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COMPLETE STREET DESIGN STANDARDS UPDATE

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Overview

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- Purpose of the Work Session
- Background on the Updated Street Design Standards
- Overview of the Updates
- Next Steps & Recommendation



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Background Complete Street Design Standards

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- The CRO and 2035 TSP both include the goal:
 - ▣ Reduce fossil fuel use by 50 percent by 2030
- The TSP includes two additional related goals:
 - ▣ Goal 4 is to address the transportation needs and safety of all travelers, including people of all ages, abilities, races, ethnicities, and incomes.
 - ▣ Goal 5 is a call to triple the number of trips made on foot, by bicycle and by transit from 2014 by 2035.



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Background Complete Street Design Standards

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- The 2035 TSP included a Complete Streets Policy and an action item to update the Eugene Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways to implement the “complete streets policy”
- The Climate Action Plan 2.0
 - ▣ Action T6 – Adopt new Complete Street Design Standards



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2035 TSP Complete Streets Policy

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- 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.



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2035 TSP Complete Streets Policy – Potential Action Items

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- Update the street design standards to implement the “complete streets policy” considering:
 - ▣ Safety for all ages and abilities
 - ▣ Convenience of the system
 - ▣ Importance of making walking and biking efficient, convenient, safe and comfortable
 - ▣ Balance traffic flow with street experience, safety, and needs of other users
 - ▣ Options to achieve complete streets incrementally



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COMPLETE STREETS DESIGN STANDARDS

Eugene Design Standards and Guidelines for Eugene Streets,
Sidewalks, Bikeways and Accessways

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1999 (existing) Standards

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- “Skinny Streets”
- Standard Features
 - ▣ Use of Two-Way Left Turn Lanes
 - ▣ Bike lanes
 - ▣ Parking lanes
 - ▣ Sidewalks
 - ▣ Planter strips
- Functional Class
- Silent on Land Use Context



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GOALS

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PROVIDE LIVABILITY

The design of streets impacts transportation choice, access

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ENSURE HEALTH AND SAFETY

Protect all street users (Vision Zero) and encourage active transportation

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ACCOMMODATE ALL MODES

Provide safe and convenient travel options; recognize differing needs of people walking and freight haulers...

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SUSTAINABLE DESIGN

Reduce lifecycle costs and integrate green infrastructure



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STREET TYPOLOGY

Typologies were derived from:

- (1) street functional classification;
- (2) land use context; and
- (3) modal hierarchy.

Eugene's Street Types include:

1. Commercial Main Street
2. Commercial Suburban Street
3. Industrial Street
4. Mixed-Use Neighborhood
5. Residential Connector Street
6. Neighborhood Residential Street
7. Neighborhood Residential Curbless Street
8. Neighborhood Greenway Street
9. Shared Street
10. Alley

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Other significant updates...

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- Expanded traffic calming guidance
- Incorporated current best practices for design of facilities for people walking and using bicycles
- Updated guidance for transit facilities
- Updated guidance on curbside uses and how adjacent land uses

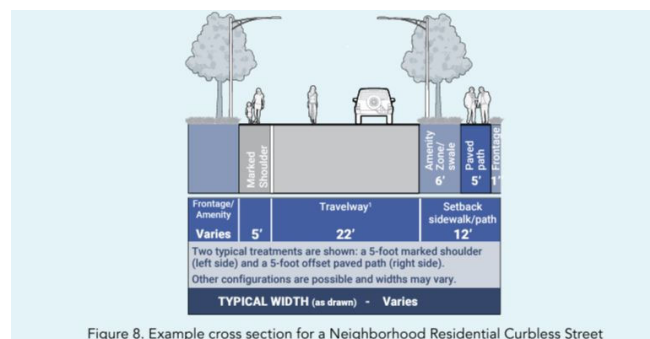


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Other significant updates...

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- New typology...Curbless residential street
 - ▣ Provides a strategy to provide space for people walking a bicycling along these non-traditional underimproved streets
 - ▣ Provides a path to incrementally transition from unimproved to fully improved.



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Public Engagement & Use of Draft Standards

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- Prior to the draft being published online, staff offered informational meetings with a variety of internal and external stakeholders.
- Draft published online in Fall of 2020.
- In 2023 - 2024, staff initiated another round of engaging with internal and external stakeholders.



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Public Engagement & Use of Draft Standards

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- Eugene-Springfield Fire
- Accessibility Service Agencies
- Vision Zero Summit
- Active Transportation Committee
- Developers and Consulting Engineers
- Neighborhood Groups
- Chamber of Commerce
- Lane Transit District
- News releases and newsletters
- And more...



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Next Steps

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- If City Council approves initiating the code amendment process, staff will initiate the process with the Planning Commission.
- Staff estimate returning to City Council after the Planning Commission process in early 2025 to continue the code amendment process.
- Develop a supplemental policy related to unimproved and underimproved streets.



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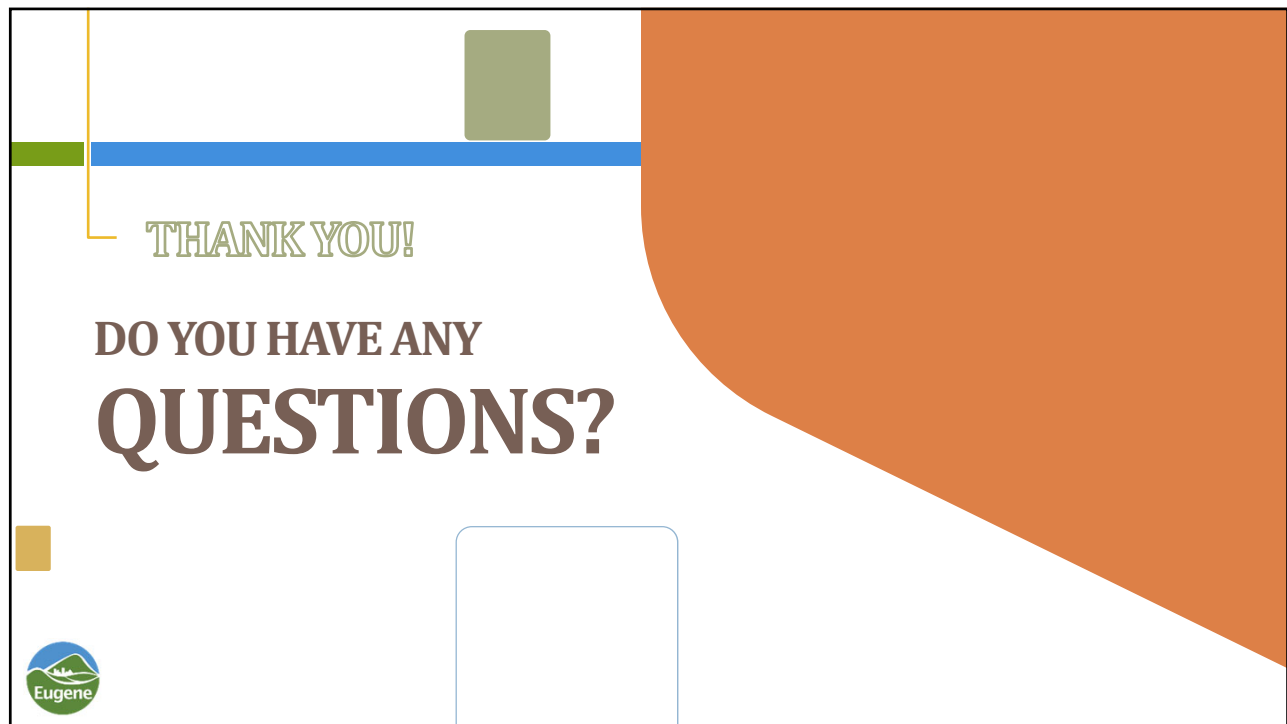
Recommendation

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- Recommended motion: Move to initiate land use code amendment process related to an update to the Eugene Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways.



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THANK YOU!

DO YOU HAVE ANY
QUESTIONS?

