



## Chapter 2: Goals, Policies, and Actions

The *2035 TSP* is an internal policy document that provides the City of Eugene with a coordinated guide for changes to its transportation infrastructure and operations over a 20 year period of time. The *2035 TSP* was crafted to conform to the *Metro Plan's* land use diagram and *Envision Eugene, A Community Vision for 2032* (2012).

A basic assumption in the development of this policy document is that transportation systems do more than meet travel demand: they have a significant effect on the physical, social, and economic characteristics of the areas they serve. Transportation planning must be viewed in terms of regional and community goals and values such as protection of the environment, impact on the regional economy, and maintaining the quality of life that area residents enjoy and expect.

A major component of this policy document is the goals, policies, and lists of possible action items. These terms are defined below.

- **Goals** are broad statements of philosophy that describe the hopes of the people of the community for the future of the community. A goal is aspirational and may not be fully attained within the 20-year planning horizon of this plan.
- **Policies** are statements adopted to provide a consistent course of action and move the community toward attainment of its goals. Policies in the *2035 TSP* guide the work of the City Manager and staff in formulating proposed changes to the Eugene Code and other regulatory documents, to guide other work programs and long range planning projects, and preparation of the budget and capital improvement program. These policies will not be used in determining whether the City shall approve or deny individual land use applications. Each set of policies may be followed by action items that could be employed to help implement one or more of the policies within the set.
- **Potential Actions** offer direction to the City about steps that could implement adopted policies. Not all policies include action items and not all potential actions are listed. Rather, the identified potential actions outline specific projects, standards, or courses of action that the City or its partner agencies could use to implement the *2035 TSP*. These actions can provide guidance for decision-makers and will be updated over time.

### Goals

**Goal 1:** Create an integrated transportation system that is safe and efficient; supports the *Metro Plan's* land use diagram, *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 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.



**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.

**Goal 5:** By the year 2035 triple the percentage of trips made on foot, by bicycle, and by transit from 2014 levels.

### System-Wide Policies

1. 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.
2. Consider safety first when making transportation decisions. Strive for zero transportation-related fatalities and severe injuries by reducing the number and severity of crashes through design, operations, maintenance, education, and enforcement. In furtherance of the City Council's adopted Vision Zero goal (Resolution No. 5143), 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.
3. Improve community health by designing streets and paths to encourage increased physical activity by the public.
4. 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.
5. The Regional Transportation Options Plan (RTOP) adopted by the Central Lane MPO Metropolitan Policy Committee is recognized as the regional guidance for programs that reduce reliance on single-occupancy vehicles.



*LTD buses include bike racks to allow users to combine modes of travel.*

*Source: Lane Transit District*

### Potential Actions for System-Wide Policies

- A. Create a transportation work plan that prioritizes implementation and funding for transportation projects and programs within the 2035 TSP 20-year planning period.
- B. Review and amend City codes where 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. Create opportunities for public review of new development and new or redeveloped schools at early stages of site development to improve multimodal access and circulation.



- C. Create a strategy to facilitate 90 percent of Eugene residences to be within “20-minute neighborhoods.” The strategy might include methods to improve proximity of residences to services and prioritizing projects that improve convenience and safety for walking, biking, and connections to transit stops.
- D. Develop local metrics that may be applied when the land use and transportation system characteristics would indicate a tendency for a development or area to generate fewer motorized vehicle trips than would be predicted by using national standards, such as for mixed-use development, areas served by frequent transit, and areas with Transportation Demand Management agreements.
- E. 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.
- F. Develop a Memorandum of Understanding (MOU) with Lane County Public Health Department for sharing data and analysis on traffic-related injuries and traumas.
- G. Focus police traffic enforcement efforts on Driving Under the Influence of Intoxicants, failure to stop for red lights and stop signs and obey traffic control devices, violation of posted speed limits, distracted driving (*e.g.*, texting while driving), failure to wear seatbelts, and failure to stop for pedestrians in crosswalks.
- H. Work with the Oregon Department of Motor Vehicles (DMV) to revise driver’s license tests to be more inclusive of rules pertaining to walking and biking.
- I. **Implement the ADA Transition Plan for Public Right of Way to bring all pedestrian access routes within sidewalks and other pedestrian circulation paths in the right-of-way into compliance with Americans with Disabilities Act (ADA) requirements.**
- J. Continue to review and amend standard conditions for traffic control, permit approval procedures, and design standards, as necessary, to ensure safe, barrier-free passage through and adjacent to construction zones.
- K. Evaluate City streets for opportunities to lower speed limits when doing so will make the street safer for one or more modes of transportation and not make it less safe for any other mode.
- L. Strengthen the City’s traffic calming program by increasing the annual funding amount. Continue to consider input from the Fire Department regarding acceptable traffic calming treatments.
- M. Create and regularly use a robust, systemic method of measuring trips made by walking, biking, and driving.
- N. Promote 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.



- O. Create “Mobility Hubs” near transit stations.
- P. Provide education and awareness programs, such as *SmartTrips* and school-based transportation options (like *Safe Routes to School*), to improve safety for all travelers and encourage use of active transportation.
- Q. Align the City’s land use and parking regulations to encourage walking, biking, and use of public transit; more efficient use of land; and lower transportation and housing costs while accommodating the growth and economic prosperity espoused by the comprehensive land use plan.
- R. Monitor advancement toward achieving the goals of this plan. Coordinate progress reports with scheduled updates to the Regional Transportation Plan made by the Central Lane MPO. Make progress reports available to the public.
- S. Collect and report crash data for all travel modes and use the data to inform capital and maintenance projects to enhance safety and engineering changes to existing infrastructure.
- T. Support programs recommended in the Regional Transportation Options Plan.
- U. Prepare an assessment of the City’s current safety efforts, recommendations for actions to take to improve transportation safety, and an implementation plan for those actions. The assessment should include a framework for screening all transportation projects for consistency with adopted policies.
- V. Translate educational materials to other languages to broaden their effectiveness.
- W. Complete a Vision Zero Action Plan to achieve the goal of zero transportation-related fatalities and severe injuries by a target date to be recommended by the Vision Zero Task Force.

### What is a “Mobility Hub”?

**Mobility hubs** are a concentration of transportation services near transit stations that may include Wi-Fi technologies, pocket maps/brochures, secure bicycle parking, car- and bike-share services, shuttle service, and other assistance for the traveling public.

## Transit Policies

1. Promote the use of public transit and the continued development of an integrated, reliable, regional public transportation system.
2. 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.
3. Align transit services with community needs by engaging the broader community in determining the role transit service will play in Eugene’s future; creating strategies that leverage capital investment to deliver the desired services and facilities; and identifying and pursuing the most effective, stable, and equitable sources of local funding for transit operations.
4. 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 Key Corridors as identified in *Envision Eugene, A Community Vision for 2032* (2012) and to Frequent Transit Corridors as defined by Lane Transit District’s *Long Range Transit Plan*.



### Potential Actions for Transit Policies

- A. The actions anticipated to implement Key Corridors and regional Frequent Transit Networks include the following:
- Describe a comprehensive process to be used for planning Key Corridors.
  - Analyze Key Corridors and Frequent Transit Network routes, as identified in *Envision Eugene, A Community Vision for 2032* (2012) and *Long-Range Transit Plan*, for their potential to provide frequent transit service and identify transit’s role in supporting development within each corridor.<sup>6</sup> In each Key Corridor, bus rapid transit (e.g., “EmX”-style of transit service) should be considered as an option.
  - Engage members of the community in establishing neighborhood travel needs and priorities within each corridor, leading to proposed context sensitive solutions that meet these needs.
  - Conduct coordinated land use and transportation studies for each Key Corridor to determine the appropriate balance of transportation access for each mode of travel,

### What is Bus Rapid Transit?

Bus Rapid Transit (BRT) is the highest level of service available within Lane Transit District’s Frequent Transit Network. **Locally BRT service is known as “EmX.”**

BRT is a permanent, integrated system that uses buses on roadways or in dedicated lanes to efficiently transport passengers. BRT system elements include bus only lanes, stations, vehicles, fare collection, intelligent transportation systems, and branding elements that can be easily customized to community needs, and result in higher ridership and less delay.



*EmX Stations include amenities to make taking transit more comfortable and convenient.*

Source: Lane Transit District

location and density of new development, location of activity centers, right-of-way needs, building setbacks, and locations of major transit stops.

Review and amend parking standards, as necessary, for each corridor to reflect the presence of frequent transit service and reduced demand for automobile trips.

- Design standards should be created for the pedestrian zone and for properties adjacent to the corridor to encourage pedestrian- and transit-oriented development and to provide safe and convenient pedestrian and bicycle access to transit stops.

<sup>6</sup> In 2015, the MovingAhead program was initiated by the City of Eugene and the Lane Transit District to plan and prioritize transportation improvements in the Key Corridors. Each corridor will be examined individually to understand what types of investments are needed for people using transit, biking, and walking to meet their transportation needs and support vibrant places.



- B. Coordinate with Lane Transit District (LTD) to expand the park-and-ride system within Eugene’s commute shed with an emphasis on developing partnerships to share existing parking facilities.
- C. Consider transit-preferential measures at intersections to improve travel time reliability and reduce delays. These include transit signal priority, queue jump lanes, curb extensions for loading, and other such practices. These options should be balanced against the potential interference with bike lanes, delays to pedestrian crossings, and safety for all travelers. Work with LTD to provide safe and convenient pedestrian and bicycle access and amenities by transit stops, including bike share stations and secure bike parking.
- D. Work with LTD to evaluate opportunities to use SDCs and other local funding sources to support transit improvements.

### Roadway and Parking Policies

1. **["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.**
2. Improve connectivity and address deficiencies in the street network, both inside the Urban Growth Boundary and connecting to neighboring cities, with the understanding that connectivity needs may differ based on an area’s planned land uses (e.g., large lot industrial areas may have different needs than residential areas).
3. Improve travel time reliability between key origins and destinations for transit, regional freight movement, and other trips for which on-time arrivals are important.

### What is the Frequent Transit Network?

Lane Transit District’s Long Range Transit Plan (2014) describes the Frequent Transit Network (FTN), as a **regional initiative to better connect areas of more active development to transit**. The FTN will have the following characteristics:

- A well-connected network that provides regional circulation.
- Compatible with and supportive of adjacent urban design goals.
- Operates seven days a week in select corridors.
- Service hours are appropriate for the economic and social context of the area served.
- Coverage consists of at least 16 hours a day and most area riders’ trip origins or destinations are within ¼ of a mile straight line distance.
- Average frequency of 15 minutes or better.
- Transit stops and stations are of high quality with amenities, including bicycle and pedestrian connections to stations and end-of-trip facilities, such as bike parking.



4. Facilitate prompt emergency responses. Ensure that fire and emergency response routes remain passable by design.
5. Plan for, design and construct or reconstruct streets to achieve consistency between motorists' speeds and target speed limits. Use motor vehicle Level of Service (LOS) standards to evaluate acceptable and reliable vehicular performance on the City's and County's local, collector and arterial streets. Recognize ODOT's mobility targets (based on volume to capacity or V/C) for state facilities. Because mobility targets from the Oregon Highway Plan (OHP) are applied on state facilities, the City will seek Oregon Transportation Commission (OTC) amendment of the OHP to include alternative mobility targets at the locations identified in the local standards.
6. Continually optimize the efficiency of the transportation system through transportation system management (TSM) improvements, connectivity improvements, multimodal improvements, parking management and supply, and Transportation Demand Management (TDM) strategies, in combination with the projects identified in this TSP.
7. 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.
8. 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 1. The City of Eugene supports completion of the NEPA review, and implementation of the resultant recommended improvements.
9. Prior to moving forward with a capital project including Complete Street Upgrades of Existing Streets and in addition to conducting public engagement activities, staff will also consider a neighborhood's character (the built and natural environment) and other elements of community context when designing the project.

#### What is "travel time reliability"?

Travel time reliability is a consistency or dependability in travel times as measured from day to day or across different times of day. Travelers want to know that a trip will take a half-hour today, a half-hour tomorrow, and so on.

### Actions for Roadway Policies

- A. Amend the City's adopted Traffic Impact Analysis code and administrative rule provisions to expand the measurement of a proposed development's traffic impacts beyond the level of service measurement and, correspondingly, expand potential mitigation measures beyond measures that address only vehicular delay.
- B. Amend the Traffic Impact Analysis provisions to require a review of safety at intersections through a comparison of the actual crash rate experienced during the past 3-5 years versus the expected crash rate for similar facilities to determine whether improvements may be needed.
- C. Require all developments and employers of a certain size and type to prepare, implement and monitor Transportation Demand Management (TDM) plans.



## Potential Actions for Roadway and Parking Policies

- A. Consider roundabouts for new development in any situation where capacity, congestion, delay, crash history, or turning conflicts would otherwise support traffic signal installation. Roundabouts should be actively considered for retrofit at existing signal locations when major reconstruction is planned.
- B. Preserve rail corridors, alleys, accessways, and pedestrian and bicycle easements that can provide desired connections within the transportation network or have potential to serve transportation purposes in the future.
- C. Continue to maintain and implement the Street Classification Map, the Right of Way Map and the *Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways*.
- D. 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.
- E. 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.
- F. Update the Eugene *Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways* to implement the “complete streets policy” by:
  - Recognizing these attributes as integral parts of the planning, design, and programming for public streets and rights-of-way:
    - The safety for those traveling in the public right-of-way, including the most vulnerable people of all ages and abilities.
    - The convenience of all users of the transportation system.
    - The importance of making walking and biking the most efficient, convenient, safe, and comfortable method of travel for trips of up to half a mile and up to 2 miles, respectively.
    - Adopted plans that state a preference for a mode of travel in a specific location, such as transit in Frequent Transit Corridors, emergency services on Emergency and Fire Response routes, trucks on designated freight routes, and bicycles on facilities described in Chapter 5.
    - Balancing traffic flow with the street experience, safety, and needs of other users within the streetscape.
  - Articulating circumstances that may require that the complete streets policy be achieved incrementally through a sequential series of smaller improvements rather than by incorporating all elements into a single construction project.
  - Articulating a process for determining when conditions inherent to a specific project may make application of the complete streets policy difficult or superfluous, such as when all



- modes of travel are adequately served in an area by separate, complementary networks, or where a mode of travel is prohibited.
- G. Work with developers to complete the major street network as shown in the Arterial and Collector Street Map. The City will fund its share of these improvements through System Development Charges and other funding sources.
- H. Expand methods of providing real-time traveler information to the public, such as by:
- A smartphone application to alert drivers of travel time delays and alternate routes.
  - Informational reader board signs along freight routes.
  - Increased awareness of existing programs and services (e.g., through rideshare campaigns, Sunday Streets events, transportation fairs, and community events).
  - Enhanced online rideshare platforms for multiple networks, including closed rideshare networks to serve targeted groups (e.g., Kidsports and special events) and dynamic ridesharing options that serve the general public.
  - Centralized data pool for emerging technologies that require public transportation data (e.g., transit real-time information) and infrastructure data (e.g., street and parking data) that is available for use by public and private sectors.
  - An app that directs drivers to open parking spaces.
- I. Implement Intelligent Transportation Systems (ITS) and other technologies to improve traffic safety, such as:
- Upgraded signal coordination and abilities for signals to adjust to real-time traffic conditions.
  - Upgraded traffic signals to include accessible pedestrian devices (APD).
  - Ramp metering (by ODOT).
  - Variable speed limits that respond to increasing congestion.
- J. Review and update procedures for incident/crash detection and clearing roads to reduce traffic delay while maintaining a safe environment for incident responders.
- K. Review and update as necessary the Eugene Code and policies for access management and street connectivity standards to enhance safety and operational efficiency for all modes of travel on streets and sidewalks.
- L. 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



*Shared roadways are one type of facility that serve both cyclists and drivers.*

*Source: City of Eugene*



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.
- M. Change the configuration of some streets to encourage slower vehicle speeds.
- N. Work with ODOT to provide sufficient access along Highway 99 to facilitate redevelopment of adjacent properties as a Key Corridor.
- O. Collaborate with ODOT on the implementation of the Beltline Facility Plan and NEPA project. Amend the *2035 TSP* to reflect the recommended policies and projects of these efforts.
- P. Explore methods of describing multimodal levels of service that address the City's desire for a safe and convenient multimodal transportation system.
- Q. Work with ODOT to seek alternative mobility targets that align with City policies.
- R. Consider converting to two-way traffic Charnelton Street between 11th and 13th Avenues, Lincoln Street from 5th Avenue to 11th Avenue, and Lawrence Street from 6th Avenue to 13th Avenue.
- S. Periodically review 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. Expand the definition of LOS to include volume-to-capacity ratio, queuing, and traffic control changes.

### **Pedestrian Policies**

1. Encourage walking as the most attractive mode of transportation for short trips (*e.g.*, within one half miles) within and to activity centers, downtown, key corridors, and major destinations, and as a means of accessing transit.
2. 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.

3. Coordinate improvements to complement and improve the systems proposed in the Eugene Trails Plan and connections to regional trails.

### Potential Actions for Pedestrian Policies

- A. Maintain a map and project list for desired improvements to the pedestrian network within the life of this plan. Provide priorities among these projects, yet provide flexibility among priorities to respond to unforeseen opportunities and development.
- B. Provide street crossing enhancements and expanded crosswalk education and enforcement programs.
- C. Provide support for Safe Routes to School programs and other programs that create safe walking conditions between residences and schools and other neighborhood destinations.
- D. Review the Eugene Code for additional opportunities to require sidewalk connections between new development and redevelopment and existing sidewalks and transit.
- E. 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.
- F. 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, and removal of barriers, and to implement the City's Americans with Disability Act program.
- G. Continue to ensure that Systems Development Charges (SDCs) consider walking and pedestrian improvements as important components of the overall, integrated transportation system.
- H. Update Eugene's Traffic Impact Analysis review regulations for new development to include review of walking and biking improvements and connections to nearby networks.



*Midblock crossing assist pedestrian in safely crossing roads. All intersections contain crosswalks, whether they are marked or not.*

*Source: City of Eugene*



## Bicycle Policies

1. Create conditions that make bicycling more attractive than driving for most trips of two miles or less.
2. 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.
3. Continually improve the comfort and safety of bicycling through design, operations, retrofits, and maintenance. Identify and develop “low stress” bikeways to attract new cyclists.
4. Support a Eugene bike share system.



*Eugene aims to accommodate bicyclists of all riding abilities and levels of comfort on city streets and facilities.*

Source: City of Eugene

## Potential Actions for Bicycle Policies

### What are “Low-stress” bikeways?

Low-stress bikeways are facilities that **feel safe and inviting to many people, including children and the elderly**, who may choose to bike. Low stress bikeways are generally separated from heavy vehicular traffic or share the road with motorists only on very low-volume residential streets, are well signed, and connected to popular destinations.

- A. 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.
- B. Support Safe Routes to School programs and other programs that create safe bicycling conditions between residences and schools and other neighborhood destinations.
- C. Ensure that Systems Development Charges (SDCs) consider biking and bicycle improvements as important components of the overall, integrated transportation system.
- D. Evaluate and adjust traffic control systems to balance bicycle travel with other modes along strategically chosen bicycle routes.
- E. Provide high quality, flexible and secure bicycle parking, and ensure through project design and standards that bicycle parking is considered when parks, schools, and other public facilities are planned.
- F. Review Eugene Code parking and redevelopment standards for opportunities to improve requirements for support facilities for employees who are commuting by bike, such as by providing showers, lockers, and secure covered bike parking.



- G. Provide incentives for businesses and other entities to add or upgrade bicycle parking facilities and amenities beyond minimum code requirement requirements (or to bring them up to code in cases where properties were developed under previous standards) or to provide bike share facilities.
- H. On a case-by-case basis reallocate space within street rights-of-way to enhance bikeways and pedestrian environments (*e.g.*, converting parking or travel lanes). Priority areas for bikeway improvements include areas near the University of Oregon, downtown Eugene, streets connecting residential areas to schools and commercial hubs, and streets. It is expected that ODOT facilities and Key Corridors will be analyzed under separate comprehensive planning processes than other streets.

### Rail, Freight, and Pipeline Policies

1. 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.
2. Encourage public and private partnerships with the freight transport industry to develop mutually beneficial strategies and initiatives.
3. Encourage the use of rail for movement of freight and long distance passenger trips.
4. Support higher-speed and higher-frequency passenger rail service and use of the historic Eugene Depot in downtown Eugene as a passenger rail station.
5. Reduce conflicts between rail and street traffic.
6. Create a railroad quiet zone throughout the City. Prioritize implementation of a quiet zone in the downtown and Whiteaker areas.
7. Support projects and regulations that reduce transportation inefficiencies or risk to local populations from the transportation of hazardous materials.



*Eugene Station*

*Source: City of Eugene*

### Potential Actions for Rail, Freight, and Pipeline Policies

- A. Promote truck loading facilities at the train yard.
- B. Monitor travel time reliability on state and federal freight routes and prioritize improvements to these corridors when chronic delays are projected to become a detriment to regional economic development strategies.
- C. Improve the safety and efficiency of trucking through information technological means such as telematics, signing, urban freight information and maps.
- D. Implement the Eugene Depot Master Plan.



- E. Construct a passenger platform and rail spur at the Eugene Depot to enhance passenger rail service and separate passenger rail from freight rail.
- F. Implement the recommendations of the Oregon Passenger Rail Study (pending at the time the 2035 TSP was adopted).
- G. Coordinate with rail providers to upgrade at-grade rail crossings to improve traffic safety and manage conflict points while maintaining access for non-rail travel where possible.
- H. Install supplemental safety measures (SSMs), such as quad gates and medians, at railroad crossings, as necessary, starting in the downtown and Whiteaker areas, to implement a railroad quiet zone.
- I. Support rail-related infrastructure improvements that help retain and improve passenger and freight rail services in Eugene.
- J. Support projects that reduce the number of times materials are transferred between pipes, trains, planes or trucks.
- K. Reduce environmental impacts and the risk of accidents involving trucking through infrastructure improvements, road design and layout, and promoting the use of environmentally-friendly vehicles.
- L. Work with Lane County to investigate creating a railroad quiet zone that addresses the rail crossings of Irving Road and Irvington Drive.

### Air Transportation Policy

- 1. Support the Eugene Airport as a regional transportation facility.
- 2. Recognize the *Eugene Airport Master Plan* as the guiding policy document for airport property development, services, and support infrastructure.

### Potential Actions for Air Transportation Policy

- A. Periodically review and update the *Airport Master Plan*.
- B. Review and update land use designations and zoning, as needed, to support development recommended by the *Airport Master Plan*.
- C. Promote freight transfer facilities at the airport.
- D. Expand alternatives to private automobile trips for airport patrons.



*Eugene Airport*

*Source: City of Eugene*

### Greenhouse Gas, Climate Change, and Natural Environment Policies

- 1. Support the use of more highly fuel efficient vehicles including electric, hydrogen fuel cell, and non-motorized vehicles.
- 2. 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.



3. Prioritize capital projects and programs that will facilitate the achievement of the 2035 TSP's pedestrian, bicycle and transit policies.
4. Continue work to identify possible transportation infrastructure improvements that will make walking, bicycling and the use of transit safe and highly convenient.
5. Protect, and enhance habitat in transportation projects where possible. Minimize and mitigate impacts of transportation projects when needed.
6. Provide leadership in regional and State coordination efforts that support Eugene's environmental policies.

### Potential Actions for Greenhouse Gas, Climate Change, and Natural Environment Policies:

- A. Support programs aimed at reducing reliance on single occupancy vehicle travel.
- B. Enhance the tree canopy along streets.
- C. Reduce stormwater pollution and minimize runoff from streets and multi-use paths in a manner prescribed by Eugene's *Comprehensive Stormwater Management Plan*.
- D. Increase supply of charging stations for electric vehicles.
- E. Support legislation that updates the State building code to require basic electric vehicle charging infrastructure in new development.
- F. Provide priority parking and reduced parking fees for non-gasoline powered vehicles.
- G. Create a program that encourages properties adjacent to streets and alleys to replace paved areas with usable open space, permeable surfaces, plantings, stormwater retention areas, and other amenities for the public benefit (e.g., a "green alleys" program).
- H. Provide stormwater facilities within street construction projects by incorporating low impact development and green infrastructure practices.
- I. Identify City Code amendments that will facilitate the achievement of the 2035 TSP's pedestrian, bicycle and transit policies.



*Stormwater treatment can be an attractive part of the streetscape.*

Source: CH2M

### Cost Effectiveness and Finance Policies

1. 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.
2. 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):

- Protect the existing system. 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, use of technologies, accommodating “active transportation” options not previously present, and keeping roads well maintained to avoid reconstruction.
- Improve the efficiency and safety of existing facilities. 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.
- Add capacity to the existing system. 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.
- Add new facilities to the system. 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.

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.

3. In collaboration with ODOT and Lane County, develop criteria that trigger logical phased jurisdictional transfer of streets and highways.
4. Operate and maintain transportation facilities in a manner that reduces the need for more expensive future repair, to the extent practical and affordable. Consider the City’s ability to fund both implementation and ongoing maintenance before initiating or requiring new transportation capital projects. Explore opportunities to upgrade all utilities during street reconstruction.

### Potential Actions for Cost Effectiveness and Finance Policies

- A. Seek new, stable sources for funding street renovation and ongoing maintenance, including landscaping and other amenities in the public rights-of-way.
- B. Develop a mechanism for calculating life cycle costs, including maintenance costs, of transportation projects.
- C. Discuss with the public the potential cost savings for household transportation choices, such as savings in health care, fuel and auto insurance, etc., for choosing not to drive for some trips.
- D. Continue and expand efforts to quantify and explain the total life-cycle costs of transportation options.
- E. Regularly adjust Systems Development Charges to remain fair, legal, and aligned with adopted goals and policies.



- F. Update and maintain Transportation System Development Charges to support the construction of pedestrian, bicycle and transit facilities in addition to roadway projects that meet the above policies.
- G. Approve memoranda of understanding (MOU) with Lane County and ODOT that establish the circumstances under which streets would be transferred to City jurisdiction.
- H. Engage the community in exploring new potential funding sources for on-going pavement preservation needs.

### Equity, Economy, and Community Engagement Policies

- 1. Be fair and equitable: ensure that transportation facilities are provided for people of all ages, races, ethnicities, abilities, incomes, and in all neighborhoods.
- 2. Reduce or eliminate disparities between neighborhoods in safety and access to essential destinations. Ensure that the costs and benefits of transportation improvements are equitably shared over time. Favor historically underserved communities if equitable solutions are not possible within a single project or action.
- 3. Build and maintain public support for the 2035 TSP through open information, public participation, public discussion of the plan's effects on the community, and periodic reassessment of the plan's goals and policies.
- 4. Encourage local residents, businesses, City staff, and other stakeholders to cooperatively develop context sensitive projects that foster the community's active use and sense of ownership of public rights-of-way over time.
- 5. Use transportation investments to support industries and employment sectors targeted by City and regional adopted economic development strategies.

### Potential Actions for Operational Policies

- A. Identify and collaborate with potentially impacted populations during and after project scoping, with special attention to disadvantaged or traditionally underserved populations (*e.g.*, lower income, minority, English language learners, and people with disabilities).
- B. Target public outreach before transportation spending priorities are established so that people who may be most affected by proposed projects will be involved in the discussion.
- C. Create procedures that support parklets (*i.e.*, commercial uses, greenery, or seating in converted on-street parking spaces), bike corrals, intersection repair (*i.e.*, citizen-led conversion of an intersection into a public square), and similar projects that are responsive to the needs of neighborhood stakeholders.
- D. Regularly consult with industry stakeholders to determine industry and employment transportation needs and trends. Update the 2035 TSP project list, as appropriate, to reflect changing needs and trends.
- E. Periodically review and collaboratively update as necessary the Regional Prosperity Economic Plan (or successor) and the 2035 TSP to keep the two plans aligned.
- F. Prioritize transportation investments that facilitate job growth in commercial or industrial areas.