad Crossing	Striped Lane	Springfield	$0	0.39	948
S. 42nd Street	Main Street to Jasper	Striped Lane	ODOT	$0	0.80	954
Van Duyn Road	Western Drive to Harlow Road	Route	Eugene	$0	0.25	696
Weyerhauser Haul Road	48th Street to 57th Street	Striped Lane	County Springfield	$0	0.91	57
Wilkes Drive	River Road to River Loop 1	Striped Lane	Lane County	$0	0.99	554
West Eugene Parkway (1B)	Highway 99 to Seneca Rd	Striped Lane	ODOT	$0	0.64	337
West Eugene Parkway (2A)	West 11th to Beltline	Striped Lane	ODOT	$0	2.38	336
		Status Sub-Total		***$0***		
		Project Category Sub-Total		***$0***		

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Project Category: On-Street Lanes or Routes Without Road Project						
Status: Programmed						
~~14th Street~~	~~S. A Street to G Street~~	~~Striped Lane~~	~~Springfield~~	~~$0~~	~~0.55~~	~~893~~
28th Street	Centennial Boulevard to Olympic Street	Striped Lane	Springfield	$0	0.26	912
~~58th Street~~	~~High Banks Road to Thurston Road~~	~~Striped Lane~~	~~Springfield~~	~~$0~~	~~0.17~~	~~9~~
7th Avenue	Bailey Hill Road to McKinley Street	Striped Lane or Route	Eugene	$0	0.90	306
Bailey Hill Road	5th Avenue to W. 11th Avenue	Striped Lane	Eugene	$0	0.27	308
~~Centennial Boulevard~~	~~5th Street to 28th Street~~	~~Striped Lane~~	~~Springfield~~	~~$0~~	~~1.63~~	~~816~~
McKinley Street	5th Avenue to 7th Avenue	Route	Eugene	$0	0.19	183
~~Mohawk Boulevard~~	~~G Street to Marcola Road~~	~~Striped Lane~~	~~Springfield~~	~~$0~~	~~0.96~~	~~843~~
~~Roosevelt Boulevard~~	~~Danebo Avenue to Terry Street~~	~~Striped Lane~~	~~Eugene~~	~~$0~~	~~0.51~~	~~478~~
		Status Sub-Total		***$0***		
Status: Unprogrammed						
10th Avenue	Lincoln Street to High Street	Striped Lane	Eugene	$0	0.45	103
11th Avenue	Chambers Street to Lincoln Street	Striped Lane	Eugene	$30,000	1.04	106
13th Avenue	Chambers Street to Lawrence Street	Striped Lane	Eugene	$30,000	0.95	109
~~18th Avenue~~	~~Alder Street to Agate Street~~	~~Striped Lane~~	~~Eugene~~	~~$0~~	~~0.73~~	~~115~~
1st Avenue	Bertelsen Road to Seneca Road	Striped Lane or Route	Eugene	$0	1.12	491
~~21st Street~~	~~Main Street to Olympic Street~~	~~Striped Lane~~	~~Springfield~~	~~$0~~	~~0.92~~	~~606~~
24th Avenue	Chambers Street to Jefferson Street	Striped Lane or Route	Eugene	$60,000	0.82	121
~~28th Avenue~~	~~Friendly Street to Tyler Street~~	~~Striped Lane~~	~~Eugene~~	~~$0~~	~~0.70~~	~~203~~

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
29th Avenue	Pearl Street to Portland Street	Striped Lane	Eugene	$90,000	0.15	206
2nd Avenue	Polk Street to Van Buren Street	Route	Eugene	$0	0.25	124
30th Avenue / Amazon Parkway	Agate Street to 29th Avenue	Striped Lane	Eugene	$528,000	0.91	209
33rd Avenue	Willamette Street to Hilyard Street	Striped Lane or Route	Eugene	$0	0.55	212
3rd/4th Connector	Lincoln Street to High Street	Striped Lane or Route	Eugene	$0	0.43	190
42nd Street	Marcola Road to Railroad Tracks	Striped Lane	Springfield	$0	1.10	713
5th Street	Centennial Boulevard to G Street	Striped Lane	Springfield	$0	0.35	806
66th Street	Main Street to Thurston Road	Striped Lane	Springfield	$0	0.55	12
Augusta Street	I-5 Ramp to Floral Hill Drive	Striped Lane or Route	Eugene	$0	0.98	218
Candlelight Drive / Danebo Avenue	Barger Avenue to Royal Avenue	Route	Eugene	$0	1.01	417
Centennial Boulevard @ I-5 Boulevard Overpass	Centennial Boulevard approaches, modify guardrail	Add sidewalk to bridge and striped lane	ODOT, Eugene, Springfield	$50,000	0.09	610
Chambers Street	24th Avenue to 28th Avenue	Striped Lane	Eugene	$0	0.42	224
Clinton Drive / Debrick Road	Cal Young Road to Willagillespie Road	Route	Eugene	$0	0.51	818
Dillard Road	Garnet Street to UGB	Striped Lane	Eugene	$570,000	1.83	234
Donald Street	39th Avenue to Fox Hollow Road	Route	Eugene	$0	0.62	236
East/West Amazon Drive	Hilyard Street to Fox Hollow Road/Dillard Road	Striped Lane	Eugene	$0	1.09	239
Emerald Street/29th Avenue	24th Avenue to Laurelwood Golf Course and University Street	Route	Eugene	$0	0.62	242
Franklin Boulevard	Glenwood Boulevard to Springfield Bridges	Striped Lane	Eugene, ODOT	$264,000	0.54	824
Friendly Street	18th Avenue to 28th Avenue	Striped Lane or Route	Eugene	$40,000	0.99	251
G Street	5th Street to 28th Street	Striped Lane or Route	Springfield	$9,500	1.80	809

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
~~Game Farm South~~	~~Beltline to Deadmond Ferry Road~~	~~Striped Lane~~	~~Springfield~~	~~$0~~	~~0.12~~	~~738~~
Garfield Street	Roosevelt Boulevard to 14th Avenue	Striped Lane	Eugene	$132,000	1.29	145
Golden Gardens	Jessen Drive to Barger Drive	Route	Eugene	$0	0.50	451
Greenhill Road	Barger Drive to Airport Road	Shoulder	Lane County	$209,000	1.47	457
Greenhill Road	Crow Road to W. 11th Avenue	Striped Lane/Shoulder	Lane County	$39,000	0.26	453
Grove Street	Silver Lane to Howard Avenue	Striped Lane or Route	Lane County	$0	6.16	515
High Street	3rd Avenue to 5th Avenue	Striped Lane or Route	Eugene	$0	0.25	185
Hilliard Lane	N. Park Avenue to W. Bank Trail	Route	Lane County	$0	1.09	518
Horn Lane	N. Park Avenue to River Road	Striped Lane or Route	Lane County	$144,000	0.75	521
Howard Avenue	River Road to N. Park Avenue	Striped Lane or Route	Lane County	$0	0.96	524
Ivy Street	67th Street to 70th Street	Route	Springfield	$0	0.30	99
Kinsrow Avenue	Centennial Boulevard to the East	Route	Eugene	$0	0.30	572
Lake Drive / N. Park Avenue	Maxwell Road to Northwest Expressway	Striped Lane or Route	Lane County	$171,000	0.81	536
Lincoln Street / Lawrence Street	5th Avenue to 18th Avenue	Route, Striped Lane	Eugene	$0	1.14	160
~~Main Street and S. A Street~~	~~Springfield Bridges to East UGB~~	~~Striped Lane~~	~~ODOT, Springfield~~	~~$0~~	~~8.50~~	~~830~~
McVey Highway	I-5 to 30th Avenue	Striped Lane	ODOT	$114,000	0.71	834
Mill Street	10th to 15th Avenue	Route	Eugene	$400,000	0.38	166
Mill Street	S. A Street to Fairview Drive	Striped Lane	Springfield	$0	0.99	837
Minda Drive/Sally Way	Norkenzie Road to Norwood Street	Route	Eugene	$0	0.51	674
Monroe Street/Fairgrounds	1st Avenue to Fern Ridge Path	Striped Lane or Route	Eugene	$75,000	1.16	172
N. 36th Street	Main Street to Commercial Street	Striped Lane or Route	Springfield	$100,000	0.30	939

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
N. Park Avenue	Maxwell Road to Horn Lane	Striped Lane or Route	Lane County	$190,000	1.02	539
Nugget,15th,17th,19th in Glenwood		Route	Springfield	$0	1.58	845
~~Oakmont Way~~	~~Oakway Road to Coburg Road~~	~~Striped Lane or Route~~	~~Eugene~~	~~$0~~	~~0.30~~	~~678~~
Olympic Street (A)	21st Street to Mohawk Boulevard	Striped Lane	Springfield	$0	0.26	942
Polk Street	6th Avenue to 24th Avenue	Striped Lane	Eugene	$400,000	1.39	175
~~Potato Hill Summit Route (in future subdivision)~~	~~Length of Potato Hill route~~	~~Route~~	~~Springfield~~	~~$0~~	~~1.52~~	~~84~~
Prairie Road	Maxwell Road to Highway 99	Striped Lane	Eugene	$58,000	0.15	495
Rainbow Drive	West "D" Street to Centennial Boulevard	Striped Lane	Springfield	$0	0.55	848
S. 67th Street	Ivy Street to Main Street	Striped Lane or Route	Springfield	$42,000	0.30	92
S. 70th Street	Main Street to Ivy Street	Striped Lane	Springfield	$115,000	0.60	94
Seavey Loop Road / Franklin Boulevard	Coast Fork of Willamette River to I-5	Route or Shoulder	Lane County	$0	2.44	957
Seneca Road	W.11th Avenue to 7th Place	Striped Lane	Eugene	$0	0.27	324
Silver Lane	Grove Street to River Road	Striped Lane	Eugene	$0	0.89	548
Spring Boulevard (A)	Fairmount Boulevard to 29th Avenue	Route	Eugene	$0	1.07	278
Springfield Bridges	Franklin Boulevard to Mill Street	Striped Lane	ODOT	$0	0.68	857
Summit Street	Fairmount Boulevard to Floral Hill Drive	Route	Eugene	$0	0.31	287
Tandy Turn / Lariat Meadows	Coburg Road to Oakway Road	Route	Eugene	$0	0.48	686
Thurston Road	Billings Road to Highway 126	Route or Shoulder	Lane County	$0	1.61	96
Tom Avenue	Gilham Road to Locke Road	Striped Lane or Route	Eugene	$0	0.66	688
Tyler Street	24th Avenue to 28th Avenue	Route	Eugene	$0	0.37	290

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Valley River Way (A)	Valley River Drive to Valley River Connector	Striped Lane	Eugene	$200,000	0.23	694
Van Duyn Road / Bogart Road	Western Drive to Willakenzie Road	Route	Eugene	$0	0.61	698
Walnut Avenue	15th Avenue to Fairmont Boulevard	Route	Eugene	$0	0.36	295
Weyerhaeuser Haul Road	Booth-Kelly Road to Main Street	Striped Lane	Springfield	$0	0.45	89
Willamette Street	18th Avenue to 32nd Avenue	Striped Lane	Eugene	$398,000	1.30	296
Willamette Street	11th Avenue to 18th Avenue	Striped Lane	Eugene	$0	0.75	484
Yolanda Avenue	31st Street to Hayden Bridge Road	Striped Lane	Springfield	$0	0.60	784
		Status Sub-Total		***$4,455,500***		
		Project Category Sub-Total		***$4,455,500***		
		Total Capital Projects: Bicycle Projects		***$19,188,200***		

Part Five: Parking Management Plan

This plan discusses Capital Investment Actions and presents Planning and Program Actions related to parking management that meet the parking requirements of the TPR, while maintaining a parking supply that supports the economic health of the community. Parking management needs to be looked at regionally, while providing jurisdictional flexibility.

Parking management strategies are an important part of an integrated set of implementation actions that support nodal development, system improvements, and demand management. A vast supply of free and subsidized parking can encourage automobile use over transit use. A limited, rather than abundant supply of parking can encourage use of non-auto modes, especially transit. There is also a direct relationship between the price of parking and the use of public transit.

Parking management strategies address both the supply and demand for vehicle parking. They contribute to balancing travel demand with the region among the various modes of transportation available. Parking management strategies are effective in increasing the use of alternative modes, especially when combined with other TDM strategies. Supportive TDM programs include carpool/vanpool programs, preferential parking and reserved spaces for carpooling, and parking pricing.

TPR Requirements for Parking Space Reduction

The TPR requires a parking plan that achieves a 10 percent reduction in the number of parking spaces per capita in the metropolitan area over the 20-year planning period. For the Eugene-Springfield region, the TPR reduction goal is .514. If the level of parking density (spaces per developed acre) remains constant and land development and population forecasts are accurate, then the level of parking spaces per capita will be reduced by more than the 10 percent reduction required by the TPR.

Estimated Parking Supply 1995 to [~~2015~~] *2027*

	1995		[~~2015~~] *2027*		[~~2015~~] *2027* TPR Goal	
Zone/Plan Designation	**Total Spaces**	**Spaces Per Capita**	**Total Spaces**	**Spaces Per Capita**	**Total Spaces**	**Spaces Per Capita**
Commercial	51,259	.229	57,865	.194	61,618	.207
Industrial	27,622	.124	30,200	.101	33,205	.111
Institutional	48,692	.218	49,067	.165	58,534	.196
Total	**127,573**	**.571**	**137,132**	**.460**	**153,357**	**.514**

Capital Investment Actions

Capital Investment Actions that support non-auto modes have an indirect impact on parking needs by lowering the demand for spaces in higher density areas. For example, Park-and-Ride facilities can contribute to lowering the demand for parking in downtown areas. Transit Capital Investment Actions call for the establishment of Park-and-Ride facilities throughout the Eugene-Springfield area.

Part Two: Projected Plan Performance

The combination of land use, transportation demand management (TDM), and transportation system improvement (TSI) programs and capital investments included in *TransPlan* is the result of a comprehensive evaluation of alternative scenarios. This technical analysis provided a process to determine the relative significance of alternative scenarios and the desirability of one scenario over another.

The main focus of reviewing the performance of the plan is to assess how the proposed investments and actions are either:

1) Improving existing conditions, or
2) Avoiding undesirable conditions that would be present without the planned investments and actions.

Table 6 shows data for existing conditions and projections for two future scenarios:

- **Existing Conditions 1995,** shows system performance as of 1995.
- The first future scenario, **[~~2015~~]*2027* Trends,** shows system performance for 1995 conditions extended into the year [~~2015~~] ***2027***. This scenario shows projections of what is expected to happen by [~~2015~~] ***2027*** under *business as usual* trends.
- The second future scenario, **[~~2015~~] *2027* Financially Constrained *TransPlan*,** shows projected draft *TransPlan* performance for the year [~~2015~~] ***2027*** under conditions of financial constraint. Like the second scenario, it assumes implementation of land use and TDM strategies. Transit, bicycle, and roadway capital actions are limited to financial resources expected to be available to the region as discussed in Chapter 3. Capital actions identified as Future in Chapter 3 are not included in this scenario.

For each future scenario presented in Table 6, the amount for each performance measure is listed along with the percentage change in that performance measure from 1995 conditions. In the descriptions of performance measures that follow, except where explicitly noted, comparisons are drawn between 1995 Existing Conditions and the [~~2015~~] ***2027*** Financially Constrained *TransPlan*. Changes to performance measures resulting from the West Eugene Parkway-related amendment to TransPlan are presented in this chapter in legislative format.

In general, implementation of the [~~2015~~] ***2027*** Financially Constrained *TransPlan* is projected to serve the region's future travel needs for people and goods, while turning the transportation system and the service it provides in a more desirable direction than existing trends. The proposed plan reflects a set of tradeoffs among the communities' goals and objectives. A comprehensive set of transportation system performance measures provides the framework for a meaningful comparison of the scenarios.

Table 6 - Summary of Key Performance Measures [1]

Category	Key	Description	1995 Existing Conditions	2015 Trends Amount	2015 Trends % Change from 1995	2015 Financially Constrained TransPlan Scenario [2] Amount	2015 Financially Constrained TransPlan Scenario [2] % Change from 1995
Demographics		Population (TransPlan Study Area)	209,800	296,500	41.3%	296,500	41.3%
		Employment (TransPlan Study Area)	106,900	153,000	43.1%	153,000	43.1%
Congestion	PM1	Congested Miles of travel (percent of total VMT)	2.8%	10.6%	283.3%	5.0%	80.8%
	PM2	Roadway Congestion Index	0.78	1.40	79.6%	96%	23.1%
	PM3	Network Vehicle Hours of Delay (Daily)	9,818	28,407	189.3%	18,924	92.7%
	PM4	***% Transit Mode Share on Congested Corridors*** [2]	5.8%			10.0%	72.4%
Vehicle Miles Traveled and Trip Length	PM5a	Internal VMT (no commercial vehicles)	2,305,779	3,508,913	52%	3,232,877	40%
	PM5b	Internal VMT/Capita	10.99	11.83	8%	10.90	-1%
	PM6	Average Trip Length (miles)	3.7	3.9	6%	3.6	-1.7%
	PM7	% Person Trips Under 1 Mile	14.5%	13.2%	-9%	15.9%	9.6%
Mode Shares - All Trips	PM8a	Walk	8.93%	7.92%	-11%	9.52%	6.6%
	PM8b	Bike	3.66%	3.32%	-10%	3.64%	-1.1%
	PM8c	Transit	1.83%	1.95%	7%	2.73%	49.2%
	PM8d	Shared Ride (2 or more)	42.04%	44.30%	5%	44.53%	5.9%
	PM8e	Drive Alone	43.52%	42.52%	-2%	39.57%	-9.1%
	PM8f	***% Non-Auto Trips***	14.43%	13.18%	-9%	17.00%	17.8%
	PM8g	Person Trips per Auto Trip	1.59	1.61	2%	1.7	7.2%
Environmental	PM9	Average Fuel Efficiency (VMT/Gal.)	19.7	19.1	-3%	19.2	-2.6%
	PM10	CO Emissions (Weekday Tons)	124.4	125.3	1%	111.1	-10.7%
Land Use	PM11	***Acres of zoned nodal development***				2,000	
	PM12	***% of dwelling units built in nodes***				25.30%	
	PM13	***% of New "Total" Employment in Nodes***				45%	
System Characteristics	PM14	% of Roadway Miles with Sidewalks	58%	68%	18%	70%	20.9%
	PM15	Ratio of Bikeway to Arterial and Collector Miles (PM24)	44%	46%	5%	81%	85.1%
	PM16	% of Roadways in Fair or Better Condition	85%	80%	-6%	80%	-5.9%
	PM17	% of Households Within 1/4 Mile of a Transit Stop	92%	92%	0%	92%	0.0%
	PM18	Transit Service Hours per Capita	1.29	1.69	31%	1.99	54.3%
	PM19	% Households with Access to 10-minute Transit Service	23%	23%	0%	86%	281.8%
	PM20	% Employment with Access to 10-minute Transit Service	52%	52%	0%	91%	75.0%
	PM21	Bikeway Miles	126.6	135.9	7%	257.8	103.6%
	PM22	***Priority Bikeway Miles***				75.3	
	PM23	Arterial and Collector Miles	325.6	331.6	2%	355.8	9.3%
	PM24	Arterial and Collector Miles (excluding fwys)	290.5	296.7	2%	319.8	10.0%

(1) Note - These scenarios factor in the 10 percent vehicle trip rate reduction allowed in the Transportation Planning Rule amendments for mixed-use pedestrian friendly areas. This reduction has been applied to nodal development areas identified in the Draft *TransPlan*.

(2) Note - Measures in ***bold italics*** are the TPR alternative performance measures approved by LCDC.

uncongested. The objective is to avoid area-wide congestion represented by values of 1 or greater. A lower index value relative to the trend indicates that the plan will have a positive impact on managing congestion. The Financially Constrained *TransPlan* RCI of . 96 is less than 1 and thus indicates that while congestion might occur at peak traffic times, on average, congestion would remain relatively low on freeways and arterials. In comparison, the region's [~~2015~~] *2027* RCI is below Portland's 1994 value of 1.11.

PM 3: Daily Vehicle Hours of Delay

Daily vehicle hours of delay provides another measure of the level of congestion. Very similar to congested miles of travel, it is expected to increase significantly in the future. However, as expressed earlier, while congestion will increase over existing conditions, the investments proposed in the Financially Constrained *TransPlan* minimize the increase in vehicle hours of delay over what would be experienced under trend conditions. While Daily Vehicle Hours of Delay is expected to increase by 115 percent over 1995 conditions, this is approximately two thirds of what is expected under trend conditions.

PM 4: % Transit Mode share on Congested Corridors

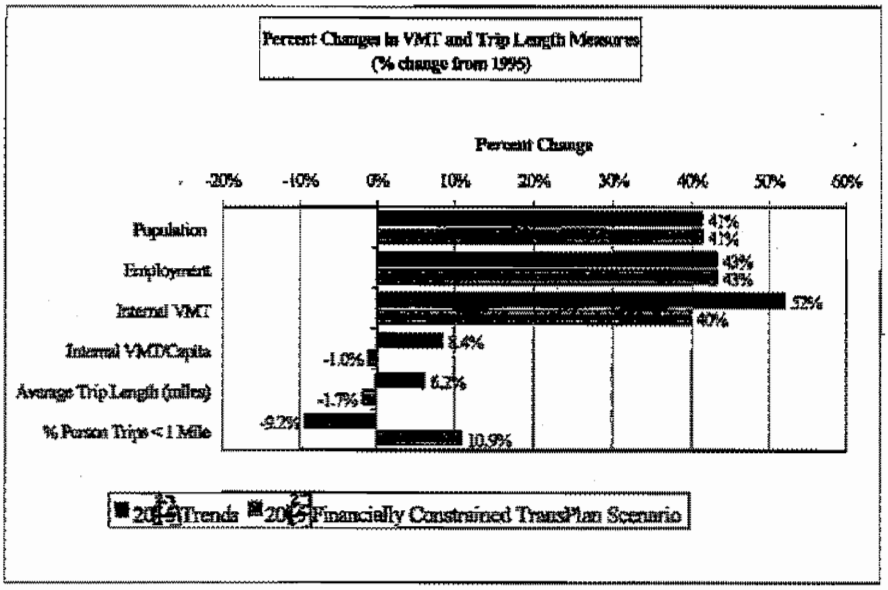
The % Transit Mode Share on Congested corridors is the ratio of transit person trips to total person trips on congested facilities during PM peak hour. An increase in this measure is a direct indication of reduced reliance on the automobile. Increasing transit mode share on the congested corridors by 72 percent over the 1995 base is a significant shift in reliance on the automobile.

Vehicle Miles Traveled and Trip Length Measures

PM 5: Daily Vehicle Miles of Travel Per Capita

PM 5a is a measure of the total daily VMT by trips made within the metropolitan area by area residents (internal trips) and PM 5b presents VMT divided by the region's population. Under the Financially Constrained *TransPlan*, VMT per capita decreases slightly showing no increase over the 20-year period. The Transportation Planning Rule (TPR) seeks no increase in VMT per capita over ten years and a 5 percent reduction over 20 years.

Reasons for not meeting this VMT reduction target include a high proportion of growth in the outlying parts of the urban growth boundary (UGB), and few and small contiguous areas of higher density. Growth in outlying parts of the UGB has the effect of increasing average trip lengths in these areas. Limited areas of higher density limits the effectiveness of transit and alternative mode strategies. The region's model estimates that trips to and from these growth areas are 21 percent longer than the regional average trip length.



Amendments to the TPR require areas not meeting the VMT reduction target to seek approval from the Land Conservation and Development Commission (LCDC) for the use of alternative measures in demonstrating reduced reliance on the automobile. This process is discussed further in Part Three: TPR Alternate Performance Measures of this chapter..

PM 6 and PM7: Average Trip Length and Percentage of Person Trips Under 1 Mile

Shorter trip distance is one factor that contributes to making the use of alternative modes more attractive. As presented in Table 6, trip length reflects the average distance for trips taken within the region by all modes and does not include trips made through the region. The objective is to reduce average trip length. Percentage of person trips under 1 mile provides a measure of the plan's specific impact on short trips. The objective here is to increase the percentage of trips under 1 mile.

Average trip length is projected to decrease slightly from 3.7 miles to 3.6 miles under the Financially Constrained *TransPlan*. As discussed under PM 5, an explanation for why this change is not greater lies in the fact that a large amount of growth over the planning period that is taking place on the edges of existing development in the region.

The percentage of trips under 1 mile is expected to increase to 16.1 percent. This reflects the impact of the plan's proposed nodal development strategy.

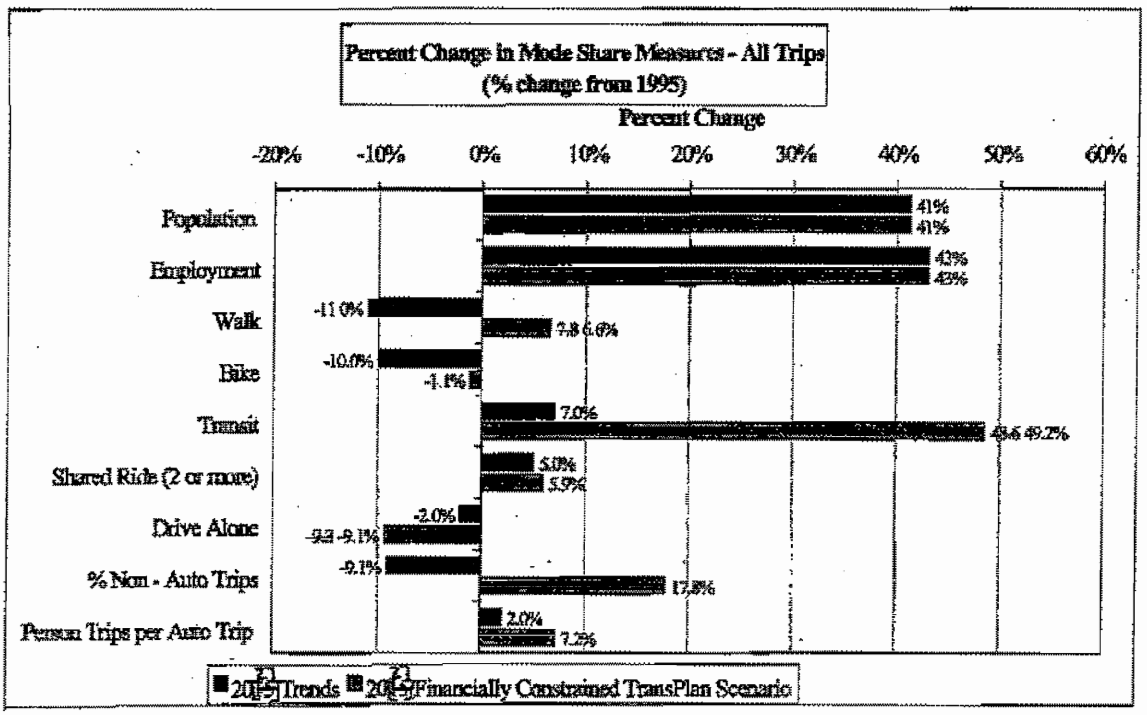
Mode Choice Measures

PM8: Mode Shares (All Trips)

This measure shows the relative share of the region's trips taken by each mode of transportation. The objective is to reduce drive-alone auto trips while increasing the number of trips taken by

other modes. Measures PM 8a through PM 8e indicate the relative percentage share for walk, bike, bus, shared-ride auto, and drive-alone auto trips. The most significant changes are the 49.2 percent increase in transit mode share and the 9.1 percent decline in drive-alone trips. The decline in bike mode share is due in large part to the significant improvements in transit provided by Bus Rapid Transit. As shown in PM 8f, there is an overall increase in the use of alternative modes under the Financially Constrained *TransPlan*.

PM 8f is the sum of all non-auto (walk, bike, and bus) trips. Model analysis indicates that non-auto mode shares increase by about 18 percent under the Financially Constrained *TransPlan*. PM 8g provides an aggregate estimate of the region's reliance on the auto. Total person trips taken in the region are divided by the total number of auto trips. The objective is to increase the overall number of person trips taken relative to total auto trips. Model results suggest that person trips per auto trip will increase by approximately 7 percent under the Financially Constrained *TransPlan*.



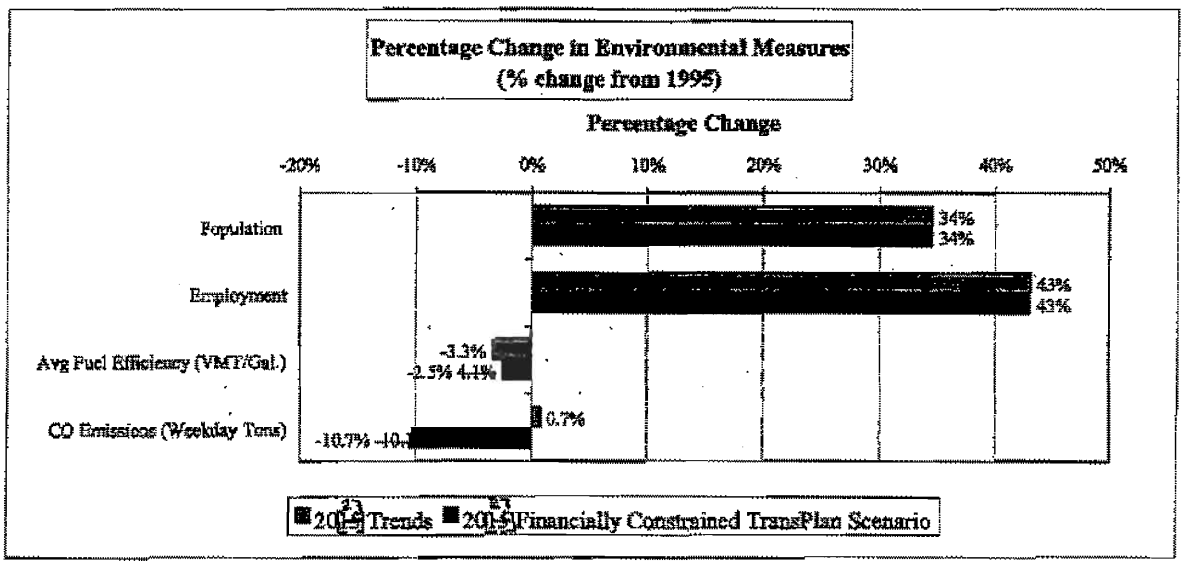
Environmental Measures

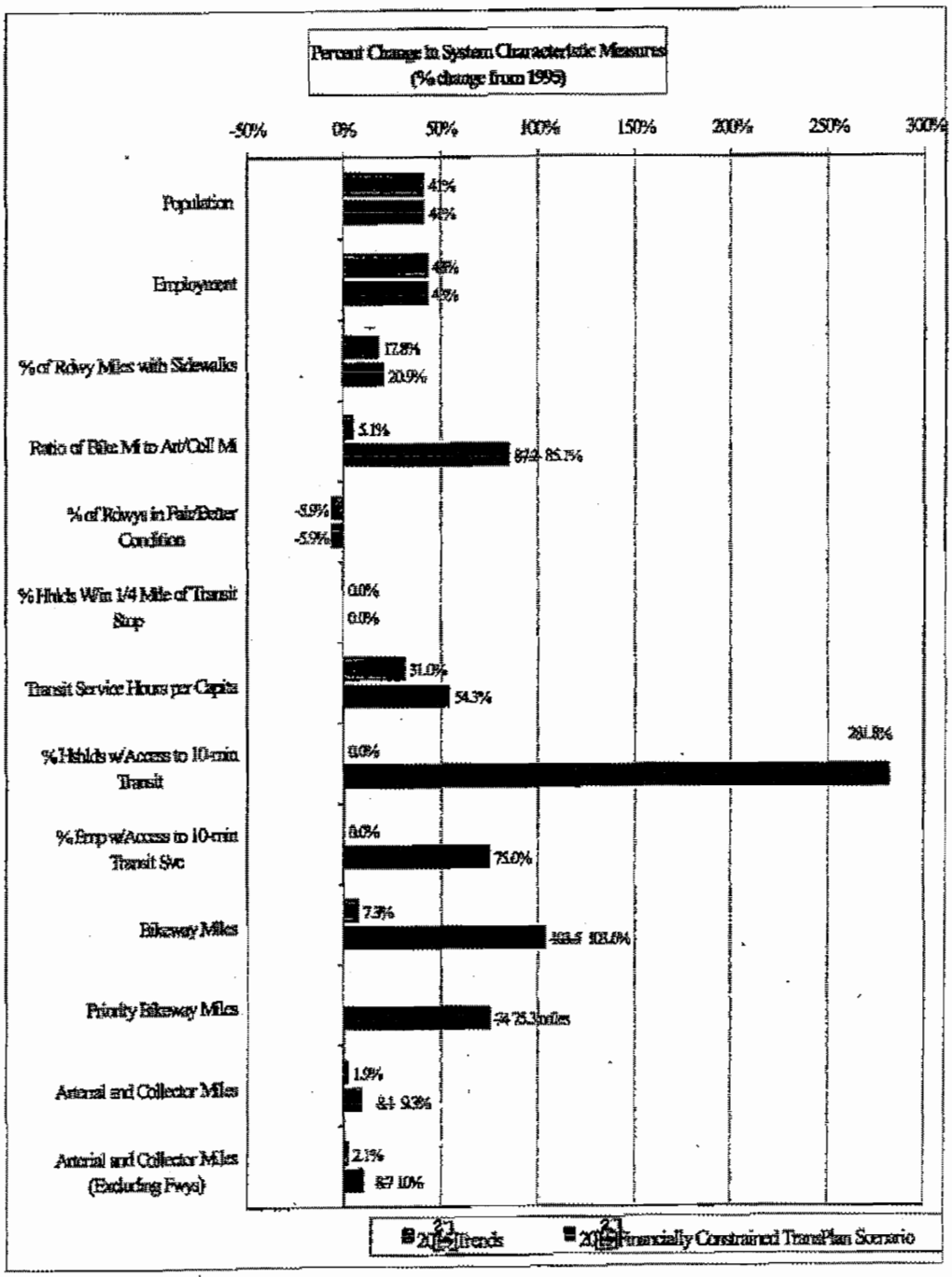
PM 9: Average Fuel Economy (Miles per Gallon)

This measure provides an estimate of fuel use under the three scenarios. The objective is to increase fuel economy. Fuel economy is directly related to levels of congestion. Higher levels of congestion result in more fuel use and lower fuel economy. The Financially Constrained *TransPlan's* lower fuel economy is a result of increased congestion over existing conditions. However, the fuel economy achieved by the Financially Constrained *TransPlan* is higher than that achieved under the trend condition.

PM 10: Vehicle Emissions (Annual Tons of Carbon Monoxide)

Vehicle emissions is a measure of plan air quality impact. The Eugene-Springfield area is required to meet National Ambient Air Quality Standards for various pollutants. Of primary concern to the transportation system are the standards for carbon monoxide. The region is currently in compliance with the standards for this pollutant. The region will continue to be in compliance with the carbon monoxide standard in the future. Vehicle fleet turnover and stricter emission controls on newer vehicles are factors that contribute to lower emissions in future scenarios.





PM 15: Ratio of Bikeway miles to Arterial and Collector Miles

This measure indicates the percentage of total bikeway miles (both on- and off-street) compared to total arterial and collector roadways (excluding freeways). Because of the proposed addition of several miles of off-street bikeways, additional new and reconstructed roadway miles with

bikeways, and the proposed striping of several miles of existing roadway, this ratio is expected to increase substantially from 44 percent today to 81 percent in [~~2015~~]*2027*.

PM 16: Percentage of Roadways in Fair or Better Condition

This measure provides a summary of the overall pavement condition of the region's roadways. Currently, 85 percent of the region's roadways are in fair or better condition. The objective is to maintain at least 80 percent of the roadways in fair or better condition. The ability to maintain that standard is dependent upon financial priorities identified during the draft *TransPlan* review. Maintaining the roadway condition at this level helps minimize the cost of future system.

PM 17: Percentage of Households Within ¼ Mile of a Transit Stop

This measure provides an indication of the geographic coverage of Lane Transit District's service. Currently, 92 percent of the households in the region are within ¼ mile of a transit stop. The objective is to maintain that level of coverage. Given the transit system's maturity and extensive geographic coverage, focus is not on achieving 100 percent coverage but on improving the convenience of existing service.

PM 18: Transit Service Hours per Capita

This measure shows the amount of annual transit service (in hours) per person in the region. The objective in the plan is to increase transit service hours, ideally in terms of the frequency of service (e.g., change from service every 15 minutes to service every ten minutes). The increases in service hours projected for the Trend condition are necessary to offset delays caused by increased traffic congestion. They assume no increases in service frequency, but are necessary to maintain existing frequency of service. The [~~2015~~]*2027* Financially Constrained *TransPlan* increases (to 1.99 service hours per capita) reflect substantial increases in service frequency with the implementation of Bus Rapid Transit (BRT).

PM 19: Percentage of Households with Access to Ten-Minute Transit Service

Frequency of service is one of the key factors in making public transportation more attractive. The frequency of service proposed in the extensive neighborhood feeder system and interconnected trunk lines of the BRT system is one of the primary reasons explaining the 48.6 percent increase in transit mode shares. PM19 presents the percentage of households in the region with access to ten-minute transit service frequencies. The proposed BRT system would increase the percentage of households with access to ten-minute service frequencies from 23 percent under existing conditions to 88 percent in [~~2015~~] *2027* under the Financially Constrained *TransPlan*. This represents an increase of approximately 282 percent.

PM 20: Percentage of Employment with Access to Ten-Minute Transit Service

Similar to PM19, PM20 presents the percentage of employment in the region with access to ten-minute service frequency. The proposed BRT system would increase the percentage of

employment with access to ten-minute service frequencies from 52 percent under existing conditions to 91 percent in ~~[2015]~~ ***2027*** under the Financially Constrained *TransPlan*. This represents an increase of approximately 75 percent.

PM 21: Bikeway Miles

This measure indicates the additional bikeway miles and percentage change in bikeway miles anticipated over the planning period. As described under PM15, additions to the off-street system and striping of existing roadways result in a significant increase in bikeway miles (103 percent over existing conditions).

PM 22: Arterial and Collector Miles

This measure indicates the additional roadway centerline miles and percentage change in roadway centerline miles anticipated over the planning period. Total miles of collector and arterials are proposed to increase by 9.3 percent from 325.6 to 355.8.

PM 23: Arterial and Collector Miles (excluding freeways)

This measure is similar to PM19a except that it excludes freeway miles. Total miles of collector and arterials, excluding freeways, are proposed to increase by about 10 percent from 290.5 to 319.6.

Summary Assessment

This section provides an overall assessment of the plan's performance. A more detailed assessment of the plan's compliance with Transportation Planning Rule (TPR) requirements is provided in Part Three: TPR Alternative Performance Measures.

Over the past 25 years, growth in the region has been fairly compact. This is in part due to the limitations put on partitioning of parcels outside of city limits and allowing development to occur only with the extension of public facilities. Thus, infill and redevelopment have been taking place over time and, as a result, a large portion of future development will occur within the UGB on the edges of existing development. As demonstrated above, growth on the edges leads to longer overall trip lengths, which in turn, makes non-auto modes less attractive. This makes it difficult to achieve VMT reductions within the planning period.

However, the Financially Constrained *TransPlan* has been shown to perform much better than trend conditions in minimizing increases in congested miles of travel, and minimizing area-wide congestion. An overall outcome stemming from implementation of nodal development is that the region is able to increase the percentage of person trips less than one mile in length to approximately 16 percent.

Investments in non-auto modes (particularly BRT) and implementation of nodal development strategies improve choices available for travel and contribute to the Financially Constrained *TransPlan's* ability to increase levels of non-auto mode share of all trips over existing conditions (increase from 14.1% to 17%). Increases in the percentage of households and employment with access to ten-minute transit service are the basis for the 48.6 percent increase in transit mode

transit because it cannot compete with the ease and convenience their own automobile affords them. As proposed in TransPlan the service will provide a quick and easy transportation solution for a whole variety of trip purposes and will compete well with the travel time of the automobile along major corridors. As such, the service will start to attract more riders. As the time between buses using the BRT corridor diminishes, so to does the need for using a schedule. Connecting viable nodes along the BRT corridor creates the ability for more riders to use the service to get to and from the destinations they want to go to.

Transportation Demand Management (TDM) – TDM is the essential management of information that can be provided to prospective users of alternative means of transportation to diminish their reliance on driving to and from destinations via their own automobiles. An essential component in establishing TDM programs is marketing. The more attractive TDM options become, the easier they are to use; however, in order to be used the public needs to be made aware that various programs, facilities and services exist. Nodal development coupled with TDM marketing and services effectively reduces the reliance of single occupancy automobile trips.

Priority Bikeway Miles – Priority bikeway projects consist of those projects that are along an essential core route on which the overall system depends, fill in a critical gap in the existing bicycle system, or overcome a barrier where no other nearby existing or programmed bikeway alternatives exist (e.g., river, major street, highway), or significantly improve bicycle users safety in a given corridor. As such, they are the key additions to the bikeway system that support nodal development and an increase in the use of this alternative mode.

C. Analysis

The assessment of compliance below focuses on the five objectives listed in the TPR.

TPR Objective A: *Achieving the alternative standard will result in a reduction in reliance on automobiles.*

The plan's performance on this objective can be measured using the **Travel Response** performance measures. In general, the travel response described below relies on implementation of the nodal development, Bus Rapid Transit, and expanded TDM strategies set forth in TransPlan, and the Priority Bikeway Miles.

Reduced reliance on the auto is indicated in the forecasted 18 percent increase in the *Percent Non-Auto Trips*, a measure of the relative proportion of trips occurring by alternative modes. This increase is particularly significant when compared to the [~~2015~~] ***2027*** Trend Scenario which indicates a 9 percent decrease without implementation of the plan. An increase in the percent of the region's trips taken by alternative modes is a direct measure of reduced reliance on the auto. An increase indicates that improvements made to alternative modes have been successful in attracting more people to use those alternatives for some trips. Percent Non-Auto Trips is a good measure of the cumulative effect of the implementation of all of TransPlan's key strategies.

The *Percent Transit Mode Share on Congested Corridors* measure also directly indicates reduced reliance on the automobile. The target of increasing transit mode share on the congested

Exhibit B

F. Transportation Element

The Transportation Element addresses surface and air transportation in the metropolitan area. *TransPlan*, the *Eugene-Springfield Metropolitan Area Transportation Plan*, provides the basis for the surface transportation portions of this element and the *Eugene Airport Master Plan* provides the basis for the air transportation portions.

TransPlan guides regional transportation system planning in the metropolitan area ***to serve*** ~~[For a 20-year period and serves]~~ the transportation planning needs of ~~[the]~~ ***a*** projected population of 296,500 in the TransPlan Study Area ~~(fn 11)~~.[1] ***The TransPlan Study Area is an area extending beyond the UGB and Metro Plan boundary that is used for transportation modeling purposes.*** *TransPlan* establishes the framework upon which all public agencies can make consistent and coordinated transportation planning decisions. Goals and policies in *TransPlan* are contained in this Transportation Element and are part of the adopted *Metro Plan*. *TransPlan* project lists and project maps are also adopted as part of the *Metro Plan*.

This element complies with State Transportation Goal 12, "To provide and encourage a safe, convenient, and economic transportation system." Three types of transportation planning strategies are reflected in the goals and policies in this element: Transportation demand management (TDM), land use, and system improvements. TDM strategies focus on reducing demands placed on the transportation system, and thus system costs, by providing incentives to redistribute or eliminate vehicle trips and by encouraging alternative modes. Land use strategies focus on encouraging development patterns that reduce the need for automobiles, reduce trip lengths, and support the use of alternative modes. System improvements focus on increasing efficiency and adding capacity or new facilities to the existing highway, transit, bicycle, and pedestrian systems.

Together, these strategies form a balanced policy framework for meeting local and state transportation goals to: increase urban public transit ridership; reduce reliance on the automobile; substitute automobile trips with alternative modes, such as walking and biking; and reduce automobile energy consumption and transportation costs. Consistent with this approach, the policies in this element are presented in the following categories:

Not all Transportation Element policies will apply to a specific transportation-related decision. When conformance with adopted policy is required, policies in this and other *Metro Plan* elements will be examined to determine which policies are relevant and can be applied. When policies support varying positions, decision makers will seek a balance of all applicable policies. Goals are timeless, but some policies will expire as they are implemented.

Goals

1. Provide an integrated transportation and land use system that supports choices in modes of travel and development patterns that will reduce reliance on the automobile and enhance livability, economic opportunity, and the quality of life.

~~[Fn 11: The TransPlan Study Area is an area used for transportation modeling purposes. The 296,500 projected population for this area includes the estimated 2015 population of 286,000 for the UGB plus an additional 10,5000 projected population for the Transportation Analysis Zones that extend beyond the UGB.]~~

Transportation Demand Management

Findings

14. TDM addresses federal *Transportation Equity Act for the 21st Century* (TEA 21) and state TPR requirements to reduce reliance on the automobile, thus helping to postpone the need for expensive capital improvements. The need for TDM stems from an increasing demand for and a constrained supply of road capacity, created by the combined effects of an accelerated rate of population growth (41% projected increase from 1995 to [~~2015~~] *2027*) and increasing highway construction costs; for example, the City of Eugene increased the transportation systems development charge by a total of 15 percent to account for inflation from 1993-1996.

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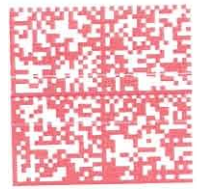

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