



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

March 6, 2017

**5:30 p.m. JOINT PUBLIC HEARING OF EUGENE CITY COUNCIL AND
LANE COUNTY BOARD OF COMMISSIONERS
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**Meeting of March 6, 2017;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Alan Zelenka, President
George Poling
Emily Semple
Claire Syrett

Mike Clark, Vice President
Greg Evans
Chris Pryor
Betty Taylor

**5:30 p.m. JOINT PUBLIC HEARING OF EUGENE CITY COUNCIL AND
LANE COUNTY BOARD OF COMMISSIONERS
Harris Hall, 125 East 8th Avenue**

A. PUBLIC HEARING

**An Ordinance Concerning Long Range Transportation Planning;
Adopting the Eugene 2035 Transportation System Plan; Amending
the Eugene-Springfield Metropolitan Area General Plan (Metro
Plan); Amending the Eugene-Springfield Metropolitan Area
Transportation Plan (TransPlan); Amending Sections 9.050, 9.8010,
9.9650 of the Eugene Code, 1971; Amending the Street Classification
Map; Amending Ordinance No. 20528 (to Delete Section 67);
Repealing Section 9.9525 of the Eugene Code, 1971, Repealing
Ordinance No. 20322 (2003 Central Area Transportation Study); and
Providing for an Effective Date.**

The Eugene City Council welcomes your interest in these agenda items. This meeting location is wheelchair-accessible. For the hearing impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21, and rebroadcast later in the week.

El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Television, Canal 21 de Comcast y son retransmitidas durante la semana.

For more information, contact the Council Coordinator at 541-682-5010,
or visit us online at ***www.eugene-or.gov***.



AGENDA ITEM SUMMARY

City of Eugene and Lane County Joint Public Hearing:
An Ordinance Concerning Long Range Transportation Planning; Adopting the Eugene 2035 Transportation System Plan; Amending the Eugene-Springfield Metropolitan Area General Plan (Metro Plan); Amending the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan); Amending Sections 9.050, 9.8010, 9.9650 of the Eugene Code, 1971; Amending the Street Classification Map; Amending Ordinance No. 20528 (to Delete Section 67); Repealing Section 9.9525 of the Eugene Code, 1971, Repealing Ordinance No. 20322 (2003 Central Area Transportation Study); and Providing for an Effective Date.

Meeting Date: March 6, 2017

ISSUE STATEMENT

This is a joint public hearing with the Eugene City Council and Lane County Board of Commissioners regarding the Eugene 2035 Transportation System Plan (*2035 TSP*) and corresponding amendments to the Eugene-Springfield Area Metropolitan Area General Plan (*Metro Plan*) and the Eugene-Springfield Transportation Plan (*TransPlan*). The City Council will be also be considering concurrent amendments to the Eugene Code, amendments to Eugene's Street Classification Map, an amendment to Ordinance No. 20528 and repeal of Eugene's Central Area Transportation Study (CATS). These additional actions are not being considered by the Lane County Board of Commissioners.

BACKGROUND

Until now, *TransPlan*, adopted by Eugene, Springfield and Lane County as a functional plan to the *Metro Plan*, has served as Eugene's regional transportation system plan, local transportation system plan, and pedestrian and bicycle master plan. While *TransPlan* will continue to serve as the City's regional transportation system plan, the *2035 TSP* will serve as Eugene's local transportation system plan. Like Springfield's local transportation system plan (co-adopted by Lane County in 2014), the *Eugene 2035 TSP* is proposed for co-adoption by Lane County for application within the urban transition area located outside the city limits, but within the Eugene urban growth boundary area.

For Eugene's transportation planning area, the *2035 TSP* updates and replaces *TransPlan's* (2002) goals, policies, and list of projects that describe how local transportation networks should change to accommodate growth, improve livability, and support economic vitality within the Eugene urban and airport areas. The *2035 TSP* is coordinated and consistent with the Airport Master Plan, Lane Transit District's Long Range Transit Plan, the Regional Transportation Options Plan,

Springfield's TSP, Lane County's TSP update, the Oregon Highway Plan, the Central Lane MPO Regional Transportation Plan, and other plans.

City and County staff coordinated closely throughout the planning process, with County staff acting as a member of the internal staff review team and participating in all open houses and public meetings. A Transportation Community Resource Group (TCRG) was created to invite participation from many of the original members of the Envision Eugene Community Resource Group, the Pedestrian and Bicycle Master Plan project advisory committee, Eugene's standing Active Transportation Committee (ATC), a multi-agency Technical Advisory Committee, and the public at-large. The TCRG spent years studying and providing advice to staff on land use planning, bicycle and pedestrian planning, transit planning, demand management techniques, street design, traffic congestion, sustainability, efforts to reduce greenhouse gas emissions, and transportation funding. The TCRG was instrumental in creating the goals, policies, potential action items, and project lists for the draft TSP.

The Eugene and Lane County Planning Commissions held a joint public hearing on June 21, 2016, where they received both spoken and written public comment. At the close of the public hearing the Planning Commissions voted to hold the record open until July 8, 2016. The Eugene Planning Commission deliberated on July 18 and December 5. On December 12, the Eugene Planning Commission held final deliberations and voted 6-1 to recommend that the City Council adopt a revised *2035 TSP*. The Lane County Planning Commission deliberated on July 19. On January 3, 2017, the Lane County Planning Commission held final deliberations and voted unanimously to recommend that the Board of County Commissioners adopt the *2035 TSP* with the Eugene Planning Commission's recommended revision plus two additional revisions. The *2035 TSP* that is the subject of the March 6 joint public hearing incorporates all of the revisions recommended by the Eugene and Lane County Planning Commissions.

RELATED CITY POLICIES

The *2035 TSP* is the City's long-range planning document that establishes a system of transportation and services that will meet the identified needs of the city over the next 20 years. In addition to the *2035 TSP*, the City has adopted a number of plans, manuals, and administrative rules that relate to the provision of transportation facilities to the public. The City's current transportation-related plans, manuals, and administrative rules, include (but are not limited to):

- Street Classification Map;
- Street Right-of-Way Map;
- Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways & Accessways;
- Public Improvement Design Standards Manual;
- Utility and Right-of-Way Permits, Construction Within and Use of the Public Way, Policies and Procedures Manual;
- 2010 Airport Master Plan;
- Standards for Traffic Impact Analysis Review; and
- Standards for Transportation Demand Management Program.

There are other City-adopted plans and policies that, while not solely related to the provision of transportation facilities to the public, nevertheless play an important role in the City's long-range transportation planning. Some of those other plans and policies, such as the Climate Recovery Ordinance and the Triple Bottom Line framework, are explicitly discussed in the *2035 TSP*. Also recognized and incorporated into the *2035 TSP* is the City Council's adoption of Resolution No. 5143 which sets as official policy for the City the Vision Zero goal that no loss of life or serious injury on our transportation system is acceptable.

In addition to the multi-jurisdictionally adopted Eugene-Springfield Transportation System Plan (*TransPlan*), there are a number of regional transportation planning documents and planning documents adopted by one of the City's governmental partners that inform, guide, and, in some cases, have regulatory significance to the City's transportation planning efforts. Those other transportation planning documents include (but are not limited to):

- Central Lane MPO Regional Transportation Plan (RTP);
- Lane County Transportation System Plan;
- Springfield 2035 Transportation System Plan;
- Oregon Highway Plan;
- Regional Transportation Options Plan; and
- LTD Long Range Transit Plan.

APPLICABLE APPROVAL CRITERIA

Adoption of the *2035 TSP* and the corresponding amendments to the *Metro Plan* and *TransPlan* are all governed by the *Metro Plan* amendments approval criteria. Eugene Code 9.7735 provides:

Metro Plan Amendments – Criteria for Approval. The following criteria shall be applied by the city council in approving or denying a Metro Plan amendment application:

- (1) The proposed amendment is consistent with the relevant Statewide Planning Goals; and
- (2) The proposed amendment does not make the Metro Plan internally inconsistent.
- (3) When the city-specific local comprehensive plan also applies, the proposed amendment is consistent with the city-specific local comprehensive plan.

Eugene's approval criteria for Refinement Plan amendments is set forth in Eugene Code 9.8424:

9.8424 Refinement Plan Amendment Approval Criteria. The planning commission shall evaluate proposed refinement plan amendments based on the criteria set forth below, and forward a recommendation to the city council. The city council shall decide whether to act on the application. If the city council decides to act, it shall approve, approve with modifications or deny a proposed refinement plan amendment. Approval, or approval with modifications shall be based on compliance with the following criteria:

- (1) The refinement plan amendment is consistent with all of the following:
 - (a) Statewide planning goals.
 - (b) Applicable provisions of the Metro Plan.

- (c) Remaining portions of the refinement plan.
- (2) The refinement plan amendment addresses one or more of the following:
 - (a) An error in the publication of the refinement plan.
 - (b) New inventory material which relates to a statewide planning goal.
 - (c) New or amended community policies.
 - (d) New or amended provisions in a federal law or regulation, state statute, state regulation, statewide planning goal, or state agency land use plan.
 - (e) A change of circumstances in a substantial manner that was not anticipated at the time the refinement plan was adopted.

Eugene's approval criteria for code amendments is set forth in EC 9.8065.

- 9.8065 Code Amendment Approval Criteria.** If the city council elects to act, it may, by ordinance, adopt an amendment to this land use code that:
- (1) Is consistent with applicable statewide planning goals as adopted by the Land Conservation and Development Commission.
 - (2) Is consistent with applicable provisions of the Metro Plan and applicable adopted refinement plans.
 - (3) In the case of establishment of a special area zone, is consistent with EC 9.3020 Criteria for Establishment of an S Special Area Zone.

COUNCIL OPTIONS

This is public hearing. No action is needed at this time.

CITY MANAGER'S RECOMMENDATION

This is a public hearing. No recommendation is proposed at this time.

SUGGESTED MOTION

This is public hearing. No action is needed at this time.

ATTACHMENTS

- A. Proposed Ordinance and Exhibits A – D
 - a. Exhibit A – Findings
 - b. [Exhibit B – 2035 TSP Vol. 1, attachments to Vol. 1, and Vol. 2 *](#)
 - c. Map 9.8010 of Eugene Code
 - d. Street classification map
- B. Public testimony received by noon on Monday, February 27, 2017

*The full text of the 2035 Eugene Transportation System Plan can be found at the following website: <http://www.EugeneTSP.org>

FOR MORE INFORMATION

Staff Contact: Rob Inerfeld
Telephone: 541-682-5343
Staff E-Mail: rob.inerfeld@ci.eugene.or.us

ADDITIONAL INFORMATION: The Eugene Planning Commission Agenda Item Summaries dated June 21, 2016, July 18, 2016, September 26, 2016, December 5, 2016, and December 12, 2016, and the public testimony submitted to the Planning Commission have been bound in a notebook labeled "Planning Commission Record For Ordinance Concerning Long Range Transportation Planning," are available for review at the City Manager's Office and are hereby expressly incorporated into the record before the City Council.

Ordinance No. _____

AN ORDINANCE CONCERNING LONG RANGE TRANSPORTATION PLANNING; ADOPTING THE EUGENE 2035 TRANSPORTATION SYSTEM PLAN; AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN; AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA TRANSPORTATION PLAN (TRANSPLAN); AMENDING SECTIONS 9.0500, 9.8010, 9.9650 OF THE EUGENE CODE, 1971; AMENDING THE STREET CLASSIFICATION MAP; AMENDING ORDINANCE NO. 20528 (TO DELETE SECTION 67); REPEALING SECTION 9.9515 OF THE EUGENE CODE, 1971, REPEALING ORDINANCE NO. 20322 (2003 CENTRAL AREA TRANSPORTATION STUDY) AND PROVIDING FOR AN EFFECTIVE DATE.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Volume I and Appendices A – D of Volume II of the Eugene 2035 Transportation System Plan, attached to this Ordinance as part of Exhibit B and incorporated herein by this reference, are hereby adopted as part of the Eugene-Springfield Metropolitan Area General Plan to serve as Eugene's local transportation system plan.

Section 2. The Eugene Springfield Metropolitan Area General Plan is amended to add an Appendix E to the list of Appendices in Chapter I, Introduction, under the heading “Relationship to Other Plans, Policies, and Reports” by adding the following text after Appendix D:

The following Metro Plan appendix is available at the City of Eugene Planning and Development Department:

Appendix E Eugene 2035 Transportation System Plan

Section 3. The Transportation Element at Section III.F. of the Eugene Springfield Metropolitan Area General Plan is amended as described in Subsections A, B and C of this Section.

- A. A new bullet entitled “Eugene Transportation System Plan” is added to the list of topics under the “Findings and Policies” heading as follows:
- Land Use
 - Transportation Demand Management
 - Transportation System Improvements

- System-Wide
- Roadways
- Transit
- Bicycle
- Pedestrian
- Goods Movement
- Other Modes
- Finance
- ***Eugene Transportation System Plan***

B. Subsection b. of Policy F.15 is amended as follows:

- b. Acceptable and reliable performance is defined by the following levels of service under peak hour traffic conditions:
- (1) ***Within Eugene's transportation planning area, the [L]level of [S]service [F within Eugene's Downtown Traffic Impact Analysis Exempt Area] set forth in the Eugene 2035 Transportation System Plan;***
 - (2) ~~Level of Service E within the portion of Eugene's Central Area Transportation Study (CATS) area that is not within Eugene's Downtown Traffic Impact Analysis Exempt Area; and~~
 - ([3]2) Level of Service D elsewhere.

C. A new topic and policy are added after Policy F.38 as follows:

Eugene Transportation System Plan

Policy

F.39 The Eugene 2035 Transportation System Plan, not including the transportation financing program, is the City of Eugene's local transportation system plan and is included as Appendix E to the Metro Plan.

Section 4. Subsection 2 of TSI Roadway Policy #2 of the Eugene-Springfield Transportation System Plan (TransPlan), is amended to provide as follows:

TSI Roadway Policy #2: Motor Vehicle Level of Service

2. Acceptable and reliable performance is defined by the following levels of service under peak hour traffic conditions:
 - a. ***Within Eugene's transportation planning area, the [L]level of [S]service [F within Eugene's Downtown Traffic Impact Analysis Exempt Area] set forth in the Eugene 2035 Transportation System Plan;***

b. ~~Level of Service E within the portion of Eugene's Central Area Transportation Study (CATS) area that is not within Eugene's Downtown Traffic Impact Analysis Exempt Area; and~~

([e]**b**) Level of Service D elsewhere.

Section 5. Chapter 3, page 39 of the Eugene-Springfield Transportation System Plan (*TransPlan*), is amended to provide as follows:

~~[*TransPlan* serves as the bicycle plan for Eugene.]~~ ***The Eugene 2035 Transportation System Plan serves as the pedestrian and bicycle master plan for Eugene.*** The *Springfield Bicycle Plan* (1998) serves as the bicycle master plan for Springfield. To the extent that the cities of Eugene and Springfield wish to adopt, amend, or maintain bicycle master plans, those plans must be consistent with *TransPlan*. All bikeways and other bicycle system improvements will be designed to meet standards specified in the *Oregon Bicycle and Pedestrian Plan* (1995), whenever possible.

Section 6. Definition of Refinement Plan in Section 9.0500 of the Eugene Code, 1971, is amended to provide as follows:

Refinement Plan. A detailed examination of the service needs and land use issues of a specific area, topic, or public facility. Refinement plans of the Metro Plan can include specific neighborhood plans, special area plans, or functional plans (such as the ***Eugene 2035 Transportation System Plan and TransPlan***) that address a specific Metro Plan element or sub-element on a city-wide or regional basis.

Section 7. Subsection (3)(i) of Section 9.4930 of Eugene Code, 1971, is amended to provide as follows:

- (i) Construction of paved pathways of no more than 6 feet in width for passive recreation within the conservation area for Category A, B, or C streams or Category A wetlands, and no more than 12 feet for bike paths identified in ***the Eugene 2035 Transportation System Plan or TransPlan***. Subject to EC 9.4980 WR Water Resources Conservation Overlay Zone Development Standards (2) through (6) and (11).

Section 8. Table 9.8010 of Section 9.8010 of Eugene Code, 1971, is amended to provide as follows:

9.8010 **List of Adopted Plans.** The documents listed in the following Table 9.8010, including any adopted amendments, are the currently effective adopted plans that may be applicable to a particular land use application. The plans and adopted policies are

more particularly set forth beginning at EC 9.9500, and the boundaries for each are depicted on Map 9.8010 Adopted Plans.

Table 9.8010 List of Adopted Plans	
Bethel-Danebo Refinement Plan (Phase II)	River Road-Santa Clara Urban Facilities Plan
Bethel-Danebo Refinement Plan	Riverfront Park Study
Comprehensive Stormwater Management Plan	South Hills Study
Downtown Riverfront Specific Area Plan	South Willamette Subarea Study
Eugene Commercial Lands Study	TransPlan (Metro Area Transportation Plan)
Eugene Downtown Plan	Walnut Station Specific Area Plan
Eugene-Springfield Metropolitan Area General Plan (Metro Plan)	West University Refinement Plan
<i>Eugene 2035 Transportation System Plan</i>	Westside Neighborhood Plan
Fairmount/U of O Special Area Study	Whiteaker Plan
Jefferson/Far West Refinement Plan	Willakenzie Area Plan
Laurel Hill Neighborhood Plan	Willow Creek Special Area Study
19 th and Agate Special Area Study	

Section 9. Map 9.8010 of Eugene Code, 1971, is amended as shown on Exhibit C attached to this Ordinance.

Section 10. Section 9.9515, Central Area Transportation Study (CATS) Policies, of Eugene Code, 1971, is deleted in its entirety.

Section 11. Subsection (3)(b) of Section 9.9650 of the Eugene Code, 1971, is amended to provide as follows:

9.9650 TransPlan Policies.

(3) Transportation System Improvements: Roadways. Motor vehicle level of service policy:

(b) Acceptable and reliable performance is defined by the following levels of service under peak hour traffic conditions:

(1) ***Within Eugene's transportation planning area, the [L]level of [S]service [F-within Eugene's Downtown Traffic Impact Analysis Exempt Area] set forth in the Eugene 2035 Transportation System Plan;***

~~(2) — Level of Service E within the portion of Eugene's Central Area Transportation Study (CATS) area that is not within Eugene's Downtown Traffic Impact Analysis Exempt Area; and~~

([3]2) Level of Service D elsewhere.

Section 12. The City of Eugene Street Classification Map adopted by Ordinance No. 20181 on November 22, 1999, and subsequently amended by Ordinance No. 20423 and Ordinance No. 20429, is hereby amended as depicted in Exhibit D attached to this Ordinance to reflect the streets constructed since 1999 and to change the classification of the streets described in the chart below:

Northwest Expressway (UGB to River Road)	Minor Arterial to Major Arterial
1 st Avenue (Seneca Rd to Bertlesen Rd)	Major Collector to Minor Arterial
West Amazon Drive (Hilyard Street to Fox Hollow Road)	Minor Arterial to Major Collector
Olive Street (13 th Avenue to 18 th Avenue)	Major Collector to Neighborhood Collector
Kinsrow Avenue (MLK Blvd to Commons Drive) Commons Drive (Kinsrow Avenue to South Garden Way)	Neighborhood Collector to Major Collector
Willakenzie Road (Bogart Lane to Kingston Way) Spectrum Avenue (Coburg Road to Shadow View) Shadow View Drive (Spectrum Avenue to Chad Drive)	Local Street to Neighborhood Collector

Section 13. Ordinance No. 20322 (May 24, 2004), adopting the policies in the 2003 Central Area Transportation Study (CATS) as a refinement to the Eugene-Springfield Metropolitan Area General Plan, is repealed. Resolution No. 4369 and the Central Lane Eugene Parking and Traffic Circulation Plan adopted therein, which were repealed by Ordinance No. 20322, remain repealed.

Section 14. The limitation on the use of the land (trip cap) set forth in Section 67 of Ordinance No. 20528 is hereby repealed.

Section 15. The legislative findings set forth in the attached Exhibit A are adopted in support of this Ordinance.

Section 16. Effective Date:

A. Except as otherwise delayed pursuant to Subsection C of this Section, for purposes of its application to land located inside the city limits of the City of Eugene, the provisions of this Ordinance shall become effective 30 days from the date of passage by the City Council and approval by the Mayor.

B. Except as otherwise delayed pursuant to Subsection C of this Section, for purposes of their application to land located outside the city limits of the City of Eugene, the provisions of Sections 1 through 5 of this Ordinance shall take effect 30 days from the date of passage by the City Council and approval by the Mayor, or upon the date the Lane County Board of Commissioners has adopted an ordinance containing provisions substantially identical to those in Sections 1 through 5 of this Ordinance, whichever is later.

C. The change to motor vehicle levels of service for the ODOT facilities described at Table 4.1 of the Eugene 2035 Transportation System Plan and the repeal of the trip cap described in Section 14 of this Ordinance shall become effective upon the Oregon Highway Commission's written acceptance of the changed levels of service for the ODOT facilities described in Table 4.1 of the Eugene 2035 Transportation System Plan. Such written acceptance may, but is not required to, take the form of an action of the Oregon Highway Commission that amends the Oregon Highway Plan to change levels of service for the ODOT facilities to those described in Table 4.1.

Passed by the City Council this
____ day of _____, 2016

Approved by the Mayor this
____ day of _____, 2016

City Recorder

Mayor

Findings in Support of An Ordinance Concerning Long-Range Transportation Planning

(Adopting the *Eugene 2035 TSP*; Amending the *Metro Plan*, *TransPlan*,
Eugene Code Chapter 9, Ordinance No. 20528, and the Eugene Street Classification Map;
and Repealing the 2003 Central Area Transportation Study)

Overview

For decades the Eugene-Springfield metropolitan area had a shared regional comprehensive plan and regional transportation system plan, known as the *Metro Plan* and *TransPlan*. These plans guided transportation decisions for both Eugene and Springfield inside a shared urban growth boundary. For both cities, *TransPlan* functioned as the Local Transportation System Plan and the Regional Transportation System Plan. In 2007, the Oregon Legislature passed House Bill 3337, which required Eugene and Springfield to develop separate urban growth boundaries. As a result, Eugene began the *Envision Eugene* project, including Eugene-specific transportation planning. Additionally, in October 2008, the State's Land Conservation and Development Commission approved a regional work plan to prepare and adopt a *TransPlan* update to address federally mandated regional transportation planning requirements. So that each city's local transportation system plans could serve as the backbone of the regional *TransPlan* update, the cities of Eugene, Springfield and Coburg undertook local transportation planning efforts in advance of the *TransPlan* update. Within the last few years the cities of Springfield and Coburg have adopted their local transportation system plans (both co-adopted by Lane County); once the *Eugene 2035 Transportation System Plan (2035 TSP)* is adopted, the region's *TransPlan* update will move forward.

The *2035 TSP* meets state requirements for a local transportation system plan and is a resource for future transportation decision making within the City of Eugene. The *2035 TSP* identifies the preferred future multi-modal transportation system and articulates the City's goals and policies related to this transportation system. It also identifies the function, capacity, and location of future facilities, and identifies planning-level costs for improvements needed to support expected development and growth, and possible sources of system funding. The *2035 TSP* is intended to provide the City with flexibility as critical transportation investments are prioritized and funded.

The *2035 TSP* ensures the vision for the transportation system meets community needs, communicates the City's aspirations, conforms to state and regional policies, and provides an infrastructure and program plan to meet these community, regional, and state needs. The *2035 TSP* includes a total of 6 chapters, including: Chapter 1 – Introduction; Chapter 2 – Goals, Policies, and Actions; Chapter 3 – Needs Assessment and Evaluation; Chapter 4 – Creating Multimodal Systems; Chapter 5 – Transportation Priorities and Project Categories; and Chapter 6 – Transportation Funding and Implementation.

While reflective of Eugene's current planning work, the *2035 TSP* is a component of the Eugene-Springfield Metropolitan Area General Plan (*Metro Plan*) and is being adopted as part of the *Metro Plan*. The findings that follow demonstrate that the *2035 TSP*, and the entire *2035 TSP* adoption package, is consistent with applicable approval criteria. The *2035 TSP* adoption package consists of:

1. The Eugene 2035 Transportation System Plan
2. Conforming amendments to the *Metro Plan*
3. Conforming amendments to *TransPlan*

4. Conforming amendments to Eugene Code Chapter 9
5. Amendment to Eugene Ordinance No. 20528 to delete section 67 (to remove the limitation on trips)
6. Repeal of Eugene 2003 Central Area Transportation Study (CATS)
7. Eugene Street Classification Map amendments.

I. Metro Plan Amendments, TransPlan Amendments and 2035 TSP Adoption (“the amendments”)

Amendments to the *Metro Plan* and *TransPlan* and adoption of the *2035 TSP* are all governed by the *Metro Plan* amendment approval criteria. Eugene and Lane County have identical approval criteria for *Metro Plan* amendments (below), set forth in Eugene Code 9.7735 and Lane Code 12.225.

- (1) The proposed amendment is consistent with the relevant Statewide Planning Goals; and
- (2) The proposed amendment does not make the *Metro Plan* internally inconsistent.
- (3) When the city-specific local comprehensive plan also applies, the proposed amendment is consistent with the city-specific local comprehensive plan.

Throughout the findings set forth below, the *2035 TSP* and the conforming *Metro Plan* and *TransPlan* amendments are collectively referred to the “*2035 TSP*” or “the amendments.”

(1) *The amendment is consistent with applicable statewide planning goals adopted by the Land Conservation and Development Commission.*

Goal 1 - Citizen Involvement. *To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

The City of Eugene and Lane County have acknowledged citizen involvement programs and acknowledged processes for securing citizen input on all proposed *Metro Plan* amendments. The governing bodies’ codes require that notice of the proposed amendments be given and public hearings be held prior to adoption. Notification of the proposed amendments and opportunities for public participation in these amendments were consistent with the acknowledged citizen involvement programs.

This goal was met through an extensive public involvement process. A Community Involvement Strategy for the update of the Eugene Transportation System Plan was developed in preparation of the project. This Program was reviewed and endorsed by the Eugene Planning Commission, which acts as the Committee for Citizen Involvement. The program outlined the information, outreach methods, and involvement opportunities available to the citizens during the process. Information was distributed and input solicited throughout the process. Opportunities for engagement included: a project website (including web-based surveys); targeted outreach with local community service organizations and Planning Commission, Sustainability Commission, and City Council.

During preparation of the draft TSP, a Transportation Community Resource Group (TCRG) was created to invite participation from many of the original members of the Envision Eugene Community Resource Group (CRG), the Pedestrian and Bicycle Master Plan project advisory committee, the city’s standing

Bicycle and Pedestrian Advisory Committee (BPAC), a multi-agency Technical Advisory Committee, staff from the Oregon Department of Land Conservation and Development (DLCD) and Department of Transportation (ODOT), Lane County staff, and the public at large. The TCRG spent years studying and providing advice to staff on land use planning, bicycle and pedestrian planning, transit planning, demand management techniques, street design, traffic congestion, sustainability, efforts to reduce greenhouse gas emissions, and transportation funding. The TCRG was instrumental in creating the goals, policies, potential action items, and project lists for the draft TSP.

The Eugene and Lane County Planning Commissions public hearing on the proposal was duly noticed to all neighborhood organizations, community groups and individuals who have requested notice, as well as to the City of Springfield. Additionally, notice was set to each individual that received notice of Eugene Ordinance No. 20528 and to everyone that owns property on a street that is proposed to be reclassified. Notice of the public hearing was also published in the Register Guard. The Eugene City Council and Lane County Board of Commissioners joint public hearing to consider approval, modification, or denial of the amendments was duly noticed. These processes afford ample opportunity for citizen involvement consistent with Goal 1.

As a result of this extensive public involvement process, the proposed amendments meet the requirements of Goal 1.

Goal 2 - Land Use Planning. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.

The Eugene-Springfield Metropolitan Area General Plan (*Metro Plan*) is the policy tool that provides a basis for decision-making in this area. The *Metro Plan* was acknowledged by the State in 1982 to be in compliance with statewide planning goals, and again after periodic review in 2004. This amendment to the *Metro Plan* is undertaken to adopt the 2035 TSP in a manner consistent with current conditions and citizen values. The amendment to the *Metro Plan* to recognize the 2035 TSP is being processed as a Type II procedure, which requires any applicable statewide planning goals, federal or state statutes or regulations, Metro regulations, comprehensive plan policies, and City's implementing ordinances be addressed as part of the decision-making process. Upon adoption, the 2035 TSP will replace *TransPlan* as Eugene's local TSP. Because *TransPlan* remains a refinement to the *Metro Plan* and will continue to serve as the Regional Transportation System Plan (RTSP) until the RTSP is updated (per an LCDC work plan), the adopted performance measure in *TransPlan* are still applicable.

These findings and the record show that there is an adequate factual base for the City's and County's decision concerning the amendments. Goal 2 requires that plans be coordinated with the plans of affected governmental units and that opportunities be provided for review and comment by affected governmental units. The Goal 2 coordination requirement is met when the adopting governmental bodies engage in an exchange, or invite such an exchange, between the adopting bodies and any affected governmental unit and when the adopting bodies use the information obtained in the exchange to balance the needs of the citizens. To comply with the Goal 2 coordination requirement, the two jurisdictions coordinated the review of these amendments with all affected governmental units. Notice of the proposed amendments and information about where the materials would be available for review was mailed to all parties that had requested such notice.

There are no Goal 2 exceptions required for the amendments. Therefore, the amendments are consistent with Statewide Planning Goal 2.

Goal 3 - Agricultural Lands. To preserve agricultural lands.

The statewide planning goals relate to agricultural lands in Oregon and is not applicable to the proposed amendments.

Goal 4 - Forest Lands. To conserve forest lands.

The statewide planning goal relate to forest lands in Oregon and is not applicable to the proposed amendments.

Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources. To conserve open space and protect natural and scenic resources.

OAR 660-023-0250(3) provides: Local governments are not required to apply Goal 5 in consideration of a PAPA unless the PAPA affects a Goal 5 resource. For purposes of this section, a PAPA would affect a Goal 5 resource only if:

- (a) The PAPA creates or amends a resource list or a portion of an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5;*
- (b) The PAPA allows new uses that could be conflicting uses with a particular significant Goal 5 resource site on an acknowledged resource list; or*
- (c) The PAPA amends an acknowledged UGB and factual information is submitted demonstrating that a resource site, or the impact areas of such a site, is included in the amended UGB area.*

These amendments do not create or amend the City's list of Goal 5 resources, do not amend a code provision adopted to address specific requirements of Goal 5, do not allow new uses that could be conflicting uses with a significant Goal 5 resource site and do not amend the acknowledged urban growth boundary. Therefore, Statewide Planning Goal 5 does not apply.

Goal 6 - Air, Water and Land Resource Quality. To maintain and improve the quality of the air, water and land resources of the state.

Goal 6 addresses waste and process discharges from development, and is aimed at protecting air, water and land from impacts from those discharges. The amendments to not affect the City's ability to provide for clean air, water or land resources. The 2035 TSP was developed following the rules and guidance found in Oregon Revised Statute 660-012 and the Central Lane MPO Regional Transportation Plan (RTP). Both outline strategies for decreasing vehicle miles traveled and single- occupancy vehicle trips, which are intended to help improve air quality in the Central Lane MPO Area.

The *2035 TSP* contains policies related to development along key multi-modal corridors, transportation demand management and the encouragement of transportation without reliance on automobiles, including transit, bicycles, and pedestrian travel. The *2035 TSP* incorporates the Eugene Climate Recovery Ordinance goal of by year 2030 reducing community-wide use of fossil fuels by 50 percent compared to 2010 usage. This goal and policies are related to the need to maintain and improve the air quality in the metropolitan area. Projects identified in the *2035 TSP* will be designed and constructed in accordance with applicable federal, state, and local regulations.

Additionally, from 2013 to mid-2015 the City participated in a scenario planning process led by the Central Lane MPO. The scenario planning process examined how transportation policies might affect equity, public health, economic vitality, and greenhouse gas emissions in the region. The state required the project partners to examine at least one scenario that would achieve a 20 percent reduction (below 2005 emissions levels) in greenhouse gas emissions from light vehicles. Generally, the 20 percent greenhouse gas emission reduction target of the scenario planning study is consistent with the goal of the Climate Recovery Ordinance. While the preferred scenario selected by the Central Lane MPO is not a statement of regional policy and the strategies are not intended to be directive or regulatory, the *2035 TSP* incorporates and advances many of the strategies identified by the Central Lane MPO as a way of achieving the preferred scenario. Some specific examples of how the *2035 TSP* advances the preferred scenario strategies are as follows:

1. The *2035 TSP* plans for significant investment in active transportation over the next 20 years. (Active transportation strategies #1 & #2)
 - Of the 264 projects planned in the *2035 TSP* to be built over the next 20 years (excluding those to be built upon development), 239 of the projects are entirely pedestrian and bicycle projects; those projects include 89 neighborhood greenways, 22 on-street bike lanes, 18 shared use paths, 12 protected bike lanes, and 85 separated path/sidewalk projects.
 - Six of the 264 projects are transit projects, which include improving frequent transit service and multimodal travel along numerous transit corridors.
 - These 245 bicycle, pedestrian, and transit projects represent 51% of the total transportation dollars that are planned to be spent over the next 20 years.
 - Of the 19 remaining projects, 6 of the projects are complete street upgrades to existing roadways; all 6 of these projects have a significant bicycle and pedestrian component. These complete street projects represent an additional 10% of the total transportation dollars.
 - Not counting the three rail projects (which amount for 6% of the total transportation dollars), only three projects planned for the next 20 years have no explicit bicycle, pedestrian, or transit component contained in their project descriptions. These three projects represent approximately 8% of the total transportation dollars that are planned to be spent over the next 20 years.
2. Establishment of a bike share program is currently underway and is one of the *2035 TSP's* four bicycle policies. (Active transportation strategy #3)
3. Identified potential action items for meeting *2035 TSP* policy objectives include providing education and awareness programs, such as *SmartTrips* and school-based transportation options (including Safe Routes to School) to improve safety for all travelers and providing support for Safe Route to School programs and other programs that create safe walking

conditions between residences and schools and other neighborhood destinations. (Active transportation strategy #5, Education and marketing strategy #1).

4. A system-wide policy of the 2035 TSP is fostering neighborhoods where Eugene residents can meet most of their basic daily needs without an automobile by providing streets, sidewalks, bikeways, and access to transit in an inviting environment where all travelers feel safe and secure. The related potential action item is the creation of a strategy to facilitate 90 percent of Eugene residences to be within 20-minute neighborhoods. (Active transportation strategy #6)
5. The 2035 TSP policies promote improved transit services that are integrated through context specific multimodal planning for all Key Corridors. One of the four transit policies in the 2035 TSP is to collaborate with Lane Transit District to provide a network of high capacity, frequent, and reliable transit services, including consideration of Bus Rapid Transit, to the City's identified Key Corridors and to Frequent Transit Corridors as defined by Lane Transit District's Long Range Transit Plan. Additionally, the 2035 TSP includes \$171.4 million in transit projects that support the transit policies and the identified transit needs. (Transit strategies #3 and #4).
6. The six multimodal/transit projects planned for the next 20 years include the improvement of frequent transit service and multimodal travel along Coburg Road, River Road, Highway 99, 30th Avenue and Amazon Parkway, new transfer stations, and enhanced pedestrian crossings. Additionally, an identified potential action item is to review City Code and amend it if needed to enable additional opportunities to provide bikeways and improved pedestrian connections between key destinations, transit stops, and residential areas with new development and redevelopment. (Transit strategies #5 and #7).
7. Identified potential action items include aligning the City's land use and parking regulating to encourage walking, biking, and use of public transit and periodically reviewing parking needs in the downtown, Federal Courthouse, and riverfront districts and balance supply with other objectives, such as economic vitality; support for transit, walking, and biking; reduced consumption of fossil fuels; and human-scaled urban form. Additionally, for more than 10 years the City has had in place *Standards for Transportation Demand Management Programs* that provide a mechanism to vary the number of required off-street parking spaces by providing a strategy for reducing vehicle use and parking demand and using benchmarks to measure program effectiveness. (Parking management strategy #2)
8. The 2035 TSP recognizes the Regional Transportation Options Plan (RTOP) adopted by the Central Lane MPO as the regional guidance for programs that reduce reliance on single-occupancy vehicles and identifies seven key programs and services, including: SmartTrips individualized marketing programs to encourage active transportation choices; School-Based Transportation Options: Build off existing Safe Routes to School programs to include coordinated program with ridesharing and transit promotion and expand the program to middle and high schools; Rideshare (carpooling and vanpooling); and, LTD's Group Bus Pass program. (Education and marketing strategies #1, 3, and #6)

As a result, the proposed amendments are in compliance with Goal 6.

Goal 7 - Areas Subject to Natural Disasters and Hazards. *To protect life and property from natural disasters and hazards.*

Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as floods, landslides, earthquakes and related hazards, tsunamis and wildfires. The Goal prohibits a development in natural hazard areas without appropriate safeguards. The amendments do not affect the City's restrictions on development in areas subject to natural disasters and hazards. Further, the amendments do not allow for new development that could result in a natural hazard. Therefore, Statewide Planning Goal 7 does not apply.

Goal 8 - Recreational Needs. *To satisfy the recreational needs of the citizens of the state and visitors, and where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*

Goal 8 ensures the provision of recreational facilities to Oregon citizens and is primarily concerned with the provision of those facilities in non-urban areas of the state. Goal 8 also allows, but does not require, the City to create an inventory of recreational needs. The amendments do not affect the current provisions for recreation areas, facilities or recreational opportunities, nor will the amendments affect access to existing or future recreational facilities. Further, the amendments do not change the *Metro Plan* and *TransPlan* policies that support access to recreational facilities with the Metropolitan area and to recreations opportunities outside the area or delete any planned transportation projects that would make recreational facilities more available. Therefore, the amendments are consistent with Goal 8.

Goal 9 - Economic Development. *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

Goal 9 requires cities to evaluate the supply and demand of commercial and industrial land relative to community economic objectives. The Administrative Rule for Statewide Planning Goal 9 (OAR 660 Division 9) requires that the City "[p]rovide for at least an adequate supply of sites of suitable sizes, types, location, and service levels for a variety of industrial and commercial uses consistent with plan policies[.]" Among other things, the rule requires that cities complete an "Economic Opportunities Analysis." OAR 660-009-0015. Based on the Economic Opportunities Analysis, cities are to prepare Industrial and Commercial Development Policies. OAR 660-009-0020. Finally OAR 660-009-0025 requires that cities designate industrial and commercial lands sufficient to meet short and long term needs. OAR 660-009-0010(2) provides that the detailed planning requirements imposed by OAR 660 Division 9 apply "at the time of each periodic review of the plan (ORS 197.712(3))." The Eugene Commercial Lands Study (1992) is acknowledged for compliance with the requirements of Goal 9 and the corresponding Administrative Rule.

The adoption of the amendments will not impact the supply of industrial or commercial lands and will not change or conflict with the economic policies of *Metro Plan*. The amendments do not change the *TransPlan* and *Metro Plan* policies directed toward enhancing the economic opportunity available within the Eugene-Springfield area by assuring adequate public facilities and infrastructure to provide a transportation system that is efficient, safe, interconnected and economically viable and fiscally stable. The amendments seek to provide a multi-modal transportation system to meet the needs of the

community and accommodate economic growth, within projected revenues, into the future. The proposed amendments are consistent with Goal 9.

Goal 10 - Housing. To provide for the housing needs of the citizens of the state.

The Eugene-Springfield Metropolitan Area Residential Lanes and Housing Study (1999) is acknowledged for compliance with Goal 10. The adoption of the amendments will not impact the supply of residential lands and will not result in any change or conflict with the housing policies of the *Metro Plan*. The amendments seeks to provide a multi-modal transportation system to meet the needs of the community into the future, including accommodating its housing needs. The proposed amendments are consistent with Goal 10.

Goal 11- Public Facilities and Services. To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

The Eugene-Springfield Metropolitan Area is currently in compliance with Goal 11 through its acknowledged Public Facilities and Services Plan (PFSP), Comprehensive Plan, and adopted Transportation System Plan, *TransPlan*. The amendments will not result in any change or conflict with the Comprehensive Plan, PFSP, or *TransPlan*. The proposed amendments will update the transportation element of the *Metro Plan* by replacing *TransPlan* as the locally adopted TSP. As a result, the amendments are in compliance with Goal 11.

Goal 12- Transportation. To provide and encourage a safe, convenient and economic transportation system.

Goal 12 is implemented through the Transportation Planning Rule (TPR), as defined in Oregon Administrative Rule OAR 660-012-0000, et seq. The proposed amendments are consistent with all applicable provisions of OAR 660-012-0010. Further, the amendments are consistent with, and a further step toward fulfillment of the Regional Transportation Work Plan approved pursuant to OAR 660-012-0016(2)(b) by the Land Conservation and Development Commission on October 16, 2008.

The amendments adopt the *2035 TSP*, which was completed following the rules outlined in the Transportation Planning Rule. The TPR states that when amendments to a functional plan would significantly affect an existing or planned transportation facility the local government shall put in place measures to assure that the allowed land uses are consistent with the identified function, capacity and performance standards (level of service, volume to capacity ratio, etc.) of the facility. The *2035 TSP* provides an updated, balanced transportation system with amended functions and capacity of the roadways system that will accommodate growth and land uses envisioned by the acknowledged *Metro Plan*.

For the reasons set forth below, the proposed amendments are in compliance with Goal 12. The table below (Findings Table A) provides specific findings discussing compliance with individual sections of the TPR.

TPR Requirements	Compliance
OAR 660-012-0015 Preparation and Coordination of Transportation System Plans	
<p>3) Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:</p> <p>(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;</p>	<p>Chapter 3 and Appendix A (Existing Conditions) document the existing conditions inventory and analysis. These outline all of the identified needs associated with today's conditions for each mode as well as those intersections and streets not meeting applicable operating standards.</p> <p>Chapter 3 and Appendix B (No Build) document the No Build analysis. These outline all of the identified year 2035 needs assuming no additional infrastructure beyond that currently funded is added. Each mode's needs as well as intersection and streets not meeting applicable standards are noted.</p> <p>Appendix C (20 year Needs Analysis) and Chapters 4 and 5 document the Build analysis. These outline the identified facilities and services needed to meet the identified transportation needs by mode.</p> <p>The 2035 TSP was prepared in collaboration with ODOT to ensure consistency with the Oregon Highway Plan, with Lane County to ensure consistency with the County TSP, and with LCOG to ensure consistency with <i>TransPlan</i> and the Central Lane RTP. The 2035 TSP has the same horizon year as the federally required Central Lane RTP. Even though the 2035 TSP and <i>TransPlan</i> have different horizon years (2035 for the local TSP and 2027 for the regional TSP), there is no conflict between the population and employment numbers. Table B, below, details the consistency between the 2035 TSP and <i>TransPlan</i>. Additionally, because the transportation policies in the <i>Metro Plan</i> are taken verbatim from <i>TransPlan</i>, the findings of consistency between the Transportation Element of the <i>Metro Plan</i> and the 2035 TSP further demonstrate consistency between the 2035 TSP and <i>TransPlan</i>.</p>
(b) Where the regional TSP or elements of the	Not applicable. Applicable regional and state plans

state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to assure that regional and state transportation needs are accommodated.	have been adopted. Future updates of the RTSP and RTP are being coordinated with this TSP update with ODOT and the Central Lane MPO.
(4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan.	The 2035 TSP is being adopted as part of the <i>Metro Plan</i> . The <i>Metro Plan</i> is being amended to add the following Policy F.39 to the Transportation Element: "The Eugene 2035 Transportation System Plan, not including the transportation financing program, is the City of Eugene's local transportation system plan and is included as Appendix E to the <i>Metro Plan</i> ."
(5) The preparations of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts and private providers of transportation services.	The Project Management Team (PMT), Technical Advisory Committee (TAC), and Transportation Community Resource Group (TCRG), as described in Chapter 1 of the TSP, included representatives of Lane County, Lane MPO, ODOT, ODOT Rail, DLCD, City of Springfield, Lane Transit District, Northwest Natural Gas, Union Pacific Railroad, and Eugene Airport and were part of the TSP development for all required coordination. The Lane ACT, Eugene Area Chamber of Commerce, University of Oregon, private freight interests, Eugene-Springfield Fire/EMS, Eugene Bicycle and Pedestrian Advisory Committee, and the Bethel and 4J public school districts were consulted on multiple occasions during TSP preparation.
(6) Mass transit, transportation, airport and port districts shall participate in the development of TSPs for those transportation facilities and services they provide. These districts shall prepare and adopt plans for transportation facilities and services they provide. Such plans shall be consistent with and adequate to carry out relevant portions of applicable regional and local TSPs. Cooperative agreements executed under ORS 197.185(2) shall include the requirement that mass transit, transportation, airport and port districts adopt a plan consistent with the requirements of this section.	Eugene does not have a port. The Airport Master Plan was previously adopted by Eugene and Lane County as part of the <i>Metro Plan</i> ; it is adopted and incorporated by reference in the 2035 TSP. Management staff from the Airport was involved as a TSP Technical Advisory Team member. Lane Transit District, Lane County transit district, was a member of the TSP Technical Advisory Team and a regular participant in the Transportation Community Resource Group (TCRG) public advisory group. City transportation planners, including the TSP project manager, participated regularly in the update of LTD's Long Range Transit Plan. The concepts and definitions of Frequent transit networks (FTN) were coordinated so that the policy direction in the LRTP, TSP, and Envision Eugene ("Key Corridors") was consistent and complementary. The

	corridor planning needs of the TSP and LRTP are being simultaneously implemented by the co-City/LTD managed MovingAhead project. LTD has participated and been influential in the creation of the TSP's transit policies and potential actions.
OAR 660-012-0016 Coordination with Federally-Required Regional Transportation Plans in Metropolitan Areas	
(1) In metropolitan areas, local governments shall prepare, adopt, amend and update transportation system plans required by this division in coordination with regional transportation plans (RTPs) prepared by MPOs required by federal law. Insofar as possible, regional transportation system plans for metropolitan areas shall be accomplished through a single coordinated process that complies with the applicable requirements of federal law and this division. Nothing in this rule is intended to make adoption or amendment of a regional transportation plan by a metropolitan planning organization a land use decision under Oregon law.	Eugene, as a member of the Central Lane MPO, has been a part of the MPO's regional transportation plan (RTP) update process. The 2035 TSP has been prepared and coordinated with <i>TransPlan</i> and the Central Lane RTP. The 2035 TSP replaces <i>TransPlan</i> as the city's local TSP; <i>TransPlan</i> will continue to serve as the area's regional TSP until the new RTSP is developed and adopted. The Central Lane MPO has a work plan approved by LCDC for updating its RTSP. The local TSPs of the individual Central Lane MPO agencies are intended to form the basis of the updated RTSP. The City's adoption of the 2035 TSP is the last local TSP adopted for the Central Lane MPO area.
OAR 660-012-0020 Elements of TSPs	
<p>(1) A TSP shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.</p> <p>(2) The TSP shall include the following elements:</p> <p style="padding-left: 40px;">(a) Determination of transportation needs as provided in OAR 660-012-0030</p>	<p>Chapter 3 and Appendix A (Existing Conditions) document the Existing Conditions Inventory and Analysis. These outline all of the identified needs associated with today's conditions for each mode as well as those intersections and streets not meeting applicable operating standards.</p> <p>Chapter 3 and Appendix B (No Build Analysis) document the No Build analysis. These outline all of the identified year 2035 needs assuming no additional infrastructure beyond that currently funded is added. Each mode's needs as well as intersection and streets not meeting applicable standards are noted.</p> <p>Appendix C (20-year Needs Analysis) and Chapters 4 and 5 document the Build analysis. These outline the identified facilities and services needed to meet the identified transportation needs by mode.</p>

<p>(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel.</p> <p>The standards for the layout of local streets shall address:</p> <p>(A) Extensions of existing streets;</p> <p>(B) Connections to existing or planned streets, including arterials and collectors; and</p> <p>(C) Connections to neighborhood destinations.</p>	<p>Chapter 4 of the <i>2035 TSP</i> sets forth the City's general functional classifications for streets.</p> <p>The City's adopted Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways (1999) set forth how existing streets can be modified and new streets can be constructed to accommodate the needs of people with disabilities, riding bicycles, riding transit, walking, driving automobiles and moving freight.</p> <p>In the past, most street design standards were primarily oriented toward moving vehicular traffic, providing rudimentary bike lanes and sidewalks for pedestrians. The 1999 Design Standards and Guidelines for Eugene Street, Sidewalks, Bikeways and Accessways, set forth in Appendix H (Volume 2), serves as the City's current mandatory design standards and advisory guidelines for arterial, collector, and local streets, and provide for safe and convenient bike and pedestrian circulation. These Design Standards and Guidelines will need to be updated to incorporate the <i>2035 TSP</i> newer guidance on best practices for bicycle and pedestrian facilities. The policies and action items in <i>2035 TSP</i> provide guidance for future updates to street standards.</p> <p>As part of the needs analysis, Eugene's Street Classification Map was reviewed in light of the classifications shown in the <i>Regional Transportation Plan (RTP)</i>, the <i>Oregon Highway Plan (OHP)</i>, and the criteria set forth in the Eugene Arterial and Collector Street Plan (ACSP). This review identified a number of streets that needed a change in classification to ensure consistency between the various plans governing and providing guidance to the operation and construction of streets and roads within the City's UGB. All streets within the UGB need to be classified under the City's criteria. Attachment B to the <i>2035 TSP</i> is the 2016 Street Classification Map that updates the street classification map adopted by the City Council in 1999.</p> <p>In addition to the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways & Accessways and the adopted Street Classification Map, the City has previously adopted the following documents that further satisfy this requirement:</p> <ul style="list-style-type: none"> • Street Right-of-Way Map;
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	<ul style="list-style-type: none"> • Public Improvement Design Standards Manual; • Utility and Right-of-way Permits, Construction Within the Use of the Public Way, Policies and Procedures Manual. <p>Additionally, the City's ACSP, adopted as findings in support of the Design Standards and Guidelines for Eugene Streets, Sidwalks, Bikeways & Accessways, illustrate the extensions of existing streets, connections to existing and planned streets, including arterials and collectors, and connections to neighborhood destinations. Consistent with this previously adopted plan, connections to arterials and state highways remain consistent with designated access management categories.</p> <p>Eugene Code Chapter 9 includes street connectivity requirements to ensure that all of the following are met:</p> <p>(a) Streets are designed to efficiently and safely accommodate emergency fire and medical service vehicles.</p> <p>(b) The layout of a street system does not create excessive travel lengths.</p> <p>(c) The function of a local street is readily apparent to the user through its appearance and design in order to reduce non-local traffic on local residential streets.</p> <p>(d) Streets are interconnected to reduce travel distance, promote the use of alternative modes, provide for efficient provision of utility and emergency services, and provide for more even dispersal of traffic.</p> <p>(e) New streets are designed to meet the needs of pedestrians and cyclists and encourage walking and bicycling as transportation modes.</p> <p>(f) The street circulation pattern provides connections to and from activity centers such as schools, commercial areas, parks, employment centers, and other major attractors.</p> <p>(g) Street design is responsive to topography and other natural features and avoids or minimizes impacts to water-related resources and wildlife corridors.</p> <p>(h) Local circulation systems and land development patterns do not detract from the efficiency of adjacent collector streets or arterial streets which are designed to accommodate heavy traffic.</p> <p>(i) Streets identified as future transit routes should be designed to safely and efficiently accommodate transit</p>
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	<p>vehicles, thus encouraging the use of public transit as a transportation mode.</p> <p>(j) Where appropriate, the street system and its infrastructure should be utilized as an opportunity to convey and treat storm water runoff.</p> <p>Policies contained in Chapter 2 of the <i>2035 TSP</i> address extensions of existing streets; connections to existing or planned streets, including arterials and collectors, as well as connections to neighborhood destinations. The pedestrian and bicycle projects noted in Chapters 4 and 5 also provide connections to neighborhood destinations.</p> <p>Chapter 5 of the TSP includes the planned roadway facilities and associated costs. The identified roadway facility projects and roadway plan are consistent with state and regional transportation plans.</p>
<p>(c) A public transportation plan which:</p> <p>(A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;</p> <p>(B) Describes intercity bus and passenger rail service and identifies the location of terminals;</p> <p>(C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.</p>	<p>Chapter 2 of the <i>2035 TSP</i> includes transit-specific policies and potential action items for transit policies. Appendix J of the <i>2035 TSP</i> sets forth the <i>Lane Transit District Long Range Transit Plan</i> from which the TSP's transit-related needs, policies and projects were in large part identified. Additionally, Appendix G of the <i>2035 TSP</i> sets forth <i>On the Move: Regional Transportation Option Plan</i>.</p> <p>Chapter 3 of the <i>2035 TSP</i> and Appendix A (Existing Conditions) outline the existing public transportation services and identifies service deficiencies. They also describe existing transit routes, transit ways, terminals and major transfer stations, stops and park-and-ride stations. In addition, they describe intercity bus and passenger rail service and the location of stations and transfer stations.</p> <p>Chapter 4 presents the transit modal element. Based on the needs analysis, the <i>2035 TSP</i> focuses on collaboration with LTD to provide service enhancements, capital improvements, and policies that support:</p> <ul style="list-style-type: none"> • Changes to streets and intersections to facilitate bus movement; • Frequent and reliable transit service, including

	<p>bus rapid transit (e.g., “EmX”-style of transit service) along Key Corridors;</p> <ul style="list-style-type: none"> • Amenities that also serve pedestrians and people on bikes, and intermodal connections to transit; • Car share and bike share programs that can extend the first and last mile of transit trips; and • Refinements to transit routes and schedules. <p>Additionally, the 2035 TSP supports Lane Transit District’s Frequent Transit Network (FTN), as defined in the Lane Transit District <i>Long Range Transit Plan</i>, as a regional initiative to better connect areas of more active development to transit.</p> <p>Chapter 5 of the 2035 TSP sets forth planned transit facilities and major improvements, including associated costs for all corridor projects.</p>
<p>(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514.</p>	<p>On March 12, 2012, the Eugene City Council accepted the 2012 Eugene Pedestrian and Bicycle Master Plan (PBMP) and directed the City Manager to integrate the PBMP into the 2035 TSP. The 2012 PBMP is set forth in Appendix F (Volume 2 of the 2035 TSP). Consistent with the TPR’s requirement that transportation system plans include a bicycle and pedestrian plan for a network of bicycle and pedestrian routes and that transportation system plans be designed to increase transportation choices and reduce reliance on the automobile, the PBMP’s goals, key policies, and projects are woven throughout the 2035 TSP and function as an integral part to making walking and cycling highly convenient. As such, in addition to the 2035 TSP serving as Eugene’s location transportation system plan, the 2035 TSP also serves as Eugene’s bicycle and pedestrian master plan.</p> <p>Chapter 2 of the 2035 TSP includes bicycle-specific and pedestrian-specific policies and potential action items for both the bicycle and pedestrian policies.</p> <p>Chapter 3 and Appendix A (Existing Conditions) document the Existing Conditions Inventory and Analysis. Chapter 3 and Appendix B (No Build analysis) document the No Build analysis. These outline all of</p>

	<p>the identified year 2035 needs assuming no additional infrastructure beyond that currently funded is added. These outline all of the identified needs associated for pedestrians and bicyclists.</p> <p>Chapter 4 of the <i>2035 TSP</i> includes a plan for the bicycle and pedestrian networks.</p> <p>Chapter 5 of the <i>2035 TSP</i> includes the planned pedestrian and bicycle facilities and major improvements and associated costs.</p>
<p>(e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations;</p>	<p>Chapter 2 of the <i>2035 TSP</i> includes rail, freight, pipeline and air transportation policies and potential action items for those policies. Additionally, the <i>2035 TSP</i> explicitly recognizes the Eugene Airport Master Plan (adopted by Eugene and Lane County as part of the <i>Metro Plan</i>) as the guiding policy document for airport property development, services, and support infrastructure. The Eugene Airport Master Plan is set forth in Appendix L.</p> <p>Chapter 3 and Appendix A (Existing Conditions) document the Existing Conditions Inventory and Analysis. These outline the identified needs associated with today's conditions for air, rail, water and pipelines.</p> <p>Chapter 3 and Appendix B (No Build analysis) document the No Build analysis. These outline all of the identified year 2035 needs assuming no additional infrastructure beyond that currently funded is added.</p> <p>Chapter 4 of the <i>TSP</i> includes a plan for the air, rail, water, and pipeline networks.</p>
<p>(f) For areas within an urban area containing a population greater than 25,000 persons a plan for transportation system management and demand management;</p>	<p>In 2005, the City adopted <i>Strategies for Transportation System Management and Operations</i>. The adopted TDM standards are set forth in Appendix K (Volume 2 of the <i>2035 TSP</i>). These standards provide a mechanism to vary the number of required off-street parking spaces by providing a strategy for reducing vehicle use and parking demand and using benchmarks to measure program effectiveness. The <i>2035 TSP</i> expands the use of TDM and TSMO practices beyond parking to help address traffic congestion, fossil fuel</p>

	<p>reduction goals, safety, and the financial burden of travel on individuals. Further, the <i>2035 TSP</i> includes a policy to “[p]romote transportation demand management programs along the Key Corridors, in downtown, and near the University of Oregon to coordinate the needs and travel options of multiple businesses and residences for purposes of reducing automobile and freight demand at times of peak congestion. These programs could be staffed by either a public agency, a business association, or by training individuals within the affected businesses and housing to perform this work.”</p> <p>Chapter 4 of the TSP includes a Transportation System Management and Operations (TSMO) plan and a Transportation Demand Management (TDM) plan. Eugene, in collaboration with the Central Lane MPO, LTD/ Point2point, and the City of Springfield identified the key programs and services through the <i>Regional Transportation Options Plan</i> (RTOP). The <i>2035 TSP</i> recognizes the RTOP as the regional guidance for programs that reduce reliance on single-occupancy vehicles. Further details of TSMO and TDM strategies that support the <i>2035 TSP</i> are provided in the <i>Regional Transportation Options Plan</i>, which is set forth as Appendix G (Volume 2).</p>
<p>(g) Parking plan as provided in OAR 660-012-0045(5)(c).</p>	<p>Chapter 2 of the <i>2035 TSP</i> includes parking policies and potential action items for the parking policies.</p> <p>Chapter 4 of the TSP outlines a parking plan.</p> <p>The City of Eugene implemented a parking plan after the adoption of <i>TransPlan</i>. That implementation measure including updating the Eugene Code towards accomplish the following:</p> <p>(A) Achieve per capita a 10% reduction in the number of parking spaces over the planning period through a combination of restrictions on development of new parking spaces, allowing shared spaces, and allowing some existing parking spaces to be redeveloped to other uses;</p> <p>(B) Aids in achieving the measurable standards set in <i>TransPlan</i> (per OAR 660-012-0035(4)), such as reducing the percentage of non-auto trips, increasing</p>

	<p>transit ridership on congested corridors, and encouraging development in 'nodes' by reducing parking requirements for transit-oriented development within nodal development areas;</p> <p>(C) Providing land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, and eliminating off-street parking requirements for automobiles in the downtown core; and</p> <p>(D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.</p> <p>This 2035 TSP contains policies encouraging frequent review and updates to existing parking standards (updated per <i>TransPlan</i>, 2002) to reflect improved alternatives to driving single-occupant vehicles as these alternatives become available, such as improved transit service, bike facilities, car- and bike-share programs, improved neighborhood walkability, and transportation Demand Management programs.</p>
(h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045.	<p>The 2035 TSP adoption package include amendments to Eugene's land use code that are needed for the 2035 TSP to be recognized as the City's local transportation system plan and to adopt new levels of service for the City's roadways. Additionally, the policies and potential actions for implementing the TSP that are set forth in Chapter 2 of the 2035 TSP identify amendments that could be made to the land use code to further the policies set forth in 2035 TSP.</p>
(i) Transportation financing program as provided in OAR 660-012-0040.	<p>Chapter 6 of the TSP includes the transportation financing plan, including existing and potential new funding sources and a summary of improvement costs by modal category. Chapter 5 of the TSP provides a detailed listing of cost for each individual improvement project, by mode.</p>
<p>(3) Each element identified in subsections (2)(b) – (d) of this rule shall contain:</p> <p>(a) An inventory and general assessment of existing and committed transportation</p>	<p>Chapter 3 and Appendix A (Existing Conditions) document the Existing Conditions Inventory and Analysis and describe the existing and committed facilities and services by function, type and condition</p>

<p>facilities and services by function, type, capacity and condition.</p> <p>(A) The transportation capacity analysis shall include information on:</p> <ul style="list-style-type: none"> (i) The capacities of existing and committed facilities; (ii) The degree to which those capacities have been reached or surpassed on existing facilities; and (iii) The assumptions upon which these capacities are based. <p>(B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;</p> <p>(C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).</p> <p>(b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards.</p>	<p>for each mode. These outline all of the identified needs associated with today's conditions for each mode as well as those intersections and streets not meeting applicable operating standards.</p> <p>Chapter 3 and Appendix B (No Build analysis) document the No Build analysis. These outline all of the identified year 2035 needs assuming no additional infrastructure beyond that currently funded is added. These present a transportation capacity analysis of the existing and committed roadway system, including streets and intersections consistent with existing city, county, and state standards; in some instances state adoption of alternative mobility standards will be requested through an OHP amendment. This operational analysis describes the degree to which those capacities have been reached or surpassed on existing facilities, and the assumptions upon which these capacities are based.</p> <p>Chapter 4 summarizes the proposed system of existing and planned transportation facilities, services and major improvements, by functional classification, planned capacities and performance standards. The City maintains a separate inventory of street physical conditions. Concurrent with the adoption of the 2035 TSP are amendments to the Street Classification Map. Chapter 5 of the 2035 TSP sets forth a system of planned transportation facilities, services and major improvements, including the type or functional classification of the planned facilities and services.</p>
OAR 660-012-0025 Complying with Goals in Preparing TSPs	
<p>(1) Adoption of a TSP shall constitute a land use decision regarding the need for transportation facilities, services and major improvements and their function, mode and general location.</p>	<p>This will happen automatically upon adoption. This requirement is also included in local regulations.</p>
<p>(2) Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations shall be developed in conjunction with the adoption of the TSP.</p>	<p>These findings demonstrate compliance with the applicable statewide planning goals, acknowledged comprehensive plan and land use regulations.</p>
OAR 660-012-0025(3)	
<p>The City may defer decisions regarding</p>	<p>There are three actions that may be considered a</p>

<p>function, general location and mode of a refinement plan if findings are adopted that:</p> <p>(a) Identify the transportation need for which decisions regarding function, general location or mode are being deferred.</p> <p>(b) Demonstrate why information required to make final determination cannot be made available within time for TSP preparation.</p> <p>(c) Explain how deferral does not invalidate the assumptions upon which the TSP is based or preclude implementation of the remainder of the TSP.</p> <p>(d) Describe the nature of the findings which will be needed to resolve issues deferred to a refinement plan; and,</p> <p>(e) Set a deadline for adoption of a refinement plan prior to initiation of the periodic review following adoption of the TSP.</p>	<p>deferral of a decision regarding function and general location of improvements: the Randy Papé Beltline Facility Plan, future studies for improved access across the Willamette River, and multimodal studies of the Key Corridors.</p> <p>The Randy Papé Beltline Facility Plan identifies probable improvements that warrant further analysis through the NEPA process. The <i>2035 TSP</i> adopts the facility plan, as noted in Chapter 5, and incorporates reasonable outcomes for purposes of project costs and financing projections. Construction of the largest component of this project, a new local arterial bridge, cannot commence until the NEPA analysis is completed and the project is adopted by the City Council. The NEPA process cannot be completed within the timeframe of the TSP, in part because the Facility Plan must be adopted in the TSP before the NEPA analysis may commence.</p> <p>Improved crossings of the Willamette River were identified as a potentially desirable solution to several needs (e.g., seismic upgrades, improved connectivity, and congestion relief). Completion of such a study could not be completed within the timeframe of the <i>2035 TSP</i> because of the large study area, environmental sensitivity of the riverine environment, need for robust public engagement, and need to gather funding for such a large undertaking. The <i>2035 TSP</i> assumptions about traffic function did not rely on any additional river crossings; hence the deferral of a decision about additional river crossings does not invalidate the assumptions upon which the <i>2035 TPS</i> is based or preclude implementation of the remainder of the <i>2035 TPS</i>.</p> <p>The <i>2035 TSP</i> identifies a desire to complete detailed land use and multimodal transportation studies for several “Key Corridors” identified in the Envision Eugene Vision Statement (2012). Such a planning process was begun as a joint project by the City of Eugene and Lane Transit District, dubbed “MovingAhead.” The areas covered by these studies are substantial: the development corridors along Highway 99, River Road, Coburg Road, mid-Willamette/30th Avenue, and others. Completion of these studies could not be completed within the timeframe of the TSP. The TSP used estimations for</p>
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	<p>corridor performances and costs based on realistic, previously completed corridors with enhances transit service; therefore, the deferral of a decision on specific corridor improvements does not invalidate the assumptions upon which the TSP is based or preclude implementation of the remainder of the TSP.</p> <p>No new findings will be needed to resolve issues deferred to these studies. There is no need to set a deadline for adoption of a plan amendment based on the outcome of these studies because the <i>2035 TSP</i> is self-sufficient without the results of these studies.</p>
OAR 660-012-0030 Determination of Transportation Needs	
<p>(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including:</p> <ul style="list-style-type: none"> (a) State, regional and local transportation needs (b) Needs of the transportation disadvantaged (c) Needs for movement of goods and services to support industrial and commercial development planned for, pursuant to Goal 9. 	<p>Chapter 3 and Appendix A (Existing Conditions) document the Existing Conditions Inventory and Analysis. These outline all of the identified needs associated with today's conditions for each mode as well as those intersections and streets not meeting applicable operating standards.</p> <p>Chapter 3 and Appendix B (No Build analysis) document the No Build analysis. These outline all of the identified year 2035 needs assuming no additional infrastructure beyond that currently funded is added. Each mode's needs as well as intersection and streets not meeting applicable standards are noted.</p> <p>Chapter 3 and Appendices A and B include a determination of the transportation needs, by mode, related to state, regional and local transportation needs, needs of transportation disadvantaged, and needs for goods movement to support industrial and commercial development.</p> <p>Representatives of ODOT, DLCD, the Eugene Area Chamber of Commerce, the transportation disadvantaged, Eugene Human Rights Commission, homebuilders, rail, air travel, and freight participated in the creation of the <i>2035 TSP</i>.</p>
<p>(2) Local governments preparing local TSPs shall rely on the analyses of state and regional transportation needs in adopted elements of the state TSP and adopted regional TSPs.</p>	<p>The TSP has been coordinated with the analyses included in applicable state plans, the <i>Metro Plan</i>, <i>TransPlan</i>, and the RTP.</p>

<p>(3) Within UGBs, the determination of local and regional transportation needs shall be based upon:</p> <p>(a) Population and employment forecasts and distributions that are consistent with acknowledged com plan. Forecasts and distributions shall be for 20 years and, if desired, for longer periods; and,</p>	<p>Chapter 3 and Appendix B (No Build Analysis) include population and employment forecasts consistent with the <i>Metro Plan</i> and coordinated with the Lane MPO for year 2035.</p> <p>The <i>2035 TSP</i> addresses the projects, programs, and policies needed to support growth in population and jobs within the Eugene UGB between now and the year 2035. The <i>2035 TSP</i> defines the transportation facilities needs within Eugene’s adopted UGB, as established by the <i>Metro Plan</i>. The needs assessment and resulting projects (set forth in Chapter 4 of the <i>2035 TSP</i>) establish a transportation system adequate to meet the identified local transportation needs based upon the land use designations established by the <i>Metro Plan</i>. Because the <i>2035 TSP</i> is based on the <i>Metro Plan</i> land use designations, any zone allowed within the land use designation is consistent with both the <i>Metro Plan</i> and this <i>2035 TSP</i>.</p> <p>Regarding the population and employment forecasts, the determination of the City’s needs assumes that the City will continue to see growth in employment and population between now and the year 2035 in a manner consistent with the existing Comprehensive Plan land use designations, within the existing Urban Growth Boundary (UGB) and consistent with the growth forecast adopted into the <i>Metro Plan</i>. Regarding the population and employment distributions, Staff from the cities of Eugene and Springfield, Lane County and Lane Council of Governments (LCOG) worked collaboratively to identify where the estimated year 2035 population and employment growth might occur within the region as well as within individual areas of each city. This interagency collaboration ensures that the needs analyses for Eugene, Springfield, and Coburg start with the same fundamental assumptions and that the population and employment forecasts are “coordinated” for compliance with Oregon transportation and land use planning requirements. This growth was allocated to developable areas within the current UGB consistent with the land use designations shown in the adopted <i>Metro Plan</i>.</p>
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<p>(b) Measures adopted pursuant to OAR 660-012-0045 to encourage reduced reliance on the automobile.</p>	<p>OAR 660-012-0045(1) requires local government to amend its land use regulations to implement the TSP. Eugene's land use regulations were amended to comply with this rule after <i>TransPlan</i> was adopted in 2002.</p> <p>The 2035 TSP retains those measures and encourages incremental changes to strengthen their effectiveness over time as new travel options become available. Modal Targets are identified in the goals contained in Chapter 2; they triple the percentage of trips made by non-auto modes. Many of the goals, policies, and implementing actions contained in Chapter 2 will help reduce reliance on the automobile.</p> <p>The modal plans, TDM and TSMO plans contained in Chapter 4 and the pedestrian, bicycle, and transit improvement projects contained in Chapter 5 will help reduce reliance on the automobile.</p>
<p>(4) In MPO areas, calculation of local and regional transportation needs also shall be based on accomplishment of the requirement in OAR 660-012-0035(4) to reduce reliance on the automobile.</p>	<p>As discussed in more detail under 0035(4), the 2035 TSP supports and advances the alternative performance standards approved by LCDC in 2001 and adopted as part of <i>TransPlan</i>. In furthering the goals of the 2001 standards, the 2035 TSP builds upon the lessons learned since 2001, and recognizes that there are new, innovative ways to decrease vehicle miles of travel. Embedded in the needs analysis for the 2035 TSP is the furtherance of the City's adopted measures that will reduce reliance on the automobile.</p> <p>The 2035 TSP reflects Eugene policy makers' and community members' priority to maintain existing facilities and provide multiple transportation options for local and regional travel. These priorities are based on the premise that the City can reduce congestion, save money, and provide health benefits for the entire community by providing alternatives to single occupancy vehicle travel and by making existing streets safer and more efficient without costly increases to automobile-oriented infrastructure.</p> <p>The 2035 TSP supports the land use strategies defined in the 2012 <i>Envision Eugene, A Community Vision for 2032</i> and prioritizes recommendations that mitigate the strain on roadways by supporting transit service</p>

	<p>and making walking and bicycling trips more practical for working, shopping, and other daily activities; managing congestion; and improving safety.</p> <p>The 2035 TSP goals, policies, projects, and potential implementing actions are based on analysis by, and input received from, the community, City of Eugene staff, partner agency staff, and City policy-makers. Their review included analysis of, among other things, a multi-step evaluation of the “triple bottom line” (economy, social equity, and natural environment) that included considerations of how possible system improvements will meet the transportation needs for all modes, address the needs of the transportation disadvantaged, and address the need for movement of goods and services to support industrial and commercial development.</p>
OAR 660-012-0035 Evaluation and Selection of Transportation System Alternatives	
(1) The TSP shall be based on evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives.	The multimodal system improvements were assessed against the goals and policies in Chapter 2 and the evaluation criteria in Chapter 3 to ensure that needs are met with a safe and reasonable manner with available technology.
(a) Improvements to existing facilities or services;	<p>Improvements to existing facilities and services are the fundamental basis and highest priority of the TSP goals, policies and project lists. As iterated in the policies in Chapter 2, the City’s priority is to improve system efficiency, safety and management and re-purpose existing rights-of-way to include high-quality facilities for non-auto users before widening streets to expand capacity for motorized vehicles.</p> <p>Specifically, the 2035 TSP’s Cost Effectiveness and Finance Policy 2, states: “Maintain transportation performance and improve safety by improving system efficiency and management before adding capacity for automobiles to the transportation system by using the following priorities for developing the Eugene Capital Improvement Program (CIP) and Eugene projects in the Metropolitan Transportation Improvement Program (MTIP):</p> <p>a. <u>Protect the existing system</u>. The highest</p>

	<p>priority is to preserve or improve the functionality of the existing transportation system by means such as access management, transportation demand management, improved traffic operations, technologies, accommodating “active transportation” options not previously present, and keeping roads well maintained to avoid reconstruction.</p> <p>b. <u>Improve the efficiency and safety of existing facilities.</u> The second priority is to make minor improvements to existing streets, such as adding turning lanes at intersections, providing and enhancing pedestrian, bicycle and transit facilities, and extending or connecting streets pursuant to existing plans.</p> <p>c. <u>Add capacity to the existing system.</u> The third priority is to make major improvements to existing transportation facilities such as adding general purpose lanes and making alignment corrections to accommodate legal-sized vehicles.</p> <p>d. <u>Add new facilities to the system.</u> The lowest priority is to add new transportation facilities for motorized vehicles, such as new roadways. New streets that are needed and planned for connectivity are a higher priority, as noted in (b), above.”</p> <p>In accordance with Appendices A (Existing Conditions), B (No Build), and C (20-year Needs Analysis), improvements to the existing facilities and services were examined through the existing conditions study, needs analysis with a “No Build” scenario, and a scenario that explored improvements and additions to the existing system. Technological and TSMO improvements to the efficiency of the existing system are recommended by the TSP.</p>
<p>(b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs.</p>	<p>All new facilities identified in Chapters 4 and 5 were evaluated in their ability to provide for “Complete Streets” and facilities and improvements that increase transportation choices, reduce reliance on the</p>

	<p>automobile, and improve safety. The reasonableness of proposed projects were verified by the following selection criteria (Chapter 3):</p> <ol style="list-style-type: none"> 1. Is it technically feasible to build this project? 2. Could the project be funded? 3. Could the project receive necessary environmental permits? <p>Potential projects failing these criteria were dropped from the TSP or deferred for future study (i.e., the Randy Papé Beltline Facility Plan, which had already been deemed reasonably feasible).</p>
(c) Transportation system management measures;	The Transportation System Management and Operations (TSMO) Plan, contained in Chapter 4, focuses on increasing the safety and efficiency of the existing street system, promoting safety for all users, supporting the economy and supporting the City's Climate Recovery Ordinance.
(d) Demand management measures; and	The Transportation Demand Management (TDM) Plan, contained in Chapter 4, in coordination with the Regional Transportation Options Plan (RTOP), focus on providing greater travel choices to enhance mobility and accessibility and maximize transportation investments. Transportation Demand Management is a tool already integrated into the Eugene Land Use Code for reducing demand on a facility, reliance on single-occupant motorized vehicles, and parking supply. Further, the city has set targets to triple the percentage of trips made by trips other than the automobile by 2035.
(e) A no-build system alternative required by the NEPA or other laws.	Chapter 3 and Appendix B (No Build) document the No Build system alternative and associated transportation needs in the year 2035.
(3) The following standards shall be used to evaluate and select alternatives:	Chapter 3 and Appendix D (Alternatives Evaluation Process) document the alternatives evaluation and selection process. Goals and policies are included in Chapter 2 and guided the process. The evaluation framework developed for the TSP referenced the Sustainable Transportation Analysis and Rating System (STARS) and reflects the city's commitment to the sustainability triple bottom line. The STARS evaluation

	framework, although more robust, satisfies the TPR requirements as noted below. (TSP Table 3.2)
<p>(a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;</p>	<p>The <i>2035 TSP</i> modeling and needs analysis is based on the Comprehensive Plan land use designations in the <i>Metro Plan</i> within the existing UGB and consistent with the growth forecast adopted into the <i>Metro Plan</i>.</p> <p>Modeling for the <i>2035 TSP</i> used the same land use designation model (or “layer”) used for the Envision Eugene buildable lands inventory. Because the <i>Metro Plan</i> land use designation map was adopted at a relatively large scale (small geographic representation) of 1:1,500, and no file is maintained by the City of known plan-split lots as is the case for zoning districts, the land use designation layer was created by enlarging the <i>Metro Plan</i>’s 11x17 land use designation map and applying a set of rules to resolve split designations on taxlots. A process was used to identify those lots having a substantive portion in two or more differing plan designations versus those that have only a minor portion in an adjoining plan designation. Those lots not identified as candidate split lots were considered designated according to the plan designation found at the geometric center of the lot.</p> <p>Chapter 3 and Appendices B (No Build) and C (20 year Needs Analysis) document the anticipated land uses and the <i>2035 TSP</i> projects (types and levels of service) needed to support the land uses depicted on the land use designation layer described above. The TSP supports urban growth as planned for the Eugene UGB area in the acknowledged comprehensive plan (the <i>Metro Plan</i>) and regional travel, and restricts facility extension that might encourage inappropriate growth on rural lands.</p> <p>Comparable STARS criteria:</p> <ul style="list-style-type: none"> • Ensure consistency between transportation investments and all relevant adopted and accepted local plans. • Support redevelopment priorities by promoting compatible transportation investments along key corridors and in core commercial areas, including downtown. • Increase access to employment centers via foot, bike, and transit, while improving the

	quality of the traveling experience.
(b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality;	<p>Three of the eight STARS evaluation criteria reference air quality, protection of land and water quality. All alternatives considered were evaluated against adopted state and federal standards.</p> <p>Sample STARS criteria that promote consistency with state and federal standards for protection of air, land and water quality:</p> <ul style="list-style-type: none"> • Support the reduction in quantities of harmful airborne pollutants associated with transportation.
(c) The transportation system shall minimize adverse economic, social, environmental and energy consequences;	<p>The alternatives analysis summarized in Chapter 3 and Appendix D (Alternatives Evaluation Process) include an evaluation of adverse economic, social, environmental and energy consequences. Many of the eight evaluation criteria reference these issues. Further, the goals and policies included in Chapter 2 highlight the importance of minimizing these consequences.</p> <p>Example STARS criteria that minimize adverse economic, social, environmental and energy consequences:</p> <ul style="list-style-type: none"> • Use future transportation investments to reduce or eliminate disparities between neighborhoods in access, economic benefits, safety, and health. • Encourage infrastructure and programs that allow residents to reduce expenditures on fuel and vehicle use. • Focus on transportation programs and projects that help to: <ul style="list-style-type: none"> ○ reduce total community-wide fossil fuel use by 50% by 2030 ○ reduce vehicle miles traveled per capita by 10% by the year 2020 ○ reduce community-wide greenhouse gas emissions 10% below 1990 levels by 2020 <p>Triple Bottom Line (abbreviated as TBL) is an accounting framework with three parts: social, environmental, and financial. The 2035 TSP integrated</p>

	<p>TBL sustainability principles in every step of its development. The criteria that were used to prioritize potential projects and programs in this plan were broadened to include public health and safety, community context and neighborhood character, climate and energy, and cost effectiveness to ensure that the plan adequately addresses the many aspects of the economy-equity-environment triple bottom line.</p> <p>The <i>2035 TSP</i> supports equity and social prosperities in several ways. This plan supports the provision of complete transportation networks that serve all travelers of all ages, abilities, and incomes. Everybody should have safe and efficient access to employment, education, services, and recreation. The <i>2035 TSP</i> promotes the services and projects that will result in sufficient options to meet these needs. This plan also calls for assurances that costs and benefits of transportation improvements are shared equitably over time, both geographically throughout the city and among populations of different economic strata, races, and ethnicities.</p> <p>The <i>2035 TSP</i> supports the continued growth and vitality of the local and regional economy. Transportation infrastructure investments on key corridors will support the projected employment base and freight movements as well as improve multimodal access to the airport and train station. The <i>2035 TSP</i> removes a barrier to planned growth by adjusting Levels of Service for traffic to more realistic levels, levels that reduce reliance on automobile travel and permit levels of development desired by the comprehensive land use plan.</p>
<p>(d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation; and</p>	<p>The alternatives analysis summarized in Chapter 3 and Appendix D (Alternatives Evaluation Process) include an evaluation of the potential for intermodal connections and minimization of conflicts. Further, the goals and policies included in Chapter 2 are focused on creating a complete, connected transportation system that meets the needs and safety of travelers of all ages, abilities, races, ethnicities and incomes.</p> <p>Sample STARS criteria that minimize conflicts and facilitate connections between modes of transportation:</p>

	<ul style="list-style-type: none"> • Support redevelopment priorities by promoting compatible transportation investments along key corridors and in core commercial areas, including downtown. • Foster neighborhoods where 90 percent of Eugene residents can meet most daily needs without relying heavily on an automobile. • Improve the comfort and convenience of travel, especially for walking, bicycling, carpooling, and riding transit. • Maintain a network of Emergency Response Streets to facilitate prompt emergency response.
<p>(e) The transportation system shall avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile. Select transportation alternatives that meet the requirements in section (4) of the rule.</p>	<p>The alternatives analysis summarized in Chapter 3 and Appendix D (Alternatives Evaluation Process) is fundamentally based on the need to decrease reliance on the automobile (see sample criteria, above). Most of the eight STARS evaluation criteria reference this critical need. Further, the goals and policies included in Chapter 2 highlight the importance of tripling the percentage of trips made by transit, cycling and walking by 2035 and increasing transportation choices for all users.</p> <p>The 2035 TSP plans for significant investment in active transportation over the next 20 years. Of the 276 projects planned in the 2035 TSP to be built over the next 20 years, 253 of the projects are entirely pedestrian and bicycle projects; those projects include 89 neighborhood greenway projects, 17 shared use paths, 10 protected bike lane projects, and 89 separated path/sidewalk projects. Six of the 276 projects are transit projects, which include improving frequent transit service and multimodal travel along numerous transit corridors.</p> <p>The 2035 TSP includes a “Complete Streets” policy that will affect how all streets will be planned and maintained in the future. By making streets more inviting to pedestrians and bicyclists, especially for short trips, the City will gain more efficient use of limited available space within the street rights-of-way, provide a healthier environment in neighborhoods, and support the higher density, mixed use Key Corridors championed by the <i>Envision Eugene, A</i></p>

	<p><i>Community Vision for 2032.</i></p> <p>Improvements to the sidewalk, bicycle, and transit networks make many more travel options available, providing choices that best fit one's travel needs, financial situation, and location. In furtherance of the goal to increase the number of people choosing active transportation as their travel option, as noted above, there are 245 bicycle, pedestrian and transit projects planned for the next 20 years; these projects representing over 51% of the total transportation dollars that the City plans to spend over the next 20 years.</p> <p>By planning for the active transportation infrastructure that will make active modes of travel more safe and convenient, the <i>2035 TSP</i> is designed to achieve its goal of greatly increasing the number of trips made by transit, bicycling and walking. With the 245 bicycle, pedestrian and transit projects (as well as the six complete street projects) planned for the next 20 years, the <i>2035 TSP</i> hopes to (at least) triple the number of trips made by transit, bicycling or walking by 2035.</p>
<p>(4) In MPO area, regional and local TSPs shall be designed to achieve adopted standards for increasing transportation choices and reducing reliance on the automobile. Adopted standards are intended as means of measuring progress of metropolitan areas towards developing and implementing transportation systems and land use plans that increase transportation choices and reduce reliance on the automobile. It is anticipated that metropolitan areas will accomplish reduced reliance by changing land use patterns and transportation systems so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.</p>	<p>The <i>2035 TSP</i> supports and advances the alternative performance standards approved by LCDC in 2001 and adopted as part of <i>TransPlan</i>. The Transportation Demand Management Plan, contained in Chapter 4, in coordination with the Regional Transportation Options Plan, focuses on providing greater travel choices to enhance mobility and accessibility and maximize transportation investments. Further, the City has set targets to triple the percentage of trips made by trips other than the automobile by 2035, as iterated in the goals and policies included in Chapter 2 and the evaluation criteria included in Chapter 3.</p> <p>In furthering the goals of the 2001 standards, the <i>2035 TSP</i> builds upon the lessons learned since 2001, and recognizes that there are new, innovative ways to decrease vehicle miles of travel. To that end, the <i>2035 TSP</i> uses terminology that, at times, slightly differs from the terminology adopted in 2001, but nevertheless advances the achievement of the standards approved by LCDC in 2001. For example, the City no longer uses the term "nodal development" in its land use and transportation planning efforts.</p>

	<p>Instead, the City uses terms such as “key corridors” and “20-minute neighborhoods.” Despite a shift in terminology, the underlying concept, goals, and benefits of nodal development remains unchanged; providing land use patterns so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today. Most importantly, the 2035 TSP is designed to increase transportation choices and reduce reliance on the automobile.</p> <p>The 2035 TSP supports and advances the alternative performance standards approved by LCDC in 2001 and adopted as part of <i>TransPlan</i> in the following way:</p> <p>% Non-Auto Trips. The 2035 TSP has goals of tripling trips by walking, biking, and transit and reducing fossil fuel consumption. Of the 264 projects planned in the 2035 TSP to be built over the next 20 years, 239 of the projects are entirely pedestrian and bicycle projects; those projects include 89 neighborhood greenway projects, 18 shared use paths, 12 protected bike lane projects, and 85 separated path/sidewalk projects. Six of the 264 projects are transit project, which include improving frequent transit service and multimodal travel along numerous transit corridors. These 245 bicycle, pedestrian, and transit projects represent 51% of the total transportation dollars that are planned to be spent over the next 20 years. Of the 19 remaining projects, six of the projects are complete street upgrades to existing roadways; all six of these projects have a significant bicycle and pedestrian component. These complete street projects represent an additional 10% of the total transportation dollars. Establishment of a bike share program is currently underway and is one of the 2035 TSP’s four bicycle policies.</p> <p>The 2035 TSP has a policy to encourage walking as the most attractive mode of transportation for short trips (e.g., within .5 miles) within and to activity centers, downtown, key corridors, and major destinations, and as a means of accessing transit. A related policy of the 2035 TSP is to ensure that there are safe, accessible, comfortable, and direct sidewalk connections between residential areas, major destinations, and transit stops and to continually improve walking comfort, safety, and accessibility through design, operations, retrofits, and maintenance.</p>
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	<p>% Transit Mode Share on Congested Corridors. The <i>2035 TSP</i> has a goal of tripling trips by walking, biking, and transit, and policies that promote planning and improving multimodal access along the Key Corridors (EE Vision) and (the same) Frequent Transit Networks (LTD Long Range Transit Plan).</p> <p>The <i>2035 TSP</i> policies promote improved transit services that are integrated through context specific multimodal planning for all Key Corridors. One of the four transit policies in the <i>2035 TSP</i> is to collaborate with Lane Transit District to provide a network of high capacity, frequent, and reliable transit services, including consideration of Bus Rapid Transit, to the City's identified Key Corridors and to Frequent Transit Corridors as defined by Lane Transit District's Long Range Transit Plan. Additionally, the <i>2035 TSP</i> includes \$171.4 million in transit projects that support the transit policies and the identified transit needs. The six multimodal/transit projects planned for the next 20 years include the improvement of frequent transit service and multimodal travel along Coburg Road, River Road, Highway 99, 30th Avenue and Amazon Parkway, new transfer stations, and enhanced pedestrian crossings. Additionally, an identified potential action item is to review City Code and amend it if needed to enable additional opportunities to provide bikeways and improved pedestrian connections between key destinations, transit stops, and residential areas with new development and redevelopment.</p> <p>Priority Bikeway Miles. "Priority bikeway" projects are defined in <i>TransPlan</i> as: "Bike projects located along an essential core route on which the overall bicycle system depends; <i>and</i> (one of the following): 1. Fills in a critical gap in the existing bicycle system; or 2. Overcomes a barrier where no other nearby existing or programmed bikeway alternatives exist; or, 3. Significantly improves bicycle users' safety in a given corridor." The <i>2035 TSP</i> sets benchmarks constructing new projects that meet <i>TransPlan's</i> definition of Priority Bikeway Miles. The <i>2035 TSP</i> promotes a complete network of various context sensitive bikeways throughout the community (including cycle tracks, bike boulevards, and protected bikeways). As discussed above, of the 264 projects planned in the</p>
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	<p>2035 TSP to be built over the next 20 years, 245 of the projects are entirely pedestrian and bicycle projects; those projects include 89 neighborhood greenway projects, 22 on-street bike lanes, 18 shared use paths, 12 protected bike lane projects, and 85 separated path/sidewalk projects. These 245 bicycle, pedestrian, and transit projects represent 51% of the total transportation dollars that are planned to be spent over the next 20 years. One of the 2035 TSP's bicycle policies is to "[d]evelop a well-connected and comfortable bikeway network. Ensure that there are safe, comfortable, and direct bikeway connections between residential areas, major destinations, and transit stops and provide secure bicycle parking facilities at these destinations." The related potential action item is: "Maintain a map and project list for desired improvements to the bicycle network within the life of this plan. Provide priorities among these projects, yet provide flexibility among priorities to respond to unforeseen opportunities and development."</p> <p>The list of bicycle projects in support of the policies and the identified needs are shown in Chapter 5. The 2035 TSP is the City's bicycle and pedestrian plan, providing projects and policies that will create a network of bicycle and pedestrian-friendly routes throughout the planning area. While the map of all potential bicycle system improvements may include some on local streets, only improvements on collector and arterial streets were considered for the 2035 TSP project list and cost estimates.</p> <p>Acres of zoned nodal development. "Nodal development" is defined in <i>TransPlan</i> as "a mixed-used, pedestrian friendly land use pattern that seeks to increase concentrations of population and employment in well-defined areas with good transit service, a mix of diverse and compatible land uses, and public and private improvements designed to be pedestrian and transit oriented." The 2035 TSP promotes the completion of safe, comfortable, and direct sidewalk and bikeway networks between key destinations, transit stops, and residential areas, which supports nodal development. Specifically, the 2035 TSP does not change the zoning of nodal development areas. Further, the 2035 TSP sets benchmarks for increasing the number of acres that meet <i>TransPlan's</i></p>
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	<p>definition of nodal development, <i>i.e.</i>, mixed use centers, Key Transit Corridors, and 20-minute neighborhoods.</p> <p>% of dwelling units built in nodes. This TSP promotes neighborhoods where 90 percent of Eugene residents can meet most daily needs without relying heavily on an automobile. A system-wide policy of the <i>2035 TSP</i> is fostering neighborhoods where Eugene residents can meet most of their basic daily needs without an automobile by providing streets, sidewalks, bikeways, and access to transit in an inviting environment where all travelers feel safe and secure. The related potential action item is the creation of a strategy to facilitate 90 percent of Eugene residences to be within 20-minute neighborhoods. Further, the <i>2035 TSP</i> sets benchmarks for increasing the percentage of new dwelling units built in areas that meet <i>TransPlan's</i> definition of nodal development, <i>i.e.</i>, % of new dwelling units built in mixed use centers, 20-Minute Neighborhoods, and along Key Transit Corridors.</p> <p>% of New "Total" Employment in Nodes. The TSP supports employment in nodes by increasing access to employment centers via foot, bike, and transit, and promoting compatible transportation investments along key corridors and in core commercial areas, including downtown. Identified potential action items include aligning the City's land use and parking regulating to encourage walking, biking, and use of public transit and periodically reviewing parking needs in the downtown, Federal Courthouse, and riverfront districts and balance supply with other objectives, such as economic vitality; support for transit, walking, and biking; reduced consumption of fossil fuels; and human-scaled urban form. Additionally, for more than 10 years the City has had in place <i>Standards for Transportation Demand Management Programs</i> that provide a mechanism to vary the number of required off-street parking spaces by providing a strategy for reducing vehicle use and parking demand and using benchmarks to measure program effectiveness. Further, the 2035 TSP sets aggressive goals for the percentage of new employment located within areas that meet <i>TransPlan's</i> definition of nodal development, <i>i.e.</i>, % of new employment in mixed use centers, 20 Minute Neighborhoods, and along Key Transit Corridors.</p>
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	<p>Internal VMT. Vehicle Miles Travelled have been on the decline in Eugene. Policies cited above that promote alternatives to driving, mixed use neighborhoods, and reduced consumption of fossil fuels will help reduce VMT. Goal 1 of the <i>2035 TSP</i> is to “[c]reate an integrated transportation system that is safe and efficient; supports the <i>Metro Plan’s</i> land use diagram and <i>Envision Eugene, A Community Vision for 2032</i> (2012), the City of Eugene’s target for a 50 percent reduction in fossil fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.”</p> <p>VMT/Capita. Per capita VMT has been on the decline in Eugene. Policies cited above that promote alternatives to driving, mixed use neighborhoods, education, and reduced consumption of fossil fuels will help reduce per capita VMT.</p> <p>The <i>2035 TSP’s</i> design to increase transportation choices and reduce reliance on the automobile will most likely advance any new regional standards that are adopted as part of the RTSP update, however, if needed, the <i>2035 TSP</i> will be amended to address the new regional standards.</p>
<p>(7) Regional and local TSPs shall include benchmarks to assure satisfactory progress towards meeting the approved standard or standards adopted pursuant to this rule at regular intervals over the planning period. MPOs and local governments shall evaluate progress in meeting benchmarks at each update of the regional transportation plan. Where benchmarks are not met, the relevant TSP shall be amended to include new or additional efforts adequate to meet the requirements of this rule.</p>	<p>As discussed above, OAR 660-012-0035(5) requires that MPO areas adopt standards for approval by the Land Conservation and Development Commission (LCDC). The 0035(5) standards developed by the Eugene-Springfield MPO for <i>TransPlan</i> were approved by LCDC in 2001, and adopted as part of <i>TransPlan</i> in 2002. Because <i>TransPlan</i> remains the metro area’s regional transportation system plan, the standards adopted by LCDC in 2001 are still in effect, and applicable, today.</p> <p>Therefore, the <i>Eugene 2035 TSP</i> retains the LCDC-approved standards as required by the TPR and sets forth benchmarks that advance progress towards increasing transportation choices and reducing reliance on the automobile, and better reflect local targets for bicycle, walking, and transit travel and achieving the land use patterns promoted by <i>Envision</i></p>

	<p><i>Eugene, A Community Vision for 2032.</i></p> <p>Attachment D to the 2035 TSP sets forth benchmarks to assure that the City is making satisfactory progress towards meeting the standards approved by LCDC in 2001. The benchmarks in Attachment D include regular intervals over the 2035 TSP's 20-year planning for the City to evaluate its progress toward meeting the Alternatives Performance Measures approved by LCDC in 2001 for the Eugene-Springfield MPO.</p>
<p>(10) Transportation uses or improvements listed in OAR 660-012-0065(3)(d) to (g) and (o) and located in an urban fringe may be included in a TSP only if the improvement project identified in the Transportation System Plan as described in section (12) of this rule, will not significantly reduce peak hour travel time for the route as determined pursuant to section (11) of this rule, or the jurisdiction determines that the following alternatives can not reasonably satisfy the purpose of the improvement project:</p> <p>(a) Improvements to transportation facilities and services within the urban growth boundary;</p> <p>(b) Transportation system management measures that do not significantly increase capacity; or</p> <p>(c) Transportation demand management measures. The jurisdiction needs only to consider alternatives that are safe and effective, consistent with applicable standards and that can be implemented at a reasonable cost using available technology.</p>	<p>The 2035 TSP includes Project No. MM-3: "Construct local arterial bridge over the Willamette River to the north of the Beltline Highway, connecting Division Avenue to Green Acres Road; construct operational improvements to existing Randy Papé Beltline Highway/Delta Highway ramps consistent with the Beltline Highway Facility Plan." Additionally, the Randy Papé Beltline Facility Plan is adopted as part of the 2035 TSP (Attachment C). The Facility Plan includes recommended improvements to the Randy Papé Beltline Highway, Delta Highway and adjacent arterial street system to improve safety and the long-term operations of the highway between River Road and Coburg Road. This Facility Plan is a precursor to the National Environmental Policy Act (NEPA) process for the implementation of future Randy Papé Beltline Highway projects. The NEPA analysis will include more detailed and rigorous analysis of project impacts and result in a determination as to whether or not one or more of the improvements options can be constructed and, potentially, result in a recommended preferred project that is eligible for federal funding.</p> <p>If the outcome of the NEPA analysis is that one or more of the improvement options can be constructed, the project description and costs estimates for Project MM-3 will be updated to reflect the improvement option ultimately selected. The City recognizes that construction outside of the urban growth boundary may require a goal exception or UGB amendment. Those land use issues will be resolved together with Lane County. Nevertheless, MM-3 (which may include construction within the urban fringe) can be included in the 2035 TSP because the project is authorized by provisions of OAR 660-012-0065 other than (3)(d) to (g) and (o).</p>
OAR 660-012-0040 Transportation Financing Program	

<p>(1) For areas within an urban growth boundary containing a population greater than 2,500 persons, the TSP shall include a transportation financing program.</p>	<p>Cost estimates for all of the planned facilities and major improvements (i.e., “projects”) are included in Chapter 5. Chapter 6 contains a summary of all project costs, by prioritization category, a projection of revenue and a financing and implementation plan.</p>
<p>(2) A transportation financing program shall include the items listed in (a)-(d):</p>	<p>The TSP contains all the required components of the - 0040(2) finance plan:</p> <p>(d) policies to guide selection of transportation facility and improvement projects for funding in the short-term to meet the standards and benchmarks established pursuant to 0035(4)-(6). The policies, contained in Chapter 2, consider and include facilities and improvements that support mixed-use, pedestrian friendly development and increased use of alternative (non-automobile) modes of transportation.</p>
<p>(a) A list of planned transportation facilities and major improvements;</p>	<p>Chapter 5 lists all of the planned transportation facilities and major improvements, by mode.</p>
<p>(b) A general estimate of the timing for planned transportation facilities and major improvements;</p>	<p>All of the planned transportation facilities and major improvements are contained in Chapter 5 and are prioritized in the following categories for general timing: projects within 20 years, projects to complete upon development of adjacent lands, projects that could be completed beyond the 20-year planning horizon if conditions change and the TSP is amended, and projects requiring further study prior to establishing a timing for funding and implementation.</p>
<p>(c) A determination of rough cost estimates for the transportation facilities and major improvements identified in the TSP; and</p>	<p>Chapter 5 lists all of the planned transportation facilities and major improvements, by mode and their associated cost estimates.</p>
<p>(d) In metropolitan areas, policies to guide selection of transportation facility and improvement projects for funding in the short-term to meet the standards and benchmarks established pursuant to 0035(4)-(6). Such policies shall consider, and shall include among the priorities, facilities and improvements that support mixed-use, pedestrian friendly</p>	<p>The 2035 TSP articulates policies and actions that explicitly prioritize facilities and improvements that support mixed-use, pedestrian friendly neighborhoods, increase use of active modes of transportation, and reduce reliance on travel by single-occupant automobile. These priorities include improved convenience and safety for walking, biking, and connections to transit stops; improved transit service</p>

<p>development and increased use of alternative modes.</p>	<p>in Key Corridors; bikeway improvements near the University of Oregon, downtown Eugene, and on streets connecting residential areas to schools and commercial hubs; a railroad quiet zone in the downtown and Whiteaker areas; investments that facilitate job growth in high priority employment opportunity sites; and priority parking and reduced parking fees for non-gasoline powered vehicles.</p> <p>Goal 1 of the <i>2035 TSP</i> states: “Create an integrated transportation system that is safe and efficient; supports the <i>Metro Plan’s</i> land use diagram and <i>Envision Eugene, A Community Vision for 2032</i> (2012), the City of Eugene’s target for a 50 percent reduction in fossil fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.”</p> <p>The <i>2035 TSP</i> contains many policies that prioritize facilities and improvements that support mixed-use, pedestrian friendly development and increased use of alternative modes, including the following:</p> <p>Roadway Policy 1: “Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan’s vision for growth and development in a responsible and efficient manner. A “complete street” allows safe travel for automobiles and emergency responders, bicycles, walking, transit, and freight. In addition to fulfilling a street’s basic transportation functions and providing access to properties, streets and sidewalks should be designed to be attractive, safe, accessible, sustainable, and healthy components of the City's environment.”</p> <p>Pedestrian Policy 1: “Encourage walking as the most attractive mode of transportation for short trips (<i>e.g.</i>, within .5 miles) within and to activity centers, downtown, key corridors, and major destinations, and as a means of accessing transit.”</p> <p>Pedestrian Policy 3: “Coordinate improvements to complement and improve the systems proposed in the Eugene Trails Plan and connections to regional trails.”</p> <p>Bicycle Policy 2: “Develop a well-connected and</p>
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	comfortable bikeway network. Ensure that there are safe, comfortable, and direct bikeway connections between residential areas, major destinations, and transit stops and provide secure bicycle parking facilities at these destinations.”
(3) The determination of rough cost estimates is intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms. In addition to including rough cost estimates for each transportation facility and major improvement, the transportation financing plan shall include a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement. These funding mechanisms may also be described in terms of general guidelines or local policies.	<p>Chapter 5 lists all of the planned transportation facilities and major improvements, by mode and their associated cost estimates. Chapter 6 includes a summary of cost estimates, by prioritization category, a forecast of revenue based on existing funding mechanisms and potential new mechanisms, and a plan for implementation. Additionally, Chapter 2 includes policies and potential action items specific to cost effectiveness and finance.</p> <p>The planning level cost estimates provided in Chapter 5 of the <i>2035 TSP</i> provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow the assessment of the adequacy of existing and alternative funding mechanisms. The transportation financing plan (Chapter 6) includes a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement.</p>
(5) The transportation financing program shall provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities and improvements which would cause premature development of urbanizable lands or conversion of rural lands to urban uses.	<p>The planned transportation facilities and major improvements identified in Chapter 5 prioritize pedestrian, bicycle, and transit improvements in Key Corridors that encourage infill and redevelopment. A system-wide policy of the <i>2035 TSP</i> is fostering neighborhoods where Eugene residents can meet most of their basic daily needs without an automobile by providing streets, sidewalks, bikeways, and access to transit in an inviting environment where all travelers feel safe and secure. The related potential action item is the creation of a strategy to facilitate 90 percent of Eugene residences to be within 20-minute neighborhoods.</p> <p>The <i>2035 TSP</i> also supports the land use strategies defined in the <i>2012 Envision Eugene, A Community Vision for 2032</i> and prioritizes recommendations that mitigate the strain on roadways by supporting transit service and making walking and bicycling trips more</p>

	<p>practical for working, shopping, and other daily activities; managing congestion; and improving safety. One primary focus of both the <i>Metro Plan</i> and <i>Envision Eugene</i> is on more compact development. As such, significant future residential development is likely to occur in the Downtown and “Key Corridors” (see Volume 2, Appendix E), including: Willamette Street, W 11th Avenue, Highway 99N, River Road, Coburg Road, and Franklin Boulevard. The 2035 TSP includes projects and programs, and identifies financial resources, that support the growth anticipated over the next 20 years along these key corridors.</p> <p>The transportation financing program (Chapters 5 and 6) provides for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities and improvements which would cause premature development of urbanizable lands or conversion of rural lands to urban uses. The 2035 TSP does not promote extension of streets outside the UGB that would promote urbanization of rural lands.</p>
OAR 660-012-0060 Plan and Land Use Regulation Amendments	
<p>(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:</p> <p>(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);</p> <p>(b) Change standards implementing a functional classification system; or</p> <p>(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment</p>	<p>As part of the 2035 TSP adoption package, section 67 of Ordinance No. 20528 will be deleted, thereby lifting the trip cap imposed on the properties rezoned by that ordinance.</p> <p>Ordinance No. 20528 was adopted in May, 2014, as an Envision Eugene efficiency measure. Ordinance No. 20528 created a new E-2 Mixed Used Employment zone in West Eugene and converted I-1 Campus Industrial zone to the E-1 Campus Employment zone in three areas of the City. Section 67 of Ordinance No. 20528 imposed a trip cap on all of the properties that are subject to a code amendment or zone change that would allow uses that would generate more traffic than is currently allowed on those properties. Specifically, the City imposed trip caps on all of the properties where the currently allowed uses will be expanded, either as a result of the newly-named E-1 zone or a zone change to C-2 or E-2. With the proposed trip caps, traffic generated from the subject properties after the code amendments and zone changes could not have exceed the amount of traffic that could be generated from these properties prior to adoption of the code amendments and zone changes. The trip cap was imposed on a corridor-level, and the</p>

<p>includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.</p> <p>(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;</p> <p>(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or</p> <p>(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.</p>	<p>trip cap numbers were aggregate for all the affected lots. The aggregate vehicular trip cap within the West Eugene study area is 4,960 trips. The aggregate vehicular trip cap for the three discrete E-1 Campus Employment zoned areas are as follows: Greenhill Technology Park – 1250, Willow Creek – 1270, and Chad Drive – 1370.</p> <p>As discussed above, in determining the City's transportation needs the <i>2035 TSP</i> modeling assumed that the City will continue to see growth in employment and population between now and the year 2035 in a manner consistent with the existing Comprehensive Plan land use designations, within the existing Urban Growth Boundary (UGB) and consistent with the growth forecast adopted into the <i>Metro Plan</i>. Regarding the population and employment distributions, Staff from the cities of Eugene and Springfield, Lane County and Lane Council of Governments (LCOG) worked collaboratively to identify where the estimated year 2035 population and employment growth might occur within the region as well as within individual areas of each city. Based on these estimates of future job and household growth and distribution, LCOG developed traffic volume forecasts for the city's collector and arterial street system, using an emme travel demand model. To reflect the efficiency measures adopted by Ordinance No. 20528, the growth and distribution forecasts that served as the basis for the travel demand model included a higher distribution of the employment growth to the newly created E-2 Mixed Used Employment zone in West Eugene and the three areas of the City where I-1 Campus Industrial zone was converted to the E-1 Campus Employment zone.</p> <p>Based on the modeling, to address the increased travel demand resulting, in part, by the higher distribution of employment growth in the newly created E-2 Mixed Used Employment zone in West Eugene and the three areas of the City where I-1 Campus Industrial zone was converted to the E-1 Campus Employment zone, the <i>2035 TSP</i> includes the following:</p> <ol style="list-style-type: none"> 1. Citywide LOS E 2. 1.0 v/c for specified ODOT facilities, including West 11th Avenue from Ed Cone east into
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	<p>downtown, Coburg Road in the vicinity of the Beltline Highway interchange as well as from Harlow Road to downtown, Randy Papé Beltline/W 11th Avenue.</p> <ol style="list-style-type: none"> 3. MM-3, Construct local arterial bridge over the Willamette River to the north of the Beltline Highway, connecting Division Avenue to Green Acres Road; construct operational improvements to existing Randy Papé Beltline Highway/Delta Highway ramps consistent with the Beltline Highway Facility Plan. 4. MM-4, Improve I-5/Randy Papé Beltline Highway interchange (project is currently funded and underway). 5. MM-6, Improve frequent transit service and multimodal travel along Coburg Road and transit connections to Springfield. 6. MM-9, West Eugene EmX extension along W 6th, 7th, and 11th Avenues, Garfield and Charnelton Streets (project is currently funded and under construction) 7. MM-14, Upgrade W 11th Avenue consistent with major arterial standards, including provision of four travel lanes, center median, bike lanes, sidewalks on both sides of the road, and planting strips 8. MM-20, Add lanes on the Randy Papé Beltline Highway and provide intersection improvements at the Randy Papé Beltline Highway/W 11th Avenue and Randy Papé Beltline Highway/Roosevelt Boulevard intersections. <p>Because the 2035 TSP's modeling, needs analysis and proposed transportation system recognizes and addresses the increased travel demand anticipated by the newly created E-2 Mixed Used Employment zone in West Eugene and the three areas of the City where I-1 Campus Industrial zone was converted to the E-1 Campus Employment zone, the trip caps imposed by Ordinance No. 20528 can be lifted.</p>
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<p>(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.</p> <p>(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;</p> <p>(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and</p> <p>(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.</p>	<p>The needs assessment and resulting projects (set forth in Chapter 4) that establish a transportation system adequate to meet the identified local transportation needs are based upon the land use designations established by the <i>Metro Plan</i>. Because the <i>2035 TSP</i> is based on the <i>Metro Plan</i> land use designations, any zone allowed within the land use designation is consistent with both the <i>Metro Plan</i> and this <i>2035 TSP</i>.</p> <p>Looking ahead, when the City adopts a new comprehensive plan, unless the new comprehensive plan changes the current <i>Metro Plan</i> land use designations, a zone allowed within the land use designation will be consistent with both the new comprehensive plan and this <i>2035 TSP</i>. If adoption of the new comprehensive plan includes an expansion of the UGB, any amendments to the <i>2035 TSP</i> that are necessary to address the expansion area will be adopted currently with the UGB amendment.</p>
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Goal 13 - Energy Conservation. To conserve energy.

The amendments do not impact energy conservation. Therefore, Statewide Planning Goal 13 does not apply.

Goal 14 - Urbanization. To provide for an orderly and efficient transition from rural to urban land use.

The City is currently in compliance with Goal 14. The amendments will not change the *TransPlan* and *Metro Plan* provisions adopted to preserve the distinction between urban and rural uses through the development of policies and programs that provide for more efficient urban uses within the UGB, thus preserving rural lands for rural uses.

While the City is in the midst of creating a comprehensive land use plan for 2035 that may include future UGB expansion areas, these amendments are for the *existing Eugene UGB* and do not address any future UGB expansion areas that may occur. If expansion areas are eventually approved, the *2035 TSP* will need to be updated to include those areas. The amendment updates the transportation section of the *Metro Plan* through incorporating the *2035 TSP*. The *2035 TSP* ensures compliance with Oregon Administrative Rule 660-012, which governs transportation system development in the state and requires conformance with the Regional Transportation Plan. The adoption of these amendments does not alter the City's compliance with Goal 14. The amendment is consistent with this goal.

Goal 15 - Willamette River Greenway. To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

The Willamette River Greenway area with the Urban Growth Boundary is governed by existing local provisions that have been acknowledged as complying with Goal 15. Those provisions will be unchanged by the amendments. The amendments will not change *TransPlan's* and the *Metro Plan's* provisions related to the protection and maintenance of the scenic, historical, economic and recreational qualities of lands along the Willamette River. Further, the amendments will not affect *TransPlan's* and the *Metro Plan's* compliance with Goal 15.

Nearly all of projects in the Eugene 2035 Transportation System Plan are located outside of the Willamette River Greenway area. Individual transportation projects that are located in the Willamette River Greenway are required to conduct an individual analysis of Goal 15 compliance during the project development phase of work. This proposed amendment is consistent with this goal.

Goal 16 through 19 - Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources.

There are no coastal, ocean, estuarine, or beach and dune resources related to the property effected by these amendments. Therefore, these goals are not relevant and the amendments will not affect compliance with Statewide Planning Goals 16 through 19.

(2) *The proposed amendment does not make the Metro Plan internally inconsistent.*

Until now, *TransPlan*, adopted as a functional plan to the *Metro Plan*, served as the City's regional transportation system plan (RTSP), local transportation system plan, and pedestrian and bicycle master plan. While *TransPlan* will continue to serve as the City's RTSP, the 2035 TSP will serve as the City's local transportation system and as the City's pedestrian and bicycle master plan. Because *TransPlan* will continue to serve as the RTSP for Eugene, Springfield, and Metropolitan Lane County until a new RTSP is adopted, *TransPlan* remains a functional plan of the *Metro Plan*. The 2035 TSP, also adopted as part of the *Metro Plan*, must be consistent with *TransPlan*. In addition to the findings set forth in Table A (OAR 660-012-0015) and the findings set forth regarding the consistency between the 2035 TSP and the Transportation Element of the *Metro Plan* (which are incorporated herein by reference), the findings set forth below demonstrate that the 2035 TSP (and corresponding *Metro Plan* and *TransPlan* amendments) are consistent with both *TransPlan* and the *Metro Plan* and will not make the documents internally inconsistent.

TransPlan

The 2035 TSP is consistent with *TransPlan's* goals and policies. The following table (Findings Table B) provides a comparison and consistency evaluation between the goals and policies contained in *TransPlan* and the 2035 TSP.

<i>TransPlan and 2035 TSP Consistency</i>	
<i>TransPlan Goals</i>	<i>Complimentary 2035 TSP Goals</i>
Provide an integrated transportation and land use system that supports choices in modes of travel and development patterns that will reduce reliance on the auto and enhance livability, economic opportunity, and the quality of life.	Create an integrated transportation system that is safe and efficient; supports the <i>Metro Plan's</i> land use diagram and <i>Envision Eugene, A Community Vision for 2032</i> (2012), the City of Eugene's target for a 50 percent reduction in fossil fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.
Enhance the Eugene-Springfield metropolitan area's quality of life and economic opportunity by providing a transportation system that is: <ul style="list-style-type: none"> a) Balanced, b) Accessible, c) Efficient, d) Safe, e) Interconnected, f) Environmentally responsible, g) Supportive of responsible and sustainable development, h) Responsive to community needs and neighborhood impacts, and i) Economically viable and financially stable. 	<p>Advance regional sustainability by providing a transportation system that improves economic vitality, environmental health, social equity, and overall well-being.</p> <p>Strengthen community resilience to changes in climate, increases in fossil fuel prices, and economic fluctuations by making the transportation networks diverse, adaptable, and not reliant on any single mode.</p> <p>Address the transportation needs and safety of all travelers, including people of all ages, abilities, races, ethnicities, and incomes. Through transportation investments, respond to the needs of system users, be context sensitive, and distribute the benefits and impacts of transportation decisions fairly throughout the city.</p> <p>By the year 2035 triple the percentage of trips made on foot, by bicycle, and by transit from 2014 levels.</p> <p>[Note: Eugene used the Triple Bottom Line standard for sustainable planning.]</p>
<i>TransPlan Policy Topic Areas</i>	<i>Complimentary Eugene TSP Policy, action summary</i>
Land Use / Nodal Development	Key Corridor Planning, Services
Transit-Supportive land use patterns	Key Corridor Planning, Services
Multi-modal improvements	Multi-modal improvements, Complete Streets policy
Transportation Demand Management	Transportation Demand Management/TSMO

Congestion Management	TDM, ITS, and new LOS standards
Parking Management	Parking Management, code review
Transportation Infrastructure Protection	Transportation Infrastructure Protection, maintenance
Intermodal connectivity	Intermodal connectivity
Corridor preservation	Rights-of-way preservation, reuse
Neighborhood livability	Walkable neighborhoods, inviting environment, neighborhood context, neighborhood safety, equity between neighborhoods, community engagement, community health
Mobility, LOS	Mobility, travel time reliability, updated LOS
Safety	Safety, Vision Zero's "no loss of life is acceptable"
Emergency Response	Emergency response as important component of a Complete Street
Coordinated roadway network	Complete Streets, connectivity, connections between modes
Access management, Efficiency	Improved circulation, ITS Note: Since <i>TransPlan</i> Eugene has adopted and enforces an updated access management program
Improved transit, BRT, HOV priority, park & ride	Improved transit (goal of doubling ridership), BRT, frequent transit networks and Key Corridors. Park and ride facility is in project list. Note: Since <i>TransPlan</i> Eugene has adopted an updated code to address park and ride facilities.
Support for bike systems on roadways, especially arterial and collector roadways	Support for complete bike network, improved signage, protections from vehicles, bike share program, bike parking. Note: <i>2035 TSP</i> incorporates key components of the 2012 Pedestrian and Bicycle Master Plan
Bikeway connections to new development	Bikeway connections to new development
Pedestrian environment that is safe, comfortable, continuous and direct	"Ensure that there are safe, accessible, comfortable, and direct sidewalk connections between residential areas, major destinations, and transit stops. Continually improve walking comfort, safety, and accessibility through design, operations, retrofits, and maintenance. Provide landscaped setback sidewalks of ample width and safe street crossings to encourage people to walk." Note: <i>2035 TSP</i> incorporates key components of the 2012 Pedestrian and Bicycle Master Plan
reasonable and reliable travel times for freight	Travel time reliability, recognition of designated freight routes. "Encourage public and private

	partnerships with the freight transport industry.”
Supports Cascadia High Speed Rail Corridor	Supports Cascadia High Speed Rail Corridor
Supports Eugene airport, Airport Master Plan	Supports Eugene airport, Airport Master Plan
Supports rail – bus connections	Supports all intermodal connections
Support adequate funding	Supports funding transportation improvements, encourages continued public involvement and support for transportation improvements. Project list is fundable given current funding projections.
Operate and maintain transportation facilities in a way that reduces the need for more expensive future repair.	Operate and maintain transportation facilities in a way that reduces the need for more expensive future repair.
Set priorities for investment of Oregon and federal revenues	Priorities are set by policies.
Maintain transportation performance and improve safety by improving system efficiency and management before adding capacity to the transportation system	<p>Maintain transportation performance and improve safety by improving system efficiency and management before adding capacity for automobiles to the transportation system by using the following priorities for developing the Eugene Capital Improvement Program (CIP) and Eugene projects in the Metropolitan Transportation Improvement Program (MTIP):</p> <p><u>Protect the existing system.</u> The highest priority is to preserve or improve the functionality of the existing transportation system by means such as access management, transportation demand management, improved traffic operations, technologies, accommodating “active transportation” options not previously present, and keeping roads well maintained to avoid reconstruction.</p> <p><u>Improve the efficiency and safety of existing facilities.</u> The second priority is to make minor improvements to existing streets, such as adding turning lanes at intersections, providing and enhancing pedestrian, bicycle and transit facilities, and extending or connecting streets pursuant to existing plans.</p> <p><u>Add capacity to the existing system.</u> The third priority is to make major improvements to existing transportation facilities such as adding general purpose lanes and making alignment corrections to accommodate legal-sized vehicles.</p> <p><u>Add new facilities to the system.</u> The lowest priority is to add new transportation facilities for motorized vehicles, such as new roadways. New streets that are needed and planned for connectivity are a higher priority, as noted in (b), above.</p>

	Implement higher priority measures first unless a lower priority measure is demonstrated to be more cost-effective or better supports safety, growth management, or other livability and economic considerations. Provide justification for using lower priority measures before higher priority measures.
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The manner in which the 2035 TSP supports and advances the alternative performance standards approved by LCDC in 2001 and adopted as part of *TransPlan* are set forth above in the Goal 12 findings (Findings Table A). Those detailed findings are incorporated herein by reference.

Metro Plan

Chapter III of the *Metro Plan* contains eleven specific elements that address a comprehensive list of topics, including (A) Residential Land Use and Housing Element (B) Economic Element (C) Environmental Resources Element (D) Willamette River Greenway, River Corridors, and Waterways Element (E) Environmental Design Element (F) Transportation Element (G) Public Facilities and Services Element, and (H) Parks and Recreation Facilities Element. Findings for relevant policies from each element are contained in this report. Applicable *Metro Plan* policies are italicized.

The following policies from the *Metro Plan* (identified below in *italics*) are applicable to these amendments. Based on the findings provided below, the amendments are consistent with and supported by the applicable provisions of the *Metro Plan*.

A. Metro Plan Residential Land Use and Housing Element

The 2035 TSP is based on the *Metro Plan's* land use plan and is consistent with the population projections inherent in that plan. The 2035 TSP does not change the *Metro Plan's* land use or housing element, or change the desired mix, location, density, or tenure of the region's housing plan. This Residential Land Use and Housing Element and Residential Land and Housing Needs Analysis contains the following relevant housing policies related to the 2035 TSP.

A.7 Endeavor to provide key urban services and facilities required to maintain a five-year supply of serviced, buildable residential land.

A.8 Require development to pay the cost, as determined by the local jurisdiction, of extending public services and infrastructure. The cities shall examine ways to provide subsidies or incentives for providing infrastructure that support affordable housing and/or higher density housing.

A.10 Promote higher residential density inside the UGB that utilizes existing infrastructure, improves the efficiency of public services and facilities, and conserves rural resource lands outside the UGB.

The 2035 TSP contains multiple goals and policies that support the above stated housing policies and land use efficiency measures. These TSP goals and policies include, but are not limited to:

- Goal 1: Create an integrated transportation system that is safe and efficient; supports the *Metro Plan's* land use diagram and Envision Eugene, A Community Vision for 2032 (2012), the City of Eugene's target for a 50 percent reduction in fossil

fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.

- Policy: Prioritize improved transit service in Key Corridors and other areas with sufficient employment, activities, or residential density that best support transit service and transit services that connect residents to employment centers. If operational funding is sufficient, extend transit to support higher density housing and employment development planned for other areas.
- Policy: Foster neighborhoods where Eugene residents could meet most of their basic daily needs without an automobile by providing streets, sidewalks, bikeways, and access to transit in an inviting environment where all travelers feel safe and secure.

The above stated TSP goal and policies are examples of consistency between the Eugene 2035 TSP and relevant *Metro Plan* Residential Land Use and Housing policies. The proposed amendments will further support and enhance the *Metro Plan's* Residential Land Use and Housing Element through strengthening multi-modal connections, enhancing bike, pedestrian and transit facilities and target multi-modal infrastructure in higher density, mixed use areas throughout Eugene. The proposed amendments are consistent with this *Metro Plan* Element.

B. Metro Plan Economic Element

The Economic Element of the *Metro Plan* addresses the economic needs of current and future residents of the metropolitan area. The overarching economic goal of the *Metro Plan* Element is to, "Broaden, improve, and diversify the metropolitan economy while maintaining or enhancing the environment."

The Economic Element of the *Metro Plan* contains the following relevant economic policies related to the Eugene 2035 TSP:

B.11 Encourage economic activities, which strengthen the metropolitan area's position as a regional distribution, trade, health, and service center.

B.14 Continue efforts to keep the Eugene and Springfield central business districts as vital centers of the metropolitan area.

B.17 Improve land availability for industries dependent on rail access.

B.18 Encourage the development of transportation facilities which would improve access to industrial and commercial areas and improve freight movement capabilities by implementing the policies and projects in the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) and the Eugene Airport Master Plan.

B.19 Local jurisdictions will encourage the allocation of funds to improve transportation access to key industrial sites or areas through capital budgets and priorities.

B.28 Recognize the vital role of neighborhood commercial facilities in providing services and goods to a particular neighborhood.

The 2035 TSP does not modify the industrial designation of any lands. The 2035 TSP contains the goals and policies that support the *Metro Plan's* economic policies:

- Goal 2: Advance regional sustainability by providing a transportation system that improves economic vitality, environmental health, social equity, and overall well-being.
- Policy: Prioritize improved transit service in Key Corridors and other areas with sufficient employment, activities, or residential density that best support transit service and transit services that connect residents to employment centers. If operational funding is sufficient, extend transit to support higher density housing and employment development planned for other areas.
- Improve travel time reliability between key origins and destinations for transit, regional freight movement, and other trips for which on-time arrivals are important.
- Facilitate efficient access for goods, employees, and customers to and from employment, commercial, and industrial lands, including freight access to designated freight routes, highways, rail yard, and the Eugene Airport. Increase multimodal access for employees to employment centers.
- Support ODOT's efforts to improve Randy Papé Beltline Highway for transportation system efficiency, improved safety, and improved connections for people travelling by foot, bike, and bus. The *Beltline Highway: Coburg Road to River Road Facility Plan* is incorporated into this TSP, contained in Volume 2. The City of Eugene supports completion of the NEPA review, and implementation of the resultant recommended improvements.
- Encourage walking as the most attractive mode of transportation for short trips (e.g., within .5 miles) within and to activity centers, downtown, key corridors, and major destinations, and as a means of accessing transit.
- Promote the efficiency with which freight and deliveries are transported without worsening impacts to the environment, social and neighborhood context, promotion of "Complete Streets," or safety.
- Encourage public and private partnerships with the freight transport industry to develop mutually beneficial strategies and initiatives
- Encourage the use of rail for movement of freight and long distance passenger trips. Support the Eugene Airport as a regional transportation facility.
- Use transportation investments to support industries and employment sectors targeted by City and regional adopted economic development strategies.

The above stated 2035 TSP goals and policies are examples of consistency between the 2035 TSP and relevant Metro Plan economic policies. The TSP will provide a greater range of transportation options for businesses and employees. The proposed amendments are consistent with this Metro Plan Element.

C. Environmental Resources Element

The Environmental Resources Element addresses the natural assets and hazards in the metropolitan area. The policies of this element emphasize reducing urban impacts on wetlands throughout the metropolitan area and planning for the natural assets and constraints on undeveloped lands on the urban fringe.

The Environmental Resources Element of the Metro Plan contains the following relevant goal and policies related to the Eugene 2035 TSP (policies related to forest lands, agricultural lands, and mineral and aggregate resources were omitted because there are no subject lands within the Eugene UGB):

Goal: Provide a healthy and attractive environment, including clean air and water, for the metropolitan population.

C.22 Design of new street, highway, and transit facilities shall consider noise mitigation measures where appropriate.

C.23 Design and construction of new noise-sensitive development in the vicinity of existing and future streets and highways with potential to exceed general highway noise levels shall include consideration of mitigating measures, such as acoustical building modifications, noise barriers, and acoustical site planning. The application of these mitigating measures must be balanced with other design considerations and housing costs.

C.24 Local governments shall continue to monitor, to plan for, and to enforce applicable noise standards and shall cooperate in meeting applicable federal and state noise standards.

The City of Eugene has previously adopted Goal 5 habitat resource protections, stormwater protection measures, and open space plans, none of which will change as a result of this TSP amendment. The 2035 TSP contains goals and policies which support these environmental policies, including, but not limited to the following:

- Goal 2: Advance regional sustainability by providing a transportation system that improves economic vitality, environmental health, social equity, and overall well-being.
- Goal 3: Strengthen community resilience to changes in climate, increases in fossil fuel prices, and economic fluctuations by making the transportation networks diverse, adaptable, and not reliant on any single mode.
- Create a railroad quiet zone throughout the City. Prioritize implementation of a quiet zone in the downtown and Whiteaker areas.
- Avoid, protect, and enhance habitat in transportation projects where possible. Minimize and

mitigate impacts when needed.

- Support the use of more highly fuel efficient vehicles including electric, hydrogen fuel cell, and non-motorized vehicles.
- Create a strategy that advances the goal of having an integrated transportation system that reduces fossil fuel consumption by 50 percent and reduces reliance on single-occupancy automobiles.
- Prioritize capital projects and programs that will facilitate the achievement of the 2035 TSP's pedestrian, bicycle and transit policies.
- Continue work to identify possible transportation infrastructure improvements that will make walking, bicycling and the use of transit safe and highly convenient.
- Protect, and enhance habitat in transportation projects where possible. Minimize and mitigate impacts of transportation projects when needed.
- Provide leadership in regional and State coordination efforts that support Eugene's environmental policies.

The above stated TSP goals and policies are examples of consistency between the Eugene 2035 TSP and relevant *Metro Plan* environmental policies. The proposed amendments will support and enhance the *Metro Plan's* Environmental Resources Element through strengthening environmentally sound transportation options and an overall more sustainable transportation system. The 2035 TSP strives to reduce vehicle-related greenhouse gas emissions and look at alternative energy infrastructure. The proposed amendments are consistent with this *Metro Plan* Element.

D. Willamette River Greenway, River Corridors, and Waterways Element

The Willamette River Greenway, River Corridors, and Waterways Element address these specific natural assets in the metropolitan area. The policies of this element emphasize reducing urban impacts on these resources throughout the metropolitan area.

The Willamette River Greenway, River Corridors, and Waterways Element of the *Metro Plan* contain the following relevant policies related to the Eugene 2035 TSP:

D.2 Land use regulations and acquisition programs along river corridors and waterways shall take into account all the concerns and needs of the community, including recreation, resource, and wildlife protection; enhancement of river corridor and waterway environments; potential for supporting non-automobile transportation; opportunities for residential development; and other compatible uses.

D.9 Local and state governments shall continue to provide adequate public access to the Willamette River Greenway.

D.11 The taking of an exception shall be required if a non-water-dependent transportation facility requires placing of fill within the Willamette River Greenway setback.

As described in the text of the *2035 TSP*, the Willamette River is a major influence on the city's transportation system but riverine travel is not a functioning mode of transportation in modern times. Eugene enjoys a substantial pedestrian-bicycle shared-use path system parallel to the Willamette River. Although the pathway system is extensive, existing needs are related to the width of pathways (the busier sections are too narrow to comfortably accommodate all of the users), lack of connections to some adjacent neighborhoods, and the lack of consistent and regular pathway lighting.

An estimation of future traffic conditions found that all four Willamette River motor vehicle bridge crossings could experience vehicular congestion and long queues at traffic signals.

The *2035 TSP* contains goals and policies which support these Willamette River Greenway, River Corridors, and Waterways policies. These include, but are not limited to:

- Goal: Advance regional sustainability by providing a transportation system that improves economic vitality, environmental health, social equity, and overall well-being.
- Support ODOT's efforts to improve Randy Papé Beltline Highway for transportation system efficiency, improved safety, and improved connections for people travelling by foot, bike, and bus. The *Beltline Highway: Coburg Road to River Road Facility Plan* is incorporated into this TSP, contained in Volume 2. The City of Eugene supports completion of the NEPA review, and implementation of the resultant recommended improvements.

In addition to the Randy Papé Beltline Highway study referenced in the policy above, the *2035 TSP* proposes several potential improvements to the shared use paths within the Willamette Greenway and several studies for potential street or crossing improvements.

The Eugene Code contains provisions for protecting the Willamette Greenway in a manner consistent with the *Metro Plan* (EC 9.8800-9.8825). Should any of the potential projects be moved to the design stage, they must meet the conditions of the Eugene Code before they could proceed further.

The above stated *2035 TSP* goal and policies and Eugene Code protections are examples of consistency between the Eugene *2035 TSP* and relevant *Metro Plan* Willamette River Greenway, River Corridors, and Waterways policies. The proposed amendment will support and enhance the *Metro Plan's* Willamette River Greenway, River Corridors, and Waterways Element through by providing improved access to waterways. The proposed amendments are consistent with this *Metro Plan* Element.

E. Environmental Design Element

The Environmental Design Element is concerned with that broad process which molds the various components of the urban area into a distinctive, livable form that promotes a high quality of life. This Element is concerned with how people perceive and interact with their surroundings.

The Environmental Design Element of the *Metro Plan* contains the following relevant policies related to the Eugene 2035 TSP: E.3 and E.4.

E.3 The planting of street trees shall be strongly encouraged, especially for all new developments and redeveloping areas (where feasible) and new streets and reconstruction of major arterials within the UGB.

E.4 Public and private facilities shall be designed and located in a manner that preserves and enhances desirable features of local and neighborhood areas and promotes their sense of identity.

The Eugene 2035 TSP contains goals and policies which support these Environmental Design policies. These include, but are not limited to:

- Goal 4: Address the transportation needs and safety of all travelers, including people of all ages, abilities, races, ethnicities, and incomes. Through transportation investments, respond to the needs of system users, be context sensitive, and distribute the benefits and impacts of transportation decisions fairly throughout the city.
- Enhance the tree canopy along streets.
- Provide stormwater facilities within street construction projects by incorporating low impact development and green infrastructure practices.
- Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan's vision for growth and development in a responsible and efficient manner. A "complete street" allows safe travel for automobiles and emergency responders, bicycles, walking, transit, and freight. In addition to fulfilling a street's basic transportation functions and providing access to properties, streets and sidewalks should be designed to be attractive, safe, accessible, sustainable, and healthy components of the City's environment.

The above stated 2035 TSP goals and policies are examples of consistency between the 2035 TSP and relevant Environmental Design policies. The proposed amendments will further support and enhance the *Metro Plan's* Environmental Design Element by providing greater flexibility in future street design. The 2035 TSP will also enhance the bicycle and pedestrian environment for new and redeveloped properties, creating a more liveable community. The proposed amendments are consistent with this *Metro Plan* Element.

F. Transportation Element

The *Metro Plan* Transportation Element addresses surface and air transportation in the metropolitan area. The Eugene-Springfield Metropolitan Area Transportation Plan (*TransPlan*) provides the basis for surface transportation. The goals and policies in the *Metro Plan* Transportation Element are identical to those in *TransPlan*, as *TransPlan* serves as the functional plan for transportation issues in the Metro Area.

Policies in the *Metro Plan* Transportation Element are organized by the following four topics related to transportation: Land Use, Transportation Demand Management, Transportation System Improvements, and Finance.

While all of the *Metro Plan* Transportation Element goals and policies are relevant to the *2035 TSP*, specific *Metro Plan* policies are highlighted in this Finding to illustrate consistency between *Metro Plan* policies and those of the Eugene *2035 TSP*.

- *Metro Plan Land Use Policy F.4: Require improvements that encourage transit, bicycles, and pedestrians in new commercial, public, mixed use, and multi-unit residential development.*

2035 TSP Policies:

- [“Complete Streets Policy”] Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan’s vision for growth and development in a responsible and efficient manner. A “complete street” allows safe travel for automobiles and emergency responders, bicycles, walking, transit, and freight. In addition to fulfilling a street’s basic transportation functions and providing access to properties, streets and sidewalks should be designed to be attractive, safe, accessible, sustainable, and healthy components of the City’s environment.
- Facilitate efficient access for goods, employees, and customers to and from employment, commercial, and industrial lands, including freight access to designated freight routes, highways, rail yard, and the Eugene Airport. Increase multimodal access for employees to employment centers.
- Encourage walking as the most attractive mode of transportation for short trips (e.g., within .5 miles) within and to activity centers, downtown, key corridors, and major destinations, and as a means of accessing transit.
- Create conditions that make bicycling more attractive than driving for most trips of two miles or less.

2035 TSP Potential Action Items:

- Articulate a process for implementing the complete streets policy, including responsibilities for decision making, public review, opportunities for appeals of decisions, the means of documenting and justifying decisions, and the collection and reporting of data that allows monitoring the effects of street design changes over time.
- Update the Eugene *Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways* to implement the “complete streets policy”

- *Metro Plan TDM Policy F.8: Implement TDM strategies to manage demand at congested locations.*

2035 TSP Potential Action Items:

- Periodically review and update the City Code and administrative rules in the

downtown area, neighborhoods near the University of Oregon, mixed-use centers, and in areas experiencing changing conditions, such as where a transit corridor study has been completed, transit routes changed, or major bicycle facilities completed. Examples of possible changes to the code and policies may include:

- Requiring or allowing fewer parking spaces where conditions would allow less driving.
 - Disconnecting the price of a residential parking space from a unit's rent.
 - Aligning metered parking prices with demand.
 - Facilitating conversion of on-street automobile parking spaces to bicycle lanes, bike parking, or expanded pedestrian and ground-level business amenities.
 - Aligning land use and design standards at major transit stops to support transit ridership.
 - Requiring ongoing transportation demand management (TDM) for large attractions and employment centers at times and locations where such measures are necessary to reduce congestion or optimize limited parking.
- *Metro Plan, Transportation System Improvement: System Wide Policy F.11: Develop or promote intermodal linkages for connectivity and ease of transfer among all transportation modes.*
 - 2035 TSP Policy
 - Promote connections between modes of transportation to make each mode more efficient, such as by connecting bicycle routes and bus, train, and airport services to each other; and connections to transportation facilities extending outside the City's planning area.
 - Ensure that there are safe, accessible, comfortable, and direct sidewalk connections between residential areas, major destinations, and transit stops. Continually improve walking comfort, safety, and accessibility through design, operations, retrofits, and maintenance. Provide landscaped setback sidewalks of ample width and safe street crossings to encourage people to walk.
 - Coordinate improvements to complement and improve the systems proposed in the Eugene Trails Plan and connections to regional trails.
 - Develop a well-connected and comfortable bikeway network. Ensure that there are safe, comfortable, and direct bikeway connections between residential areas, major destinations, and transit stops and provide secure bicycle parking facilities at these destinations.

- Update Eugene's Traffic Impact Analysis review regulations for new development to include review of walking and biking improvements and connections to nearby networks.
- *Metro Plan, Roadway System F.14: Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, and the needs of emergency vehicles when planning and constructing roadway system improvements.*

2035 TSP Policies:

- Consider safety first when making transportation decisions. Strive for zero transportation-related fatalities by reducing the number and severity of crashes through design, operations, maintenance, education, and enforcement. Prioritize safety improvements for people who walk, bike and use mobility devices because no loss of life or serious injury on our streets is acceptable.
- Facilitate prompt emergency responses. Ensure that fire and emergency response routes remain passable by design.
- Plan for, design and construct or reconstruct streets to achieve consistency between motorists' speeds and target speed limits.

2035 TSP Potential Action Items

- With Lane County Public Health Department, identify mutual objectives and opportunities to collaboratively promote bicycle and pedestrian activities, reduce injury crashes and fatalities, integrate health considerations into transportation decisions, and improve emergency medical systems.
- Update city design standards, as necessary, to address emergency vehicle passage on officially recognized emergency response routes and consider accommodations for Fire Department Ladder Operations where tall buildings exist or are planned. Involve emergency responders in changes to street designs.
- *Metro Plan, Transportation System Improvement: Transit System F.18: Improve transit service and facilities to increase the system's accessibility, attractiveness, and convenience for all users, including the transportation disadvantaged population.*
 - Promote the use of public transit and the continued development of an integrated, reliable, regional public transportation system.
 - Prioritize improved transit service in Key Corridors and other areas with sufficient employment, activities, or residential density that best support transit service and transit services that connect residents to employment centers. If operational funding is sufficient, extend transit to support higher density housing and employment development planned for other areas.
- *Metro Plan, Transportation System Improvement: Bicycle System F.22: Construct and improve the region's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.*

2035 TSP Policies:

- Create conditions that make bicycling more attractive than driving for most trips of two miles or less.
 - Develop a well-connected and comfortable bikeway network. Ensure that there are safe, comfortable, and direct bikeway connections between residential areas, major destinations, and transit stops and provide secure bicycle parking facilities at these destinations.
 - Continually improve the comfort and safety of bicycling through design, operations, retrofits, and maintenance. Identify and develop “low stress” bikeways to attract new cyclists.
- *Metro Plan, Transit System Improvement: Pedestrian System F.26: Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking.*

2035 TSP Policy:

- Ensure that there are safe, accessible, comfortable, and direct sidewalk connections between residential areas, major destinations, and transit stops. Continually improve walking comfort, safety, and accessibility through design, operations, retrofits, and maintenance. Provide landscaped setback sidewalks of ample width and safe street crossings to encourage people to walk.
- Promote connections between modes of transportation to make each mode more efficient, such as by connecting bicycle routes and bus, train, and airport services to each other; and connections to transportation facilities extending outside the City’s planning area.

2035 TSP Potential Action Items:

- Amend the Eugene Code (e.g., EC 9.6505) and policies to consistently require sidewalk installation throughout newly divided and developed lands, such as by requiring sidewalk construction concurrent with street improvements or by bonding for completion of the sidewalks if development on individual lots does not fill in the system in a reasonable amount of time.
- Maintain a sidewalk infill and improvement program that considers new funding sources, credits and loans, and expanded development requirements to complete missing sidewalk segments, to avoid creating gaps in sidewalk networks in new development areas and to upgrade existing sidewalks in high traffic areas to provide needed width, landscaping, removal of barriers, and to implement the City’s Americans with Disability Act program.

- *Metro Plan Finance Policy F.34: Operate and maintain transportation facilities in a way that reduces the need for more expensive future repair.*

2035 TSP Policy:

- Establish, improve, and maintain transportation facilities in ways that cost-effectively provide desired levels of service, consider facilities’ lifecycle costs, and maintain the City’s long-term financial sustainability. Favor

transportation systems that move people and goods at lesser total life-cycle cost to the City and its residents.

- Improve system efficiency, safety, and management and re-purpose existing rights-of-way to include high-quality facilities for transit, walking, and bicycling before widening streets to expand capacity for motorized vehicles.
- *Metro Plan Policy F.15: Motor Vehicle Level of Service.*
 - The Levels of Service targets for Eugene will be amended in *TransPlan* and the *Metro Plan* concurrently with adoption of the 2035 TSP to maintain policy consistency between the documents.

The above stated *Metro Plan* and 2035 TSP policy sets are examples of the overall consistency between the Eugene 2035 TSP and the *Metro Plan's* Transportation Element policies. The proposed amendment will further support multi-modal transportation and its nexus to mixed use development as promoted by the *Metro Plan* and *TransPlan*. The proposed amendments are consistent with this *Metro Plan* Element.

G. Public Facilities and Services Element

This element incorporates the findings and policies in the *Eugene-Springfield Metropolitan Area Public Facilities and Services Plan* (Public Facilities and Services Plan), adopted as a refinement to the *Metro Plan*. The Public Facilities and Services Plan provide guidance for public facilities and services, including planned water, wastewater, stormwater, and electrical facilities. Transportation findings and policies are not part of the *Eugene-Springfield Metropolitan Area Public Facilities and Services Plan*, but rather are located in *TransPlan* and 2035 TSP. The 2035 TSP supports the public facilities policies of this element with this policy, as one example: "Reduce stormwater pollution and minimize runoff from streets and multi-use paths in a manner prescribed by Eugene's *Comprehensive Stormwater Management Plan*."

Other relevant *Metro Plan* policies are discussed in the previous Transportation Element section. The proposed amendments are consistent with this *Metro Plan* Element.

H. Parks and Recreation Facilities Element

This *Metro Plan* Element addresses Parks and Recreation Facilities in the Metro Area. There are no transportation-specific Parks and Recreation Facilities Element policies in the *Metro Plan* that directly relate to the 2035 Eugene Transportation System Plan. However, some TSP multiuse path projects overlap with recreational needs and were coordinated with City parks planners.

One example of consistency between this Eugene 2035 TSP and the *Metro Plan* Parks and Recreation Facilities Elements are these policies that recognize and support recreational use of the transportation system:

- Improve community health by designing streets and paths to encourage increased physical activity by the public.

- Promote connections between modes of transportation to make each mode more efficient, such as by connecting bicycle routes and bus, train, and airport services to each other; and connections to transportation facilities extending outside the City's planning area.
- Coordinate improvements to complement and improve the systems proposed in the Eugene Trails Plan and connections to regional trails.

The amendments do not alter compliance with, and are consistent with, the Parks and Recreation Facilities Element of the *Metro Plan*.

I. Historic Preservation Element

This Element of the *Metro Plan* is written to preserve historic structures in the Metro area. There are no transportation specific Historic preservation Element policies in the *Metro Plan* that directly relate to the 2035 Eugene Transportation System Plan. However, individual projects in the TSP that use Federal funding must go through a National Environmental Policy Act (NEPA) process during project development. The NEPA process includes requirements for historic preservation that the City will adhere to.

The proposed amendments are consistent with this *Metro Plan* Element.

J. Energy Element

The Energy Element of the *Metro Plan* deals with the conservation and efficient use of energy in the metropolitan area and is meant to provide a long-range guide to energy-related decisions concerning physical development and land uses.

The Energy Element of the *Metro Plan* contains the following relevant policies related to the Eugene 2035 TSP:

J.2 Carefully control, through the use of operating techniques and other methods, energy related actions, such as automobile use, in order to minimize adverse air quality impacts. Trade-offs between air quality and energy actions shall be made with the best possible understanding of how one process affects the other.

J.7 Encourage medium- and high-density residential uses when balanced with other planning policies in order to maximize the efficient utilization of all forms of energy. The greatest energy savings can be made in the areas of space heating and cooling and transportation. For example, the highest relative densities of residential development shall be concentrated to the greatest extent possible in areas that are or can be well served by mass transit, paratransit, and foot and bicycle paths.

J.8 Commercial, residential, and recreational land uses shall be integrated to the greatest extent possible, balanced with all planning policies to reduce travel distances, optimize reuse of waste heat, and optimize potential on-site energy generation.

The Eugene 2035 TSP contains goals and policies that support these Energy Element policies. These include, but are not limited to:

- Goal 1: Create an integrated transportation system that is safe and efficient; supports the Metro Plan's land use diagram and Envision Eugene, A Community Vision for 2032 (2012), the City of Eugene's target for a 50 percent reduction in fossil fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.
- Goal 3: Strengthen community resilience to changes in climate, increases in fossil fuel prices, and economic fluctuations by making the transportation networks diverse, adaptable, and not reliant on any single mode.
- Policy: Support the use of more highly fuel efficient and electric, hydrogen cell, and non-motorized vehicles.

The proposed amendment will further support and enhance the *Metro Plan's* Energy Element by considering environmental impacts and energy usage when planning and implementing Eugene's transportation system. The *2035 TSP* also supports higher densities for new and redeveloped properties, creating a more livable community and supporting frequent transit service. The proposed amendment are consistent with this *Metro Plan* Element.

K. Citizen Involvement Element

The Citizen Involvement Element of the *Metro Plan* recognizes that active, on-going, and meaningful citizen involvement is an essential ingredient to the development and implementation of any successful planning program. A Public Involvement Program for the update of the 2035 Eugene Transportation System Plan was developed in preparation of the project. This program was reviewed and endorsed by the Committee for Citizen Involvement (i.e. the Eugene Planning Commission). The program outlined the information, outreach methods, and involvement opportunities available to the citizens during the process. Details of the process are included in the Statewide Planning Goal 1 finding of this report. The proposed amendment is consistent with the *Metro Plan* Element.

Conclusion:

Based on the above findings, the proposed *Metro Plan* amendments, *TransPlan* amendments and *2035 TSP* adoption are all consistent with EC 9.7730 and Lane Code 12.225.

II. Repeal of the Central Area Transportation Study (CATS)

Ordinance No. 20322 (May 24, 2004), adopted the policies in the 2003 Central Area Transportation Study (CATS) as a refinement to the Eugene-Springfield Metropolitan Area General Plan. The adoption of the CATS update in 2004 was part of an ongoing process to improve Eugene's transportation system. CATS was intended to further refine *TransPlan* for a specific geographic boundary within Eugene. The *2035 TSP* updates and replaces the policies and proposed implementation strategies set forth in CATS. With an up-to-date Eugene-specific transportation system plan, CATS is no longer needed and should be repealed. Eugene's approval criteria for Refinement Plan amendments is set forth in Eugene Code 9.8424:

9.8424 Refinement Plan Amendment Approval Criteria. The planning commission shall evaluate proposed refinement plan amendments based on the criteria set forth below, and forward a recommendation to the city council. The city council shall decide whether to act on the

application. If the city council decides to act, it shall approve, approve with modifications or deny a proposed refinement plan amendment. Approval, or approval with modifications shall be based on compliance with the following criteria:

- (1) The refinement plan amendment is consistent with all of the following:
 - (a) Statewide planning goals.
 - (b) Applicable provisions of the Metro Plan.
 - (c) Remaining portions of the refinement plan.
- (2) The refinement plan amendment addresses one or more of the following:
 - (a) An error in the publication of the refinement plan.
 - (b) New inventory material which relates to a statewide planning goal.
 - (c) New or amended community policies.
 - (d) New or amended provisions in a federal law or regulation, state statute, state regulation, statewide planning goal, or state agency land use plan.
 - (e) A change of circumstances in a substantial manner that was not anticipated at the time the refinement plan was adopted.

As demonstrated by the findings set forth above, the adoption of the 2035 TSP, which renders CATS unnecessary, is consistent with the statewide planning goals, applicable provisions of the *Metro Plan* and *TransPlan*. Those findings are incorporated herein by reference as the basis for repealing CATS. The repeal of CATS is intended to recognize the new community policies set forth in the 2035 TSP. In 2004, when the City adopted CATS, the City did not have a Eugene-specific local transportation plan; the adoption of the 2035 TSP renders CATS unnecessary.

III. Amendments to Eugene Code Chapter 9

Conforming amendments to Eugene Code Chapter 9 are needed to reflect the adoption of the 2035 TSP as the City's local transportation system plan and to update the *TransPlan* policies set forth in Chapter 9 that are being concurrently amended through the proposed ordinance.

Eugene's approval criteria for code amendment is set forth in EC 9.8065.

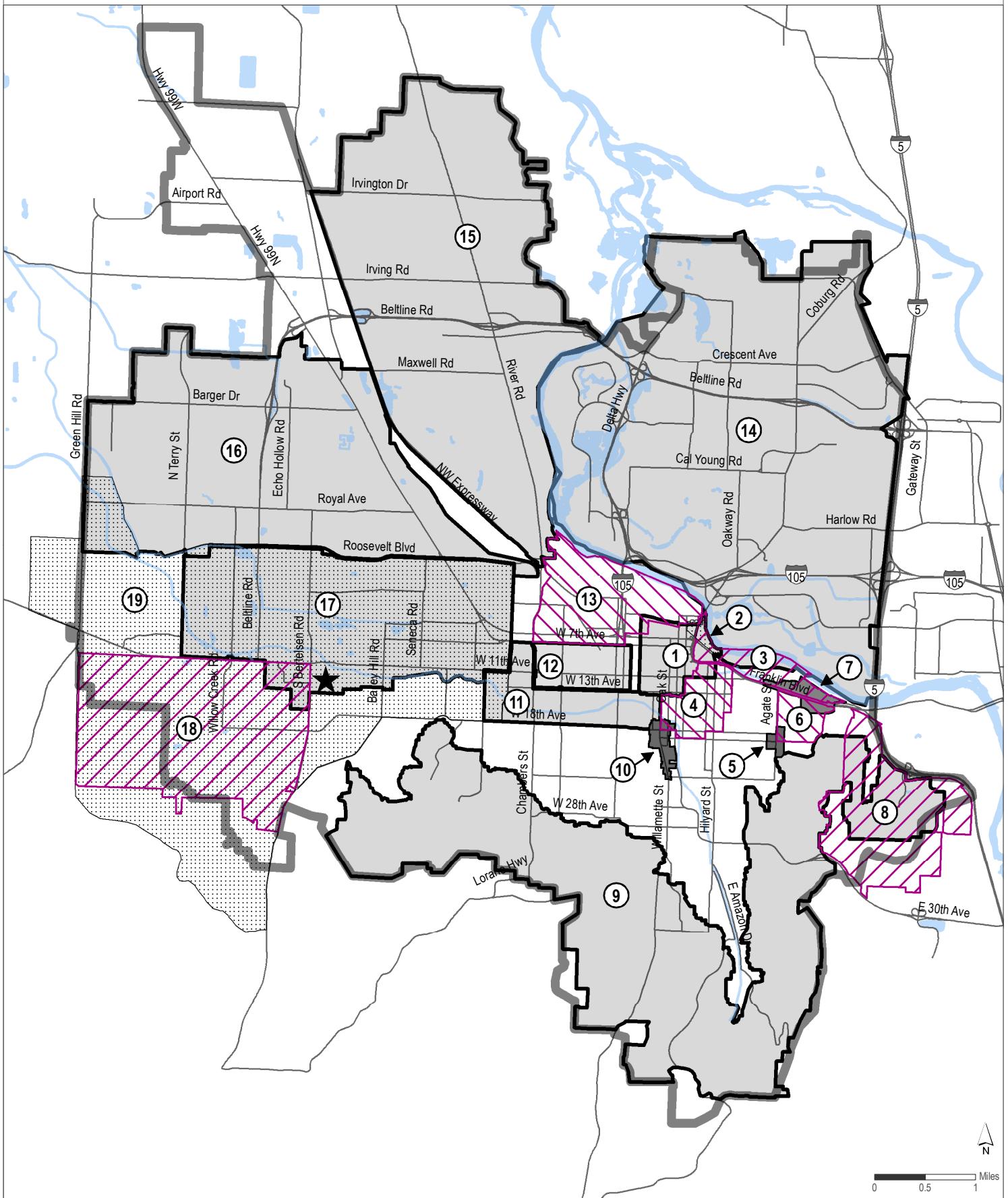
9.8065 Code Amendment Approval Criteria. If the city council elects to act, it may, by ordinance, adopt an amendment to this land use code that:

- (1) Is consistent with applicable statewide planning goals as adopted by the Land Conservation and Development Commission.
- (2) Is consistent with applicable provisions of the Metro Plan and applicable adopted refinement plans.
- (3) In the case of establishment of a special area zone, is consistent with EC 9.3020 Criteria for Establishment of an S Special Area Zone.

As demonstrated by the findings set forth above, the amendments to the *Metro Plan* and *TransPlan* and the adoption of the 2035 TSP are consistent with the statewide planning goals and are consistent with applicable provisions of the *Metro Plan* and *TransPlan*. Those findings are incorporated herein by reference as the basis for adopting the conforming amendments to Chapter 9.

Map 9.8010

Adopted Plans



Map 9.8010

Adopted Plans Legend



- 1  Eugene Downtown Plan
- 2  EWEB Downtown Riverfront Specific Area Plan
- 3  Riverfront Park Study Area
- 4  West University Refinement Plan
- 5  19th & Agate Special Area Study
- 6  Fairmount/University Special Area Plan
- 7  Walnut Station Specific Area Plan
- 8  Laurel Hill Plan
- 9  South Hills Study
- 10  South Willamette Subarea Study
- 11  Jefferson/Far West Refinement Plan
- 12  Westside Neighborhood Plan
- 13  Whiteaker Plan
- 14  Willakenzie Area Plan
- 15  River Road -Santa Clara Urban Facilities Plan
- 16  Bethel-Danebo Refinement Plan
- 17  Bethel-Danebo Neighborhood Refinement Plan, Phase II, West Eugene Industrial Study
- 18  Willow Creek Special Area Study
- 19  West Eugene Wetlands Plan

City or Metropolitan Area Plans

-  Urban Growth Boundary (UGB)
 - Comprehensive Stormwater Management Plan = City Limits (not shown)
 - Eugene Commercial Lands Study = UGB
 - Eugene Parks & Recreation Plan = UGB
 - Eugene 2035 Transportation System Plan = UGB + Airport Master Plan Area (not shown)
 - Metro Plan = Metro Area
 - TransPlan = Metro Area

This map is intended as general reference for the boundaries of plans adopted by the Eugene City Council. For specific boundaries, please refer to the plan. Map prepared by Eugene Planning and Development Department. (Some plans have overlapping boundaries.)

City of Eugene

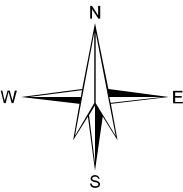


Figure 60

Street Classification Map

Legend

- Major Arterial
- Minor Arterial
- Major Collector
- Neighbor Collector
- Local
- Future Major Collector
- Future Neighbor Collector
- Specific route to be determined later
- Eugene UGB



THIS MAP IS BASED ON IMPRECISE SOURCE DATA WHICH IS SUBJECT TO CHANGE. IT IS FOR GENERAL GRAPHICAL REFERENCE AND IS NOT INTENDED FOR LEGAL, ENGINEERING, OR SURVEYING PURPOSES.

Attachment B to AIS for March 6, 2017, joint public hearing on an ordinance concerning long range transportation planning.
Public testimony received by noon on Monday, February 27, 2017.

From: [INERFELD Rob](#)
To: [CLARKE Kelly A](#)
Subject: FW: 2035 Transportation System Plan
Date: Tuesday, February 21, 2017 12:01:54 PM
Attachments: [2035 TSP Yeiter 1.jpeg](#)

From: Kurt.Yeiter [mailto:kurt.yeiter@comcast.net]
Sent: Monday, February 20, 2017 2:36 PM
To: *Eugene Mayor, City Council, and City Manager
<mayorcouncilandcitymanager@ci.eugene.or.us>
Cc: INERFELD Rob <Rob.Inerfeld@ci.eugene.or.us>; TAYLOR Becky <Becky.TAYLOR@co.lane.or.us>;
MCKINNEY Lydia <Lydia.S.MCKINNEY@co.lane.or.us>; REESOR David R
<David.REESOR@co.lane.or.us>; HOSTICK Robin A <Robin.A.Hostick@ci.eugene.or.us>
Subject: 2035 Transportation System Plan

Please accept the attached letter into the public record for the 2035 Transportation System Plan.

Thank you.

February 20, 2017

Mayor and City Council
City of Eugene
125 8th Avenue
Eugene, OR 97401

Subject: Support for the 2035 Transportation System Plan

Dear Mayor and City Council:

I encourage you to adopt the 2035 Transportation System Plan without delay.

Eugene needs an updated transportation master plan that reflects current conditions, planned growth and transportation improvements, emerging technologies, and existing City policies, such as the Climate Recovery Ordinance, Vision Zero, and the pillars of Envision Eugene.

The 2035 Transportation System Plan is practical and prudent, and (anticipating a question from Councilor Pryor) will meet the needs of various futures. The TSP provides an appropriate balance between many public and business inputs, environmental concerns, funding constraints, regional and transit plans, growth accommodations, and compliance with state law. The TSP can and should be safely adopted now and reviewed periodically to ensure relevancy in the future.

It was my great pleasure to have been involved during the public outreach portion of this plan. I eagerly look forward to its adoption.

Sincerely,



Kurt Yeiter
2332 West 28th Avenue
Eugene, OR 07405

cc: Jon Ruiz, City Manager
Rob Inerfeld, Eugene Transportation Planning Manager
David Reesor, Lane County Transportation Planning Supervisor
Becky Taylor, Lane County Senior Transportation Planner

From: [William Collinge, PhD](#)
To: [INERFELD Rob](#)
Subject: Attn: City Council
Date: Thursday, February 23, 2017 10:25:40 PM

Dear City Council:

I oppose the downgrading of city-wide road congestion standards from D to E. I believe this would be a major degradation of the character of our neighborhoods and city in general.

William Collinge

William Collinge, PhD, LCSW
540 Willamette Street, Suite 207D
Eugene, OR 97401
Tel (541)632-3502
Fax (207)510-8060
Web www.Collinge.org

Sent via my faster-than-Wi-Fi and totally safe HARD-WIRED internet connection

From: [Emily Fox](#)
To: [INERFELD Rob](#)
Subject: TSP
Date: Thursday, February 23, 2017 10:54:10 PM

Emily Fox
455 E. 31st AVE
Eugene OR, 974

Feb. 23 2017

Dear mayor and city council

I urge you to vote against the part of the TSP that would downgrade the level of service from D to E. Traffic is already congested in Eugene- all over Eugene at many hours. I have lived in Eugene for 45 years and have watched this change occur . Sanctioning an E level of traffic would just promote more development which would produce more traffic. Contrary to Eugene Code and Envision Eugene , this would not add to the livability of the city. Sincerely
Emily Fox

From: [dennis hebert](#)
To: [INERFELD Rob](#); [TAYLOR Becky](#); [*Eugene Mayor, City Council, and City Manager](#)
Subject: Transportation System Plan
Date: Friday, February 24, 2017 9:29:49 AM

Hello to all,

I strongly urge you to please take another look at the TSP. As a citizen of Eugene, i do not see how downgrading the TSP from a Level of Service D to an E will improve the traffic in Eugene. Its will only make things worse to the disadvantage of the drivers and users of the roads and streets. The blanket use of this devise to side step doing needed improvement and poor planning in traffic flow is just a measure to put off the inevitable. Please do your public service duty and do the right thing to reassess this issue in order to do what should be done for the streets and the people that use them.

Sincerely,

Dennis Hebert
850 E. 38 Ave.
Eugene, OR 97405

From: [Carole Bennett](#)
To: [*Eugene Mayor, City Council, and City Manager](#); [INERFELD Rob](#); [TAYLOR Becky](#)
Subject: Transportation Service Planning
Date: Friday, February 24, 2017 10:32:57 AM

Hello,

I am writing to ask you to vote against reducing the transportation Level of Service from 'D' to 'E'. I am very concerned about traffic flow or the lack of it in South Eugene as I've experienced a noticeable increase in wait time over the last five year at intersections due to more cars in the area.

Please consider engaging in Smart Growth thinking in Eugene instead of willy-nilly, one size fits all planning. Eugeneans like to think we are unique, compassionate, thinking outside the box who enjoy moving about the streets with relatively little congestion. Smart traffic planning in other cities does not necessarily fit our unique Eugene.

Thankfully, we have city workers who respect and listen to the public needs, please vote against downgrading the Level of Service.

Thank you.

My best,
Carole Bennett
3390 Kincaid Street
Eugene 97405

[Sent from Yahoo Mail on Android](#)

From: [JJNeu](#)
To: [INERFELD Rob](#)
Subject: Fwd: TSP Workshop Discussion
Date: Friday, February 24, 2017 1:50:00 PM

Mr. Inerfeld,

Please include this as public testimony for consideration by City Council and the Board of Commissioners at the March 6 meeting.

Thank you,
Jim Neu

Sent from my iPad

Begin forwarded message:

Subject: TSP Workshop Discussion

Mayor, City Council, Board of Commissioners,

City government has the greatest influence on the Transportation System Plan (TSP) with city council decisions and direction to staff and planners effecting how the citizens will travel our streets for the next 50 years. Considering thirty percent of the city's greenhouse gas emissions are from transportation and the city has committed to reduce community-wide fossil fuel emissions fifty percent by 2030 and 7.6 percent annually, there needs to be a mobile split in transportation in Eugene.

The most funding in the TSP goes to the study of motorized travel which is the largest contributor to carbon dioxide emissions. Bicycle and pedestrian projects in the TSP have the shortest distances and consume the least amount of funding. Currently, scenario planning shows 7.6 % bike, 7.6% walk and 4% ride public transportation. In order to reach the goals of the TSP, three times as many trips need to take place; 23% biking and walking, and 12% riding public transportation.

According to the TSP, significant new investments in active transportation, biking, pedestrian, and public transit, will be necessary to reduce community-wide fossil fuel use to desired levels. Council should ask staff to list options to fund bike/pedestrian projects and ask the street review panel for options to fund more bike/ pedestrian projects.

Level of service measurements are for private car trips and this should be reduced in order to meet CRO goals. Council should ask staff how the performance of the TSP is measured today and if there are other methods of measuring performances in the future. Staff should have to report annually on multiple measures of TSP

performance to include bicycle, pedestrian and public transit.

Auto and light duty truck emissions could be drastically reduced if emission standards were enforced at time of vehicle registration renewal. Staff should investigate implementation of this regulation as it is the low hanging fruit in carbon dioxide reduction measures. Council has discussed this in the past and should revisit this topic.

Transportation Demand Management (TDM) is a program to inform the public about bicycle, public transit, and carpooling. Little is devoted to the TDM in the TSP and the city operates a small number of programs which have proven successful. Council should ask staff how much is spent on TDM each year compared to infrastructure and TDM should be implemented city wide. They should show reports of TDM alternatives before road widening projects are considered.

The proposed Beltline/ Delta Highway Project will be one of the largest transportation projects constructed in Eugene with an immense effect on future carbon emissions in north Eugene. GHG emission estimates must be determined before a decision is made to proceed with this project and to date no analysis has been conducted on how improvements would comply with the CRO goals. The Sustainability Commission in its advisory role to council and the city manager has discussed this project and will make a similar recommendation to council. Council should ask city staff to evaluate and project GHG emissions associated with this project during the construction phase and during the operational life of the facility for the next fifty years. The results of these analysis should be provided for public discussion, review and comment before the city, county or state sign off on this.

Have TDM tools been used to reduce congestion on this segment of highway and what amount was spent on this approach?

I urge City Council and the Board of Commissioners to consider these items in your discussion at the March 6 TSP workshop. Thank you for your time.

Jim Neu
Eugene, Or.
Ward 7

Sent from my iPad

From: [Danika Esden-Tempska](#)
To: [*Eugene Mayor, City Council, and City Manager](#); [INERFELD Rob](#); [TAYLOR Becky](#)
Subject: TSP 2035 comments for the public record
Date: Friday, February 24, 2017 2:47:36 PM

Dear City Transportation Planning Staff, County Commissioners, Mayor, City Councilors & City Manager,

I'm writing in regards to your proposal within the TSP, to downgrade the Level of Service from a "D" rating (very bad but repairable) to an "E" rating (failing grade and unrepairable) citywide on all streets. This is unacceptable, do not lower the Level of Service from D. There are already serious traffic congestion and gridlock issues in Eugene and by downgrading you're making it a permanent negative feature of the city without the required possibility of repair. Your job as city planners is to keep the city in working order through feedback from the community. The ability to drive throughout Eugene without serious traffic congestion and gridlock is very important to the functioning of the city. The traffic has only gotten worse over the last couple years with the narrowing of streets. I have lived in Eugene for over 29 years and for most of that time, driving through town has been relatively trouble free and efficient. The increase in the number of residents arriving from other locations has had a dramatic impact on the style of driving and the congestion in the city. People seem to be more aggressive and reckless when they drive, there is no police ticketing oversight to regulate the driving speed, so people feel emboldened to drive really fast, over the speed limit.

The city's push for densification has only added to this traffic problem and it will continue to increase if you continue to push for massive complexes of housing/retail that bring a large number of people. People do have cars. Currently the Developer and City are trying to allow the building of Amazon Corner at Hilyard St & 32nd Ave without an adequate Traffic Impact Analysis. Negative traffic impact should not be permitted without any option to appeal. This proposed TSP change with a LOS of E would eliminate an appeal option. The existing high traffic areas, like the Hilyard St & 30th Ave area would have no remedy of mitigation.

We must not let density increase beyond reasonable growth that is respectful of the existing character of neighborhoods. All developers and city planners need to be respectful towards the existing community and help them resolve traffic problems. Driving around Eugene will be intolerable with Level "E" traffic congestion which is a failing grade. Downgrading to failing by the city transportation staff shows a lack of care and skill in dealing with traffic issues. Please DO NOT downgrade the LOS (Level of Service) from a "D" to an "E". Eugene deserves clear passage without failing gridlock. I do not want to start seeing road rage either.

The city believes that making the traffic worse will force people to take the bus or ride bikes. This has not been the case at all, bad traffic just makes bad traffic. In 2016 the city added a bus line to W 29th Ave running past my house. I see and hear the bus going by every half hour, and the bus is almost always completely empty. Same for the fight over bike lanes going down Willamette St, the Arriving by Bike shop on Willamette St was insistent that they were necessary. Now that the bike lanes are in

place we can see how few people are using them, a negligible amount of bicyclists. Without the two additional traffic lanes, driving down Willamette St has become increasingly problematic. It is now impossible to exit a business parking lot to re-enter the street, it was once a non-issue with the two lanes on both sides. Many people really hate the change that has been made to Willamette St. Chris Henry has not been running proper traffic study analysis on the surrounding streets, he seems happy to just call it good as is and move on. This is not a proper or acceptable study at all and many of the residents in the area are quite aware of this. Please do your jobs and collect data to show what is actually going on, include W 29th Ave which has become the alternate route. The traffic is visibly worse and there is no enforcement to discourage bad driving. Also, changes are being made for people with wishful, "fantasy" thinking that everyone will ride a bicycle or take the bus, but people are not adapting to these changes so the traffic continues to become worse. Please recognize this reality and that cars are becoming cleaner, more energy efficient. **Do not downgrade the street rating to a Level of Service "E"**. Work on ticketing bad drivers to reduce bad conduct. Lack of enforcement by the Police department is a big issue and needs to be addressed. It is the city's responsibility to ensure safety and enforcement of existing laws.

Please abide by the Envision Eugene pillar, "Protect, Repair and Enhance Neighborhood Livability." TSP's LOS E would violate this pillar.

Please place my email in the public record concerning TSP.

Sincerely, a concerned long-time resident of Eugene,

Danika Esden-Tempski
2909 Charnelton St
Eugene, Oregon

From: [Ron-Janet Bevirt](#)
To: [INERFELD Rob](#); [TAYLOR Becky](#); [*Eugene Mayor, City Council, and City Manager](#)
Subject: Proposed TSP 2035
Date: Friday, February 24, 2017 3:14:21 PM

2/24/17

Dear City Transportation Planning Staff, County Commissioners, Mayor, City Councilors & City Manager,

Envision Eugene and TSP 2035 are big picture plans for the future. Here's Eugene, pretty nice place to live, we've got mostly clean air and plenty of water. One problem, common to many cities, is that the size and layout of the streets, which were created in the past, are no longer quite right-sized and configured for present and projected future needs. How do we accommodate more people trying to use inadequately sized and laid out streets? We have a nice mid-sized city, but growing. Growth does seem inevitable and maybe seeking growth is desirable. Back in time, our best thinking was "let's preserve our precious farm and forest land, so draw an urban growth boundary and limit the extent of city spread." Now the big push is to grow upward, because we're supposedly filling the contained urban growth boundary (UGB) space, yet we have a 50 year land reserve. Now, our idea is: we'll build more high-rises along transportation corridors. The proposed solution to how all those extra people living in those high-rises will move around is that they will ride in busses and on bicycles, because we're going to have too many people to be in cars. It is possible to imagine some delightful future, in which most people ride public transit and bicycles, but we are still some distance from that point so let's not create problems for automobile traffic, based on such a fantasy belief.

Let's zoom toward a macro view, Portland is booming. They're building taller buildings everywhere possible, moving density into their residential neighborhoods. Seattle is booming and growing, cramming in more people. San Francisco, the Bay Area, Silicon Valley cities are growing as fast as possible. There is an ongoing fight in those cities between jam in versus fight against more density. In Copenhagen they've gotten 85 percent of the population riding bicycles. In Beijing and other big cities the air is killing people. In Manhattan they are jamming in more and more high-rises. Depending on your point of view, living in a "mosh pit" is either "vibrant" or "hellish".

In big cities, the movement of people on streets is a problem. There is the competition among private cars, Uber/taxis, buses, bicycles, and pedestrians. In many cities they have underground mass-transit. So what we see in the macro view is, somehow a given place is desirable. There is apparently sufficient existing work, and work being created there, that more and more people are flocking there; housing is expensive because people are arriving faster than new housing is being created. Demand for something in short supply leads to ever-increasing prices. Rents are unaffordable and traffic is congested.

Meanwhile, back in Eugene we are thinking about the future with Envision Eugene and TSP 2035. Developers appear ready to build high-rise housing. They freely state that they are building "high-end" i.e. expensive housing. They are confident that investing

capital is going to give them a profitable return on their investment. Investors and developers are focussed on making a profit. In many cities, land prices and construction costs lead to high-rent housing. These expensive housing costs are driving out people working in the local economy, because they can't afford housing prices. We have a growing "unhoused" population problem. On one hand, we have people living in desirable neighborhoods that residents want to preserve, protect, and enhance. Many of these neighborhoods contain the most "affordable" "workforce" housing in Eugene. On the other hand, we have folks like WE CAN that want to change residential zoning so that more housing can be fit into existing neighborhoods. They see a lack of the "missing middle" of cluster housing, row houses, and townhouses. WE CAN is a coalition of developers, architects, city interests, renters and property owners and not neighborhoods working in tandem. The renters believe that if sufficient surplus housing can be created then rent prices will come down. This is a fantasy that will never be realized, because investors are never going to build more housing than there is demand for, or build inexpensive rental price housing, because that is contrary to their best interest, which is to make the largest possible return on their investment. The developers want to change residential zoning because they can make money from apartments built on that valuable space, which is now tied up by smaller affordable houses with yards. It is called gentrification and will only increase our unhoused population.

Do we choose to preserve, enhance, and protect the desirable qualities of neighborhoods, by integrating change thoughtfully? Or do we cram multi-story housing in C2 zoning, like Amazon Corners, adjacent to an existing residential neighborhood greatly compounding the existing traffic problems on Hilyard St & 32nd/30th Ave, the main transportation corridors? Large new projects proposed for the Coburg Road area will make traffic problems in that area worse than they are already. Allowing commercial projects to use the streets, which are the public commons, for parking and increased traffic, to benefit their profit is bad public policy and it is socially immoral.

Those who favored the South Willamette Special Area Zone cannot tolerate thoughtful examination of planning solutions for the area, as would be done under a refinement plan for the South Willamette business corridor. These opponents of the proposed refinement plan are determined to force zoning change into the surrounding residential areas. I believe that looking at what greatly increased density has done in other cities should give support to thoughtful planning that is sensitive to what we presently value about our city. The "happy talk" language in Envision Eugene and in TSP 2035 makes it seem that Eugene City Planning is giving consideration to neighborhood livability, but the recent approval of the Amazon Corners project (yes, C2, good to go, but the traffic impact analysis that was done clearly overlooks the effects of this project on the surrounding neighborhood.) Do we need to embed neighborhood residents in the Planning Department to provide "common sense" to Planning decisions? It is difficult to get beyond the belief that "special interests" have more input at the Planning Department than does the "public interest".

Lowering the Level of Service (LOS) to grade E for all of Eugene (see Table 4.1) in TSP 2035 intentionally creates and encourages traffic congestion, which gives cover to mindless densification. I encourage decision-makers to reject city-wide downgrading the level of service (LOS) to grade E and to support citizen-led efforts to thoughtfully plan for the future. It is fairly easy so see the difference between decisions that are made in the "public interest" versus those made to benefit "special interests."

Another TSP 2035 issue is seeking to make all Eugene streets “complete streets.” The terrain of some locations is incompatible with becoming complete streets. One size fits all is foolish. There needs to be room in these planning goals for “common sense”. Intermingling bicycles and automobiles everywhere is less desirable than seeking ways to serve bicycle traffic as safely as possible, with bike lanes. We have space problems on our existing streets, but having bikes riding directly adjacent to autos is not the most safe or desirable planning decision. Greater input from the public will lead to better solutions.

The recent report by Chris Henry to the City Council about how wonderfully the re-striping experiment is working on South Willamette Street is flawed, because no traffic measurements were done on surrounding streets, previous to the experiment, and thus no comparison can be made between then and now. Large amounts of traffic is now diverted onto surrounding neighborhood streets like W 29th Avenue. The same situation now exists on streets adjacent to Hilyard St and will be exacerbated by the Amazon Corners development.

Despite the “happy talk” in Planning documents, the “public interest” is not being served by the Planning Department. This is clearly seen in public meetings by the outrage expressed by neighborhood residents in opposition to Planning Department proposals and decisions. An example of Planning Department malfeasance is the large amount of money spent by Planning and their clear manipulation of neighborhood intentions for the improvement of the South Willamette business corridor by the Friendly Area Neighborhood that was transformed (at great expense) into the SW-SAZ that sought to change residential zoning. The City of Eugene is not controlled by authoritarian rule. Decision makers need to hear the voice of the public, not the voice of special interests.

Planning expresses the intention for Downtown to have the tallest buildings. Why, for example, did the new Whole Foods store get built as one-story, not with many floors of residential housing above the store? The on-going City Hall fiasco is another demonstration of the incompetence of City government. Urban renewal for downtown and the City budget is hidden from public view as are other issues that demonstrate the malfunctioning City government. We need “common sense” decisions that enjoy public support, not authoritarianism throwing out manipulative handfuls of candy to the gullible.

To recap, do not lower the TSP Level of Service from D to E. Also do not require all streets be complete streets within Eugene.

Please include my remarks in the Public Record and thank you for your attention.

Best Regards,

Ron Bevirt

From: [Hans U. Tschersich](#)
To: [INERFELD Rob](#)
Cc: [Vic Hariton](#)
Subject: Transportation Plan, Improvements for Biking in South Hills
Date: Friday, February 24, 2017 3:15:46 PM

Dear Mr. Inerfeld and Members of the Committee,

In 1976 my family moved into a house at the upper reaches of Crest Drive. I worked downtown as a radiologist at the old Eugene Hospital and Clinic at 11th and Willamette. Every day, summer and winter, I rode my bike to work and I continue this today at age 76, though it gets harder making it up the steep grades. I welcomed the improvement of the road conditions on Crest Drive and Storey Blvd. and did not mind the lack of a bike path since the new type of road construction slowed the car traffic.

While Crest Drive and Storey Blvd. have very steep sections, Lorane Highway has a much gentler grade for bicycling. When Lorane was recently upgraded, I was hoping that an uphill bike lane and/or sidewalk would be included. To my great disappointment, this did not happen and no speed bumps were installed on this curvy road, an invitation for recklessly driving motorists.

In view of the stated goal of having no serious or fatal accidents for non-motorized users, how, in good conscience, can one build such a road?

And then I read in the TSP 2035, table 5.5, that any further bike-friendly improvements on Lorane Hwy. have been pushed back till after the year 2035. How can one hope that within 20 years the personal car will not be the dominant mode of transportation when such ideal roads will not be made available much sooner for non-motorized traffic?

Lorane Highway should be the main corridor for bike and pedestrian traffic on the way up and over the south hills since all other streets (South Willamette, Crest, Storey, Chambers and City View) are too steep and will be shunned by all potential non-motorized users, except younger athletes and rare older bikers like I.

I strongly recommend making Lorane Highway your top priority for non-motorized improvements as soon as possible.

Since I am at it, I want to make a suggestion to designate and build a bike path from the top of Lorane Hwy via Honda and Mesa through the small and scenic park above Crest Drive School (Crest Hights Park) leading into Courtney Place and to Crest Drive. This route would run along more gentle grades and be ideal for bicycling. The whole area of the south hills has no public transportation and nearly everybody relies on personal cars. Creating bike paths and lanes with a gentler grade may invite more people to use their bicycles.

Thank you for your consideration,

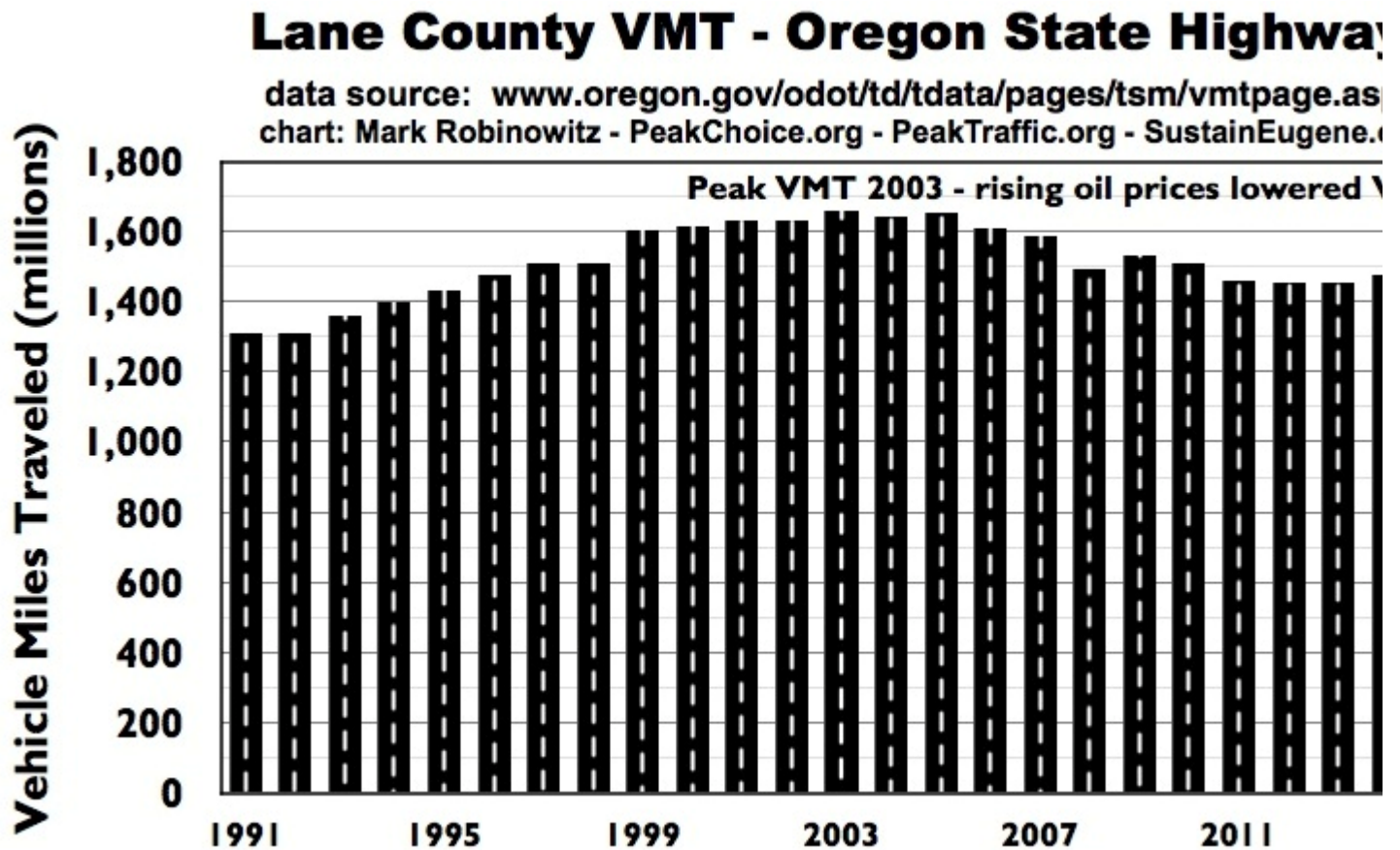
Hans U Tschersich, MD

888 Crest Drive
xrayhans@yahoo.com
541.686.0167 (home), 541.525.8098 (mobile)

CLARKE Kelly A

From: Mark Robinowitz <mark@oilempire.us>
Sent: Friday, February 24, 2017 4:40 PM
To: INERFELD Rob
Subject: Re: Eugene 2035 Transportation System Plan -- Upcoming Public Hearing -- March 6, 2017
Attachments: peak-traffic.pdf; oregon-highways.pdf; what the frack.pdf

for the record - for what it's worth



USA domestic oil peaked in 1970, the mid-2000s energy shortage was only postponed by the acceleration of Canadian tar sands and domestic fracking for oil and gas. But fracking was a short term boom and bust, now past its peak for oil and gas due to debt and depletion. Richard Heinberg's Post Carbon Institute has done the best technical work on this, but they have had a hard time getting anyone to listen ... even the environmental groups don't want to hear it. The downslope of fracking is likely to accelerate in the Trump / Pence years, and a reason I think they were allowed to steal the "election." Unlike 1973, this time the gas lines will likely be a permanent situation. Car sharing and bicycles will be more practical than buying a Prius.

Texas oil has a similar curve (but the EIA graph maker program doesn't have the full data). Texas peaked in 1972, declined by three fourths by the mid 2000s (the "uh-oh" decade) and fracking brought oil extraction back up to the 1972 levels -- briefly. Texas fracking is also now in decline.

see also the attached PDF file

www.peakchoice.org/peak-frack.html

What the Frack? scraping the bottom of the barrel is not good to the last drop

www.postcarbon.org

Richard Heinberg has lots of articles about this, also recommended are technical reports from David Hughes, a Canadian geologist who has looked in detail at the drilling records of the fracking wells

"geology is science, too!"

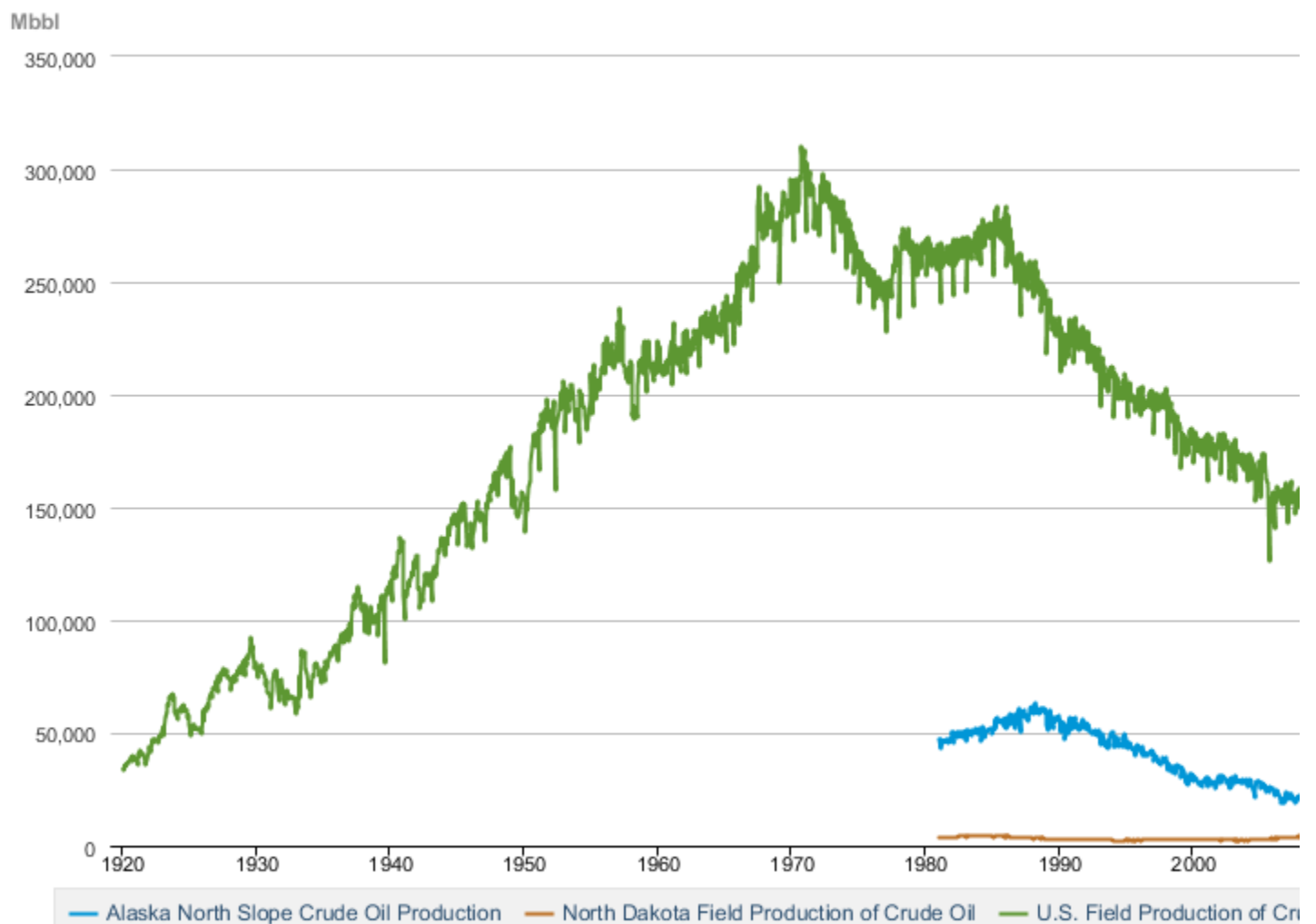
the rise and fall of fracking

fracking delayed energy rationing a decade, but now it's starting to subside

practical logistics will be more needed than protests or civil disobedience

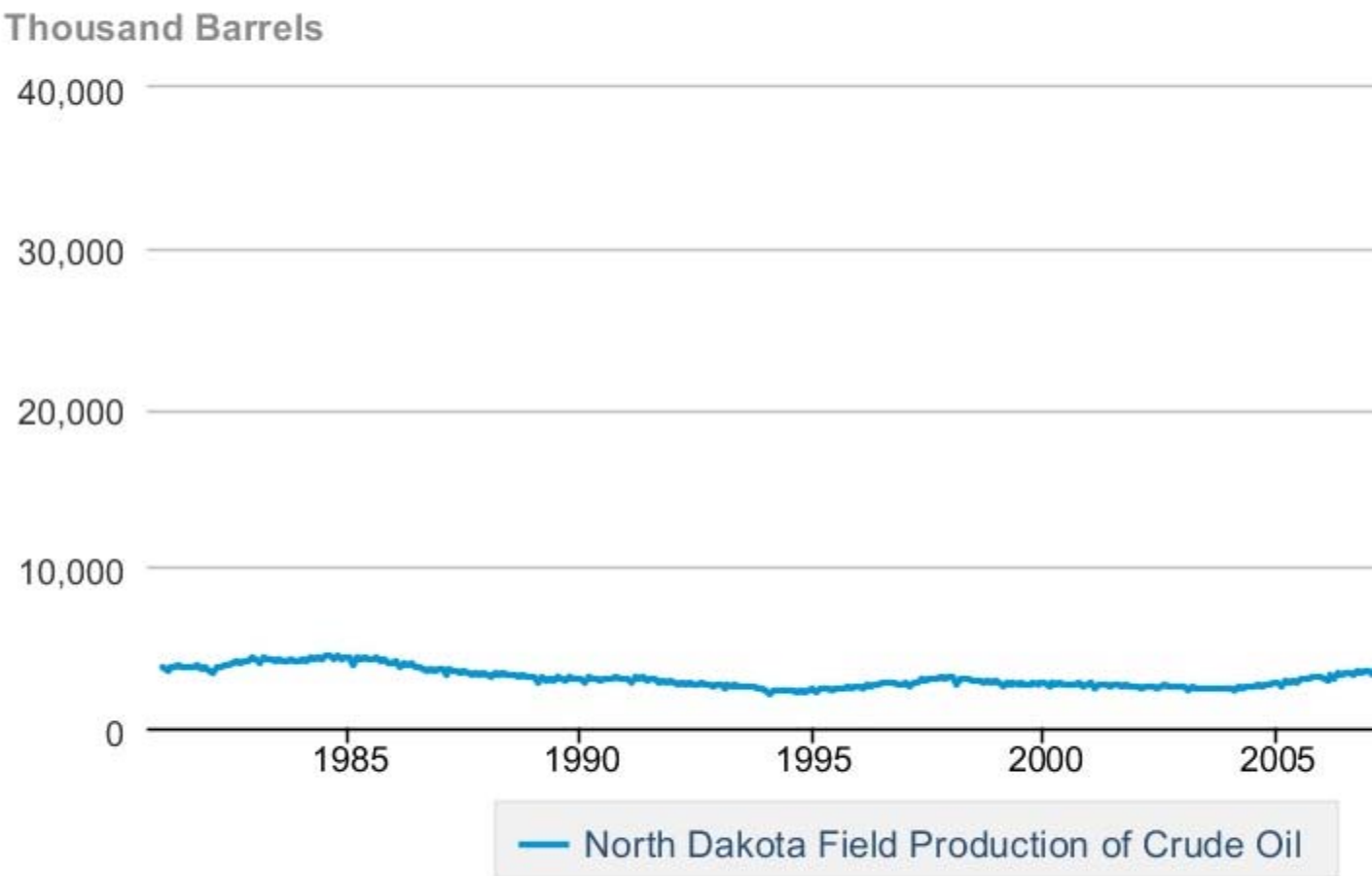
tearing up lawns for food production is more radical than shutting down systems that keep us fed

Crude Oil Production



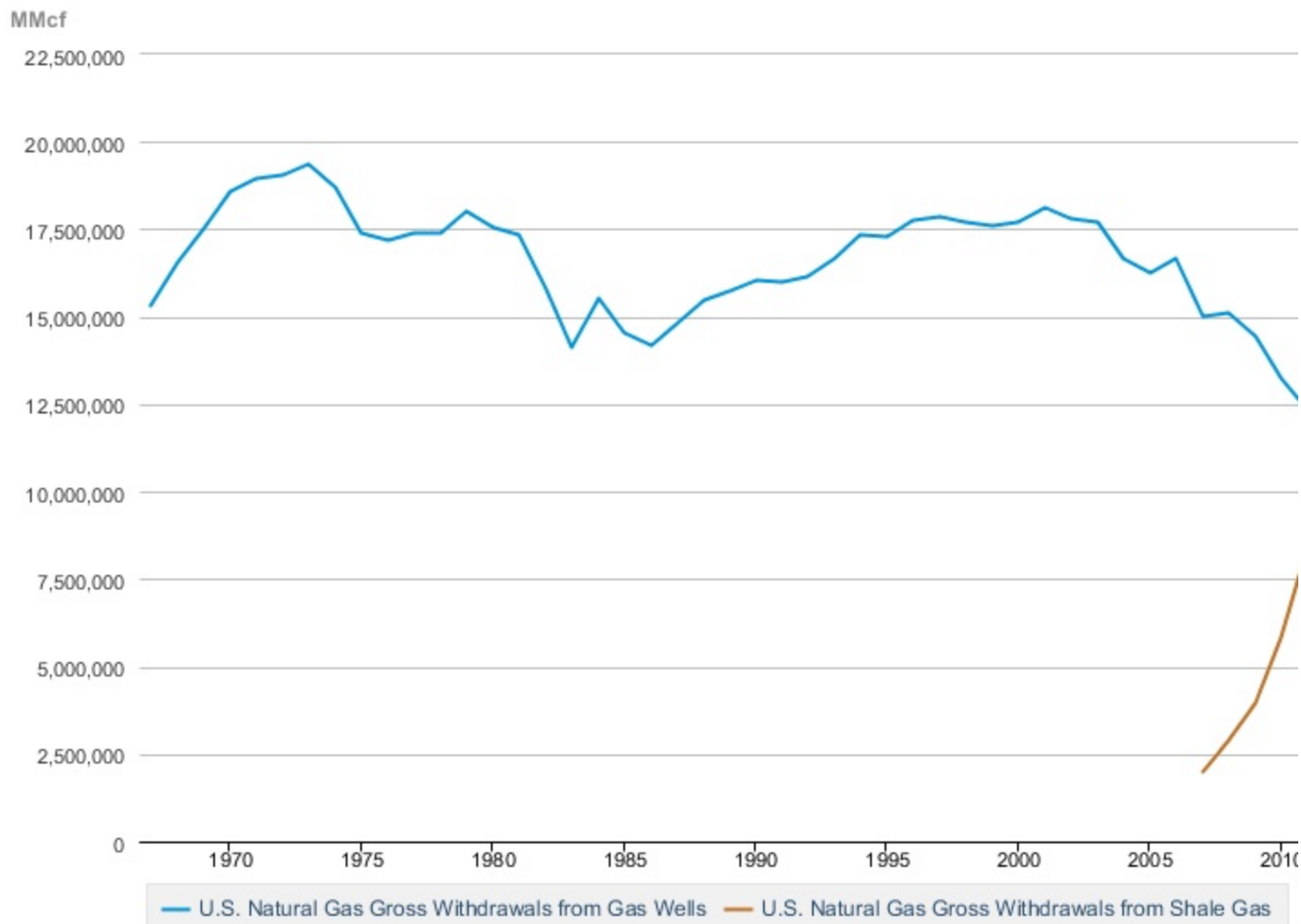
Source: U.S. Energy Information Administration

North Dakota Field Production of Crude Oil



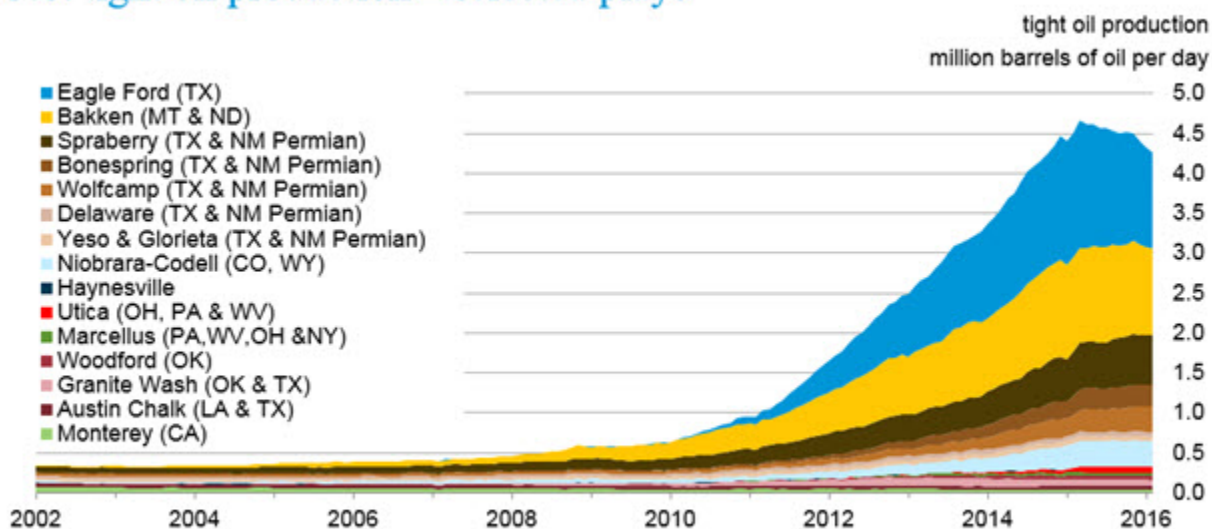
Source: U.S. Energy Information Administration

Natural Gas Gross Withdrawals and Production

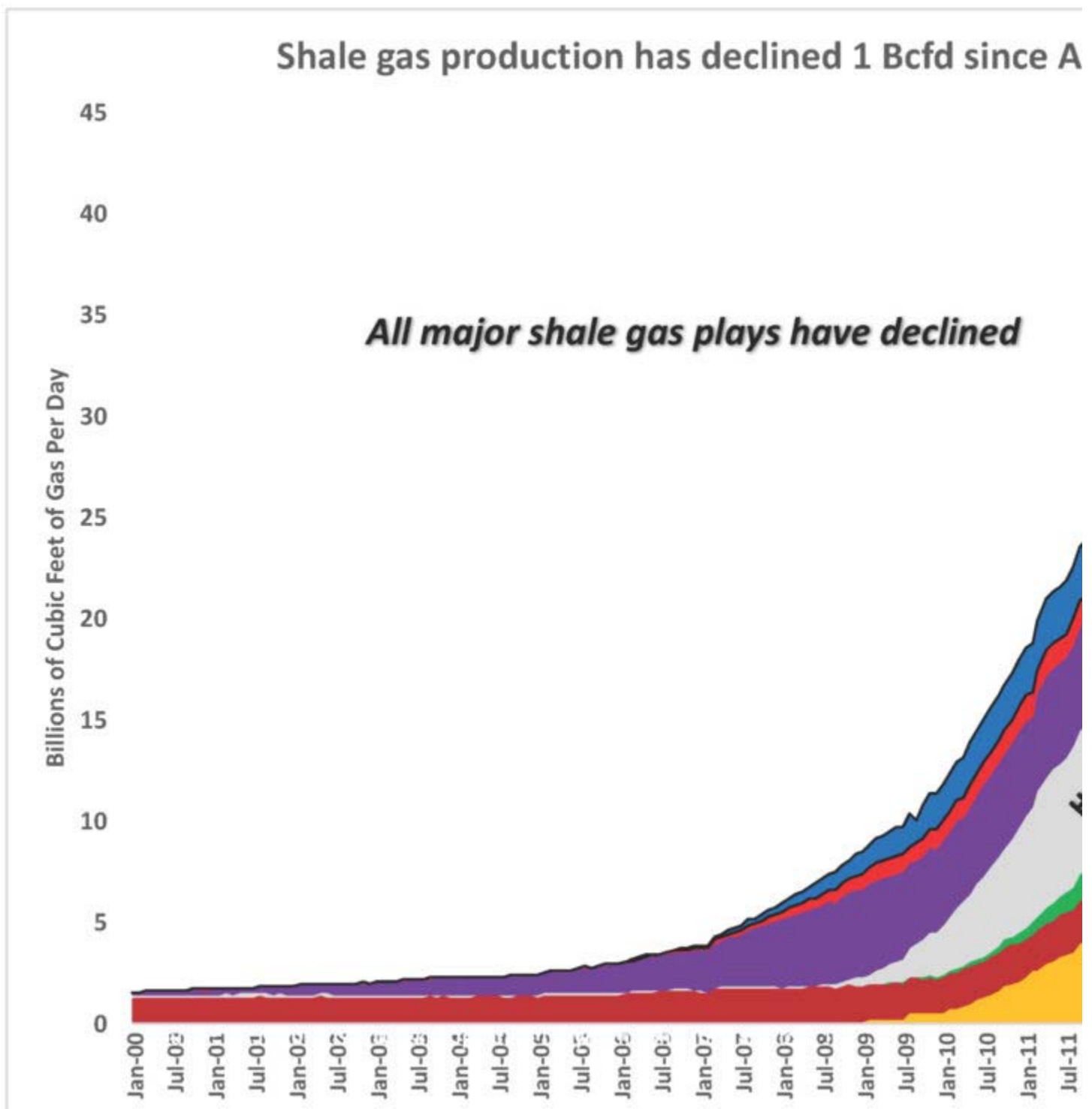


Source: U.S. Energy Information Administration

U.S. tight oil production – selected plays



Sources: EIA derived from state administrative data collected by DrillingInfo Inc. Data are through February 2016 and represent EIA's official tight oil estimates, but are not survey data. State abbreviations indicate primary state(s).



On Feb 24, 2017, at 9:42 AM Feb 24, INERFELD Rob wrote:

> Dear people interested in transportation planning in Eugene,

>

> For the last several years, the City of Eugene along with our partner agencies and many members of the public have been working to develop the Eugene 2035 Transportation System Plan (TSP). A final draft of the plan is now available and can be found at www.EugeneTSP.org. We greatly appreciate the time that many people have contributed to this plan as well as people's patience with the length of this planning process.

>

> We are now entering the final phase of the Eugene 2035 TSP adoption process which includes an update to the Eugene City Council, a public hearing before both the City Council and Lane County Board of Commissioners, and potential adoption by both the City Council and Board of County Commissioners.

>

> The City Council work session will take place Monday, February 27 at 5:30 PM in Harris Hall located at 125 East 8th Avenue.

>

> The joint public hearing will take place on Monday, March 6 at 5:30 PM also in Harris Hall.

>

> Meeting materials for the March 6 public hearing may be found here: Council Bill 5172 - Ordinance Concerning Long Range Transportation Planning (large pdf). The meeting agenda and access to a live webcast may be found HERE (note: this is not yet posted). The staff report to the City Council and Board of Commissioners will also be available for viewing by 3:00 p.m. on Monday, February 27, 2017, at the Eugene Planning and Development Department, First Floor Reception, 99 West 10th Avenue, and at Eugene Public Works Engineering Reception, 99 East Broadway, 4th floor between 9:00 a.m. and 5:00 p.m. Monday - Friday and on the Eugene City Council webpage.

>

> To submit testimony for consideration by the City Council and Board of Commissioners, you may testify at the public hearing, email me your testimony by noon on March 6, or submit written testimony to me at Eugene Public Works Engineering, 99 E. Broadway, Suite 400, Eugene, OR 97401.

>

> The City of Eugene and Lane County comply with state and federal laws and regulations relating to discrimination, including the Americans with Disabilities Act of 1990 (ADA). This meeting location is wheelchair accessible. For the hearing impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21 and rebroadcast later in the week.

>

> Thank you for your continued interest in local transportation planning.

> Rob Inerfeld, 541

> Rob

>

> Rob Inerfeld, AICP

> Transportation Planning Manager

> Public Works Engineering – City of Eugene

> Desk: 541-682-5343

> Cell: 541-556-6124

> Rob.Inerfeld@ci.eugene.or.us

> <https://www.eugene-or.gov/Transportation>

> <https://www.facebook.com/eugenetransportation/>

>

>

www.oilempire.us/trump.html

Trumped-up Democracy
Donald Trump and Peak Blame
Exit polls for Clinton, voting machines for Trump
Obama's gift to Trump: a supersized NSA
anagram: alternative facts = an evil statecraft

"Make America Grateful Again!"
(not Trump's slogan)

Some of the electricity for this computer was generated with solar panels, and this email was transmitted to the internet with strip mined coal, fracked natural gas, aging dams, leaking nukes and some wind.

www.ForestClimate.org

Clearcutting the Climate - Forest Biofuels - Restoration

www.JFKMOON.org

Kennedy's 1963 plan to convert the Moon race to global cooperation

www.OilEmpire.US

A Political Map: Connected Dots

Limited Hang Outs - Best Evidence - Disinformation

www.PeakChoice.org

Peak Choice: Cooperation or Collapse

An Uncensored Guide: Earth, Energy and Money

Fractal Permaculture: Local, Bioregional, Global

www.PeakTraffic.org

Peaked Traffic and Transportation Triage:

a legal strategy to cancel trillion dollar highway plans and prepare for post peak travel

www.SustainEugene.org

Greenwash is Sustain-a-Bull

www.oilempire.us/nsa911.html

NSA's warning systems not used during 9/11 to warn the President

Fourth Amendment, United States Constitution

The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no warrants shall issue, but upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

PEAK TRAFFIC AND TRANSPORTATION TRIAGE

Mark Robinowitz • PeakTraffic.org

Whether you focus on Peak Energy, Climate Chaos or what is euphemistically called the "Great Recession," each of these aspects of reaching the limits to growth mandate an end to highway expansion. We cannot afford to build more roads when we cannot maintain what we already have. The transition from cheap, abundant oil to expensive, hard to get oil is reducing the amount that people drive and damaging the economic system that requires endless growth to function. Peak Energy is starting to reduce the physical ability to grow traffic levels, regardless of economic circumstances. Burning fossil fuels pollutes the thin film of the atmosphere, with health consequences and environmental impacts, including global warming. Ecology, energy and money are interconnected and inseparable, and each require a holistic integration with the others to address any of them.

Energy depletion is not merely about personal transportation. Driving less will be uncomfortable, but eating less would be far more difficult. Most food eaten in the US crosses time zones, some travels across international borders. As fossil fuels decline we need to grow food where it is eaten. Relocalizing food production, growing food in cities, community gardens, suburban "food not lawn" efforts, and protection of farmland from asphalt and concrete are all needed to cope with oil depletion.

George H.W. Bush's highway law - the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) - requires Federal aid highway plans to be designed for traffic conditions two decades in the future, not current traffic congestion. It's anyone's guess what energy (and therefore, traffic) levels will be in the 2030s, but under any physically possible scenario the flow rates of petroleum and other fuels will be considerably less than they are today, since conventional fossil fuels have peaked globally. There will be oil extraction in the 2030s but at levels less than current rates. Future fuels will be the dirtier, more expensive, difficult to extract "bottom of the barrel" supplies. Hyper efficient cars, public transit, car sharing, and relocalization could mitigate these impacts but not prevent them.

Transportation planning needs to focus on maintaining the enormous road networks already built, not expanding them further for travel demand that will not materialize on the energy downslope. The investments euphemistically called "modernization" should be dedicated toward quality train service, not super wide superhighways.

The National Environmental Policy Act (NEPA) mandates a "Supplemental" Environmental Impact Statement must be prepared if there are "new circumstances" not anticipated when the scoping process was conducted. Surely reaching the global peak of petroleum production is relevant for a transportation project allegedly designed for travel long past the peak.

If the Federal Highway Administration included Peak Energy in environmental analyses, this would be a seismic shift in transportation planning across the United States. Realistic plans need to consider energy depletion and the limits to growth on a finite planet. There are several ways this shift could happen: a successful Federal lawsuit forces FHWA to include Peak Energy, the start of gasoline rationing makes transportation planners consider alternatives, or a change in national policies.

Peak Energy and Peak Vehicle Miles Traveled are "new circumstances" relevant for proposed transportation projects.

Council on Environmental Quality regulations

40 CFR 1502.9:

Draft, final and supplemental statements.

(c) Agencies:

(1) Shall prepare supplements to either draft or final environmental impact statements if:

(i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or

(ii) **There are significant new circumstances or information** relevant to environmental concerns and bearing on the proposed action or its impacts.

Federal Highway Administration regulations

23 CFR 771.130:

Supplemental environmental impact statements.

(a) A draft EIS, final EIS, or supplemental EIS may be supplemented at any time. An EIS shall be supplemented whenever the Administration determines that:

(1) Changes to the proposed action would result in significant environmental impacts that were not evaluated in the EIS; or

(2) **New information or circumstances relevant to** environmental concerns and bearings on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS.

"These forty million [poor] people are invisible because America is so affluent, so rich; because our expressways carry us away from the ghetto, we don't see the poor."

— Martin Luther King, "Remaining Awake Through a Great Revolution"

March 31, 1968 (five days before his assassination)

OREGON HIGHWAY PLANS

www.PeakTraffic.org/oregon.html

In 2008, Governor Kulongoski's Transportation Vision Committee report called for \$18 billion in new and widened state highways. An updated estimate might be over \$20 billion.

1000 Friends of Oregon, Oregon Environmental Council, and Environment Oregon were part of this committee, but they were window dressing to show all points of view were supposedly considered. If these groups had a minority report to dissent from the highway promotion, they kept it very quiet.

National highway plans include over a trillion dollars in expansions. Details at PeakTraffic.org

"Transportation Vision Report" - no longer on line archived: www.sustaineugene.org/tvreport_final.pdf
a few highlights:

\$4.2 billion: Columbia River Crossing, wider I-5, up to 16 lanes on Vancouver, WA side
approved December 2011, not under construction
Oregon legislature appropriated \$450 million 2013

\$1 billion: Sunrise freeway, Clackamas County
approved December 2010, \$130 million available to build a segment, construction started 2013

\$1.3 billion: I-5 / I-84 reconstruction, Portland

\$2.1 billion: I-5 to Hwy 99, Tualatin-Sherwood
part of stopped Portland Western Bypass in 1990s

\$2 billion: I-5 widening south of Portland

\$600 million: I-5 widening, Salem to OR 34
Albany-Jefferson widening now slated at \$500 m.

\$670 million: Salem Willamette River bridge

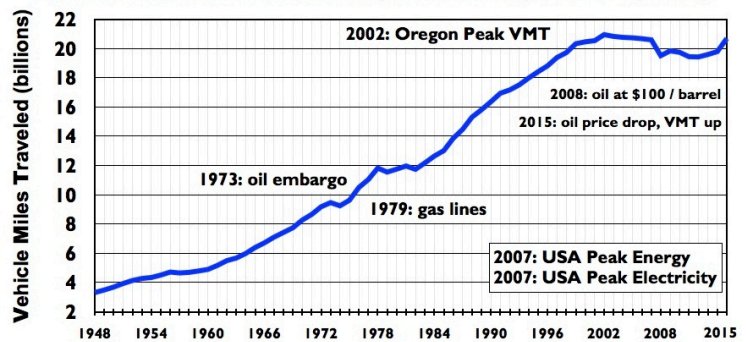
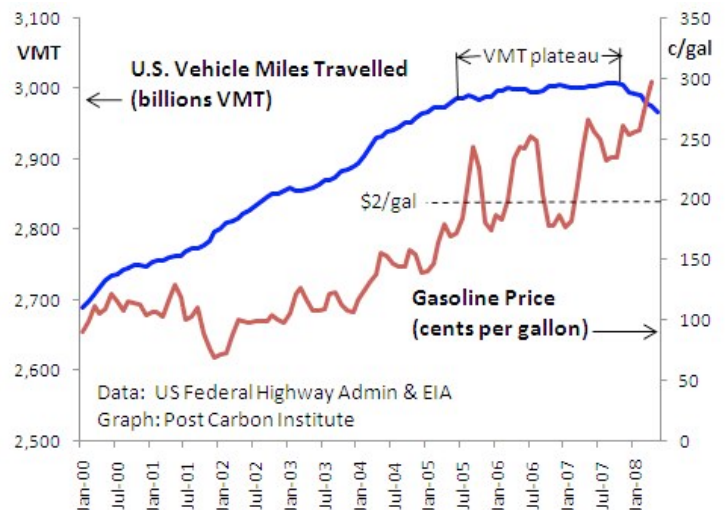
\$550 million: Newberg Dundee bypass
paves farmland, approved June 2010
construction of \$262 million segment started 2013

\$100 million: North Corvallis Bypass
OR 34 to north Corvallis, including new river bridge

\$200 million: Route 126 upgrade, Springfield
wider mainline, interchanges at 52nd & Main Street)

Oregon State Highways VMT 1948 to 2015

data source: www.oregon.gov/odot/td/data/pages/tsm/vmtpage.aspx
chart: Mark Robinowitz - Peak Choice.org - PeakTraffic.org - SustainEugene.org



ALASKA PIPELINE: PEAK & DECLINE

low flow shutdown threshold for Arctic winter estimated to be between 300 and 500 thousand barrels / day (109 million to 182 million / year)

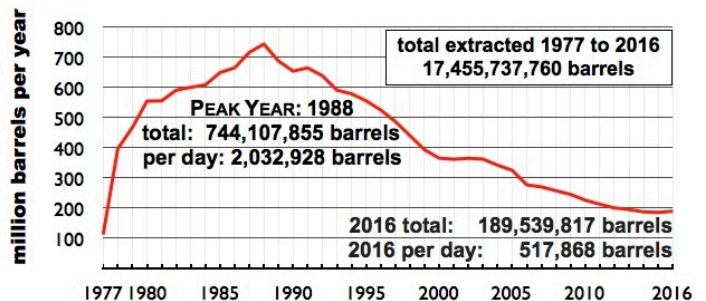


chart: www.PeakChoice.org/peak-alaska-pipeline.html

data: www.alyeska-pipe.com/TAPS/PipelineOperations/Throughput

\$250 million: Beltline widening, Eugene
widen Beltline to 11 lanes at the Willamette river

\$375 million: Route 62 freeway bypass, Medford
approved May 2013, \$450 million, only about \$100 million appropriated to build a segment

\$870 million: US 97 upgrades, Bend-Redmond

WHAT THE FRACK?

Scraping the Bottom of the Barrel is Not Good to the Last Drop

US natural gas peaked 1973, declined sharply since 2000, fracked gas peaking now

Fracking is not only toxic, it also has been exaggerated in the resource size.

Conventional "natural" gas extraction peaked in the US in 1973. The sharp decline of nat. gas since 2000 is the reason for the shale gas fracking boom. Fracked gas keeps cold cities heated in the winter and now runs a major part of the electric grids.

In 2014, fracked gas surpassed conventional gas. But fracked gas is either near or at its peak

production, with enormous implications for social cohesion as it declines. Two of the three top fracked gas regions have peaked, due to depletion.

Fracking for gas and oil delayed rationing. Without fracking, Obama would only have lasted one term, since most voters do not like the consequences of economic contraction.

As depletion becomes more obvious, the economic impacts are likely to be extremely profound. Our society is completely unprepared for the downslope in terms of logistics or psychology.

Fracking should be banned but this would have an enormous cost, which is why a ban probably won't happen before depletion.

Exaggerated estimates: fracked oil in California downsized more than 99%

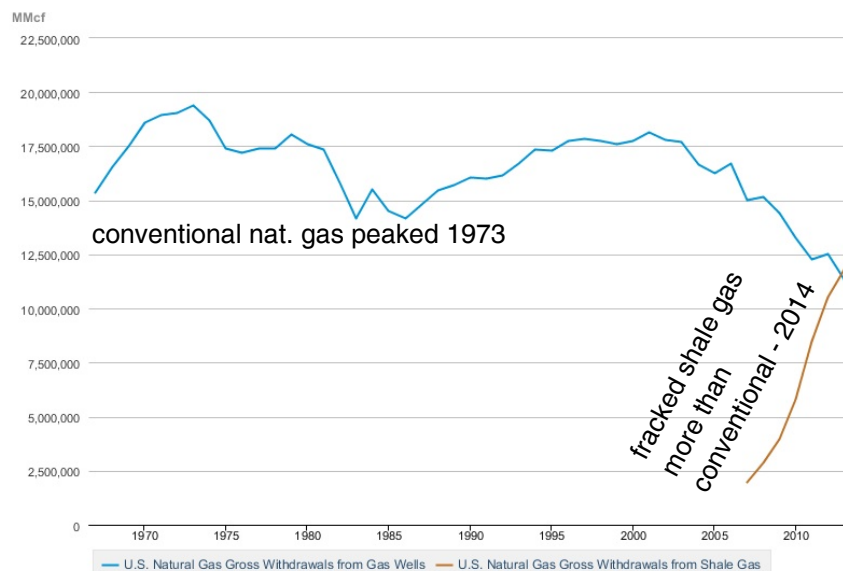
California's oil industry claims fracking in the "Monterey Shale" could extract 15 billion barrels, two years of US combustion. This could pose severe threats to water quality in drought zones, but the other half of the story is the oil is not there.

Post Carbon Institute looked at the geological evidence, documenting that these estimates were wildly exaggerated. **details: PostCarbon.org**

In 2014, the Energy Information Administration conceded the estimates were bogus and downsized estimates to 600 million barrels. In 2015, the US Geological Survey further downsized the estimate to 21 million barrels, less than one percent of the original claim. Fracking was a boom and bust.

details: www.PeakChoice.org/peak-frack.html

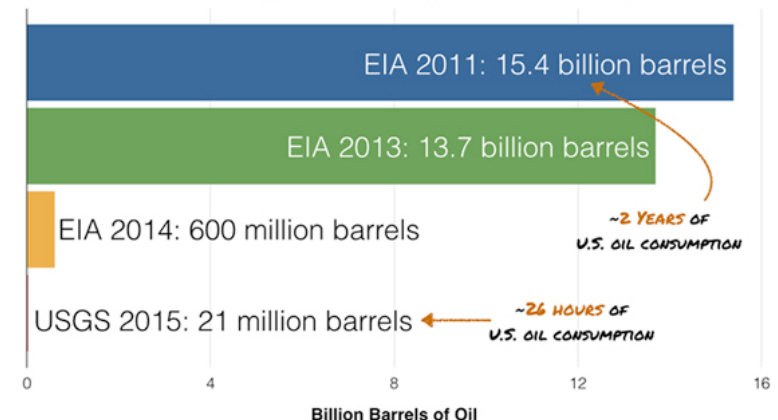
Natural Gas Gross Withdrawals and Production



Source: U.S. Energy Information Administration

Monterey Shale chart of fracked oil estimates from PostCarbon.org

Estimates of Technically Recoverable Tight Oil in the Monterey Formation



Peak Blame and the decline of concentrated energy

The reason we use fossil fuels is they are more concentrated and easier to use than sunlight and wind. It would be nice to have simple replacements for this stored energy, but our growth based economy requires ever increasing use of resources.

Now that the easy to extract fossil fuels are in decline, replaced by difficult to extract energy, our economy is having increased difficulty sustaining continued growth.

Economic impacts of energy decline are leading to increased instability, with social chaos that can be as challenging as the ecological damage.

Financial hardships lead to demagogues — the classic example is 1930s Germany. **Trump is indicative of the blaming likely to happen on the energy downslope.**

Energy literacy about energy decline could be a partial antidote for scapegoating, but would require admitting **we have reached the limits to growth on an abundant, round, finite planet.**

Using solar panels for a quarter century taught me **living on our solar budget will power a much smaller, steady state economy no longer based on exponential growth.**

Moving beyond fossil fuels is not about electric cars, but relocalizing food production, since solar panels cannot power long distance food shipments. **Breeding plant varieties for changing climates will probably be the most important adaptation to changing climates.**

— Mark Robinowitz, PeakChoice.org

ALASKA PIPELINE: PEAK & DECLINE

low flow shutdown threshold for Arctic winter estimated to be between 300 and 500 thousand barrels / day (109 million to 182 million / year)

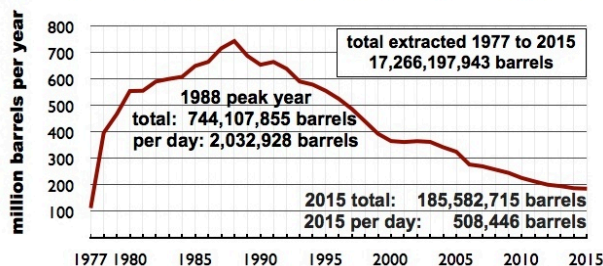


chart: www.PeakChoice.org/peak-alaska-pipeline.html

data: www.alaska-pipe.com/TAPS/PipelineOperations/Throughput

US coal peaked in 1999 due to depletion

Coal depletion is why “export” of coal through the Northwest is unlikely in large amounts.

Coal that only exists in exaggerated estimates cannot be exported.

details: www.PeakChoice.org/peak-coal.html

Geology and Markets, not EPA, Waging War on Coal

cleanenergyaction.org/2014/06/04/geology-and-markets-not-epa-waging-war-on-coal/

The EPA is not waging a war on coal. This isn't to say that a war on coal would be a bad idea, but rather that it's mostly unnecessary. Coal in the US is dying off on its own, and at most what we're doing is equivalent to taking it off life support. Our task is to manage the graceful transition to a much lower carbon energy system.

The proposed EPA carbon regulations are just the first baby steps we need to take down the path of avoiding catastrophic warming. The EPA, the state legislatures and regulatory bodies, and (someday) the US Congress are all going to have to do a whole lot more work in the years to come, working together to transform our energy system much faster and much more profoundly than these regulations alone can.

Because there's so much more work to do, **it is important that we do not allow the EPA and the Obama administration to be made into scapegoats for the decline of the coal industry. We must not allow this kind of work to remain politically poisonous, or we'll never build the kind of momentum we need to finish the job.**

Powder River Basin producers finding it more costly to get to coal reserves

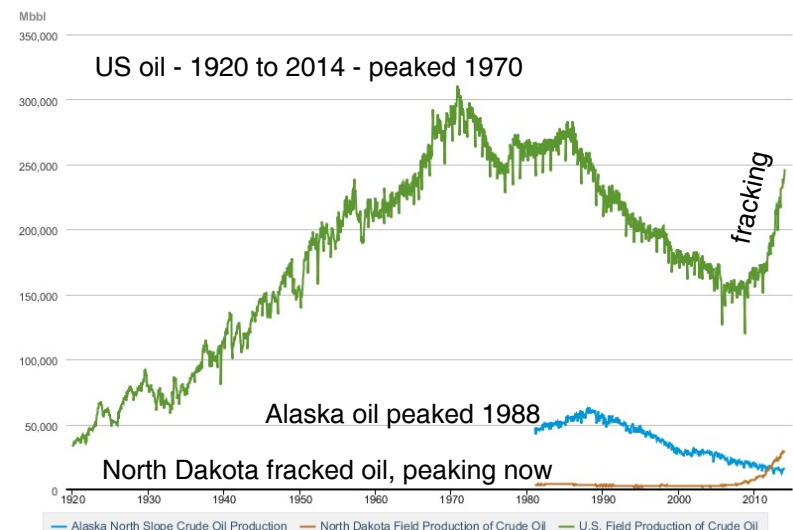
www.platts.com/latest-news/coal/washington/power-river-basin-producers-finding-it-more-costly-21402408

“‘There's very little low ratio coal out there anymore,’ said Al Elser, BLM's assistant district manager for solid minerals in Casper, Wyoming.”

comment from <http://ricefarmer.blogspot.com>
Powder River Basin coal is some of the cheapest in the world. But as this article shows, the “easy coal” is pretty much gone. That of course means rising prices, and declining net energy. As with oil, coal is not going to literally “run out,” but price increases will create an increasing drag on the economy. It's all downhill from here.



Crude Oil Production



Source: U.S. Energy Information Administration

From: [Ron-Janet Bevirt](#)
To: [INERFELD Rob](#); [TAYLOR Becky](#); [*Eugene Mayor, City Council, and City Manager](#)
Subject: The Proposed 2035 Transportation System Plan (TSP)
Date: Friday, February 24, 2017 4:40:04 PM
Attachments: [22417 Proposed TSP 2035.pdf](#)

Re: The Proposed 2035 Transportation System Plan (TSP)

2/24/17

To All It Should Concern:

Please reject the proposal to reduce the LOS (Level of Service) citywide on all streets from level "D" down to level "E". This would allow for even more traffic congestion and gridlock which is unacceptable. No traffic impact analysis would be required, no mitigation would be required for negative traffic impact, and there would be no option to address traffic issues or no appeals would be permitted.

Presently the Developer and City are trying to allow Amazon Corner at Hilyard St & 32nd Ave without an adequate Traffic Impact Analysis. It's very undesirable for density to increase unchecked, beyond reasonable growth that is respectful of existing neighborhoods. All Developers and the City need to be responsible towards the community and mitigate traffic problems.

It's really deplorable to think that with Level "E" the City will not need to make necessary improvements required under State law for mitigation of congestion. Travel will be intolerable with Level "E" and businesses will suffer with people unwilling to venture forth. I now avoid Willamette St with the narrowed street and line of cars that make it unpleasant to shop in the area.

The city has flawed thinking that this will force people to use buses, to bike or walk. It will have people leaving the area, create a reputation of problem commuting so people won't move here and anger drivers.

The job of the city's Traffic Planners should be to make our city's traffic flow better. Please do your jobs and keep Eugene's traffic reasonable and in fact improve it, keep the LOS at "D" at least. Do not reduce the LOS to "E" to avoid it's undesirable consequences, this is poor traffic planning.

I love Eugene and it is smart to avoid, not strive for, a failing Level of Service.

"Protect, Repair and Enhance Neighborhood Livability."

No on LOS "E", it is irresponsible towards the well being of Eugene!

The City "thinks" the TSP will cost a certain amount, check out the pages of proposed bike paths and sidewalks to make complete streets citywide with old 2014 Cost Estimates, the Beltline Project, the Study Projects, etc. Some proposals just do not work within the proposed area for example, Lorane Highway which has been fought repeatedly for years. Those of us who have lived in South Eugene are very familiar with PB-29: Lorane Highway, Chambers St to W 29th Ave, 1.35 mile Bike Lane proposal and PB-323 Lorane Highway, Chambers St to Crest Dr, Northside, 0.14 miles Sidewalk proposal. These projects were first proposed in the 1970s (stopped by a petition), resurrected in 1983 (stopped by a property owners remonstrance), again in 1990, and again in 1994 (stopped when then Public Works Director, Christine Andersen, finally agreed with affected residents that the plan was a bad idea). One of the reasons the plan failed was because in places the road surface is 15' wide, which after striping for a 6' bike lane, would leave a total of 9' to accommodate two vehicle travel lanes of 4.5' each. The location of the road leaves little room for

widening without such drastic measures as building retaining walls and the destruction of hundreds of trees. (Hopefully these two Lorane Highway projects will be removed from the TSP, following the staff's recommendations.) Completing flat maps is very different from dealing with the real topography of land, one is on a flat plane of paper, while the ground is dimensional with nature's limitations. All of the proposed complete streets can not possibly work citywide.

Also PB-256, Lincoln St accessway, W 30th Ave to W 31st Ave, 0.08 miles, \$66,000 cost estimate from 2014 is too expensive and a ridiculously steep location. The police department has said at a Southeast Neighbors meeting that accessways bring more crime into the neighborhood, and therefore more problems into Wayne Morse Family Farm.

Another aspect of the proposed street projects that needs to be considered is the potential of assessments to the owners whose properties abut projects on "unimproved" streets. These assessments often run into thousands of dollars per property, causing a major financial hardship. Also property owners are responsible for sidewalk installation and maintenance which cost about \$100 a linear foot, creating more of a financial hardship.

No on Complete Streets in all of Eugene, it's unworkable and ridiculously expensive!

Kurt Yeiter said, the TSP planning team met 12 times over a few years. Were any businesses on South Willamette St asked to have input besides "Arriving by Bike" about the bike lanes? PB-31: Willamette Street, 24th to 30th Ave, .85 miles, \$115,000 from old 2014 Cost Estimates. It is currently being "tested" (not really) with restriping with bike lanes, so the TSP should not include South Willamette Street with bike lanes in their plan. Businesses may not be doing well because of this change. (That data is questionable, no businesses I've asked are providing financial info.) Maybe they should embrace Oak & Willamette together regarding bike lanes so they become more of a supportive shopping area with bike lanes on Oak Street. PB-31, adding bike lanes to South Willamette St is being pushed and promoted by the Bicycle and Pedestrian Advisory Committee (BPAC). Were any property owners that are directly affected by PB-31 invited to be part of the TSP planning team? I wasn't and my property is on W 29th Ave, which now has increased traffic from automobiles avoiding the congested South Willamette St with reduced lanes and bicyclists now traveling in both directions on both sides of the street, using the bike paths and sidewalks. Aren't the sidewalks supposed to be for pedestrians to have safe walking? What was the point of adding bike lanes if the bicyclists can ride on the sidewalks? Bi-Mart and the Quarry were both invited to be part of the TSP planning team regarding truck transportation and shipping, and the latter will make quite a profit with the Beltline development need for gravel.

From Kurt Yeiter's 6/15/16 Council of Southwest Neighbors (CSEN) TSP discussion, "No one is thrilled with the plan, there were lots of tradeoffs, but the City is aiming for the best balance. The City has heard that they did not do enough outreach." I agree the balance still is not there and the TSP still needs work.

The City with BPAC's help did a survey,

<http://www.centallanertsp.org/sites/default/files/EugeneSpringfieldTravelBarriersBenefitsSurvey.pdf>

The findings include:

The Most Important Issues local government leaders should address: 1. Poverty/homelessness, 2. Road infrastructure, 3. Jobs/unemployment, 4./5. Education funding/Education-general, 6. Wasteful spending/inappropriate use of funds by government, 7. Crime and 8. Traffic. (Note #1 Income is needed to get out of Poverty and affordable housing is needed to get out of Homelessness, not more new expensive housing densification.)

The Transportation Issues that local government leaders should address: 1. Improved road

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Please place my written testimony in the Public Record.

Respectfully,

Janet Bevirt

2915 Charnelton St

Eugene

Re: The Proposed 2035 Transportation System Plan (TSP)

2/24/17

To All It Should Concern:

Please reject the proposal to reduce the LOS (Level of Service) citywide on all streets from level "D" down to level "E". This would allow for even more traffic congestion and gridlock which is unacceptable. No traffic impact analysis would be required, no mitigation would be required for negative traffic impact, and there would be no option to address traffic issues or no appeals would be permitted.

Presently the Developer and City are trying to allow Amazon Corner at Hilyard St & 32nd Ave without an adequate Traffic Impact Analysis. It's very undesirable for density to increase unchecked, beyond reasonable growth that is respectful of existing neighborhoods. All Developers and the City need to be responsible towards the community and mitigate traffic problems.

It's really deplorable to think that with Level "E" the City will not need to make necessary improvements required under State law for mitigation of congestion. Travel will be intolerable with Level "E" and businesses will suffer with people unwilling to venture forth. I now avoid Willamette St with the narrowed street and line of cars that make it unpleasant to shop in the area.

The city has flawed thinking that this will force people to use buses, to bike or walk. It will have people leaving the area, create a reputation of problem commuting so people won't move here and anger drivers.

The job of the city's Traffic Planners should be to make our city's traffic flow better. Please do your jobs and keep Eugene's traffic reasonable and in fact improve it, keep the LOS at "D" at least. Do not reduce the LOS to "E" to avoid it's undesirable consequences, this is poor traffic planning.

I love Eugene and it is smart to avoid, not strive for, a failing Level of Service.
"Protect, Repair and Enhance Neighborhood Livability."

No on LOS "E", it is irresponsible towards the well being of Eugene!

The City "thinks" the TSP will cost a certain amount, check out the pages of proposed bike paths and sidewalks to make complete streets citywide with old 2014 Cost Estimates, the Beltline Project, the Study Projects, etc. Some proposals just do not work within the proposed area for example, Lorane Highway which has been fought repeatedly for years. Those of us who have lived in South Eugene are very familiar with PB-29: Lorane Highway, Chambers St to W 29th Ave, 1.35 mile Bike Lane proposal and PB-323 Lorane Highway, Chambers St to Crest Dr, Northside, 0.14 miles Sidewalk proposal. These projects were first proposed in the 1970s (stopped by a petition), resurrected in 1983 (stopped by a property owners remonstrance), again in 1990, and again in 1994 (stopped when then Public Works Director, Christine Andersen, finally agreed with affected residents that the plan was a bad idea). One of the reasons the plan failed was because in places the road surface is 15' wide, which after striping

for a 6' bike lane, would leave a total of 9' to accommodate two vehicle travel lanes of 4.5' each. The location of the road leaves little room for widening without such drastic measures as building retaining walls and the destruction of hundreds of trees. (Hopefully these two Lorane Highway projects will be removed from the TSP, following the staff's recommendations.) Completing flat maps is very different from dealing with the real topography of land, one is on a flat plane of paper, while the ground is dimensional with nature's limitations. All of the proposed complete streets can not possibly work citywide.

Also PB-256, Lincoln St accessway, W 30th Ave to W 31st Ave, 0.08 miles, \$66,000 cost estimate from 2014 is too expensive and a ridiculously steep location. The police department has said at a Southeast Neighbors meeting that accessways bring more crime into the neighborhood, and therefore more problems into Wayne Morse Family Farm.

Another aspect of the proposed street projects that needs to be considered is the potential of assessments to the owners whose properties abut projects on "unimproved" streets. These assessments often run into thousands of dollars per property, causing a major financial hardship. Also property owners are responsible for sidewalk installation and maintenance which cost about \$100 a linear foot, creating more of a financial hardship.

No on Complete Streets in all of Eugene, it's unworkable and ridiculously expensive!

Kurt Yeiter said, the TSP planning team met 12 times over a few years. Were any businesses on South Willamette St asked to have input besides "Arriving by Bike" about the bike lanes? PB-31: Willamette Street, 24th to 30th Ave, .85 miles, \$115,000 from old 2014 Cost Estimates. It is currently being "tested" (not really) with restriping with bike lanes, so the TSP should not include South Willamette Street with bike lanes in their plan. Businesses may not be doing well because of this change. (That data is questionable, no businesses I've asked are providing financial info.) Maybe they should embrace Oak & Willamette together regarding bike lanes so they become more of a supportive shopping area with bike lanes on Oak Street. PB-31, adding bike lanes to South Willamette St is being pushed and promoted by the Bicycle and Pedestrian Advisory Committee (BPAC). Were any property owners that are directly affected by PB-31 invited to be part of the TSP planning team? I wasn't and my property is on W 29th Ave, which now has increased traffic from automobiles avoiding the congested South Willamette St with reduced lanes and bicyclists now traveling in both directions on both sides of the street, using the bike paths and sidewalks. Aren't the sidewalks supposed to be for pedestrians to have safe walking? What was the point of adding bike lanes if the bicyclists can ride on the sidewalks? Bi-Mart and the Quarry were both invited to be part of the TSP planning team regarding truck transportation and shipping, and the latter will make quite a profit with the Beltline development need for gravel.

From Kurt Yeiter's 6/15/16 Council of Southwest Neighbors (CSEN) TSP discussion, "No one is thrilled with the plan, there were lots of tradeoffs, but the City is aiming for the best balance. The City has heard that they did not do enough outreach." I agree the balance still is not there and the TSP still needs work.

The City with BPAC's help did a survey, <http://www.centallanertsp.org/sites/default/files/EugeneSpringfieldTravelBarriersBenefitsSurvey.pdf>

The findings include:

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2915 Charnelton St
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From: [Cindy Allen](#)
To: [INERFELD Rob](#)
Subject: Transportation System Plan (Public Record)
Date: Friday, February 24, 2017 7:28:24 PM

I am very surprised that the changing of our Eugene streets from a D (a very low rating) to an even lower rating of E would even be considered. Appropriate traffic studies are one of the residents main assurances that new development will ruin our neighborhoods, devalue our homes, and put our streets in gridlock. Often the developers are from out of the area and have no vested interest in what happens to our city.

The traffic standards will be much lower with the E rating. I feel very concerned about this and do not feel that this is wanted by the majority of Eugene residents and I would suggest that the is very important issue be put to a public vote.

Cindy Allen
858 Fox Glenn Avenue
Eugene, Oregon 97405