

Appendix A

Plans and Policies Review

Springfield Transportation System Plan: Plan and Policy Review

DATE: November 24, 2010

TO: TSP Technical Advisory Committee

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Introduction

The City of Springfield conducted a review of relevant plans and policies in current state, regional and local documents which affect transportation planning in Springfield. This analysis will address relevant guidelines and procedures necessary to the development of the Transportation System Plan (TSP). A total of 20 documents were reviewed as part of this Plan and Policy Review. This analysis will provide a baseline to begin forming policies for Springfield's TSP Update. Included in this analysis are policies from Springfield's existing TSP, called TransPlan, which serves as a beginning point for Springfield's new TSP update.

Organization of Memorandum

The memorandum is organized as follows:

- I. **Plan and Regulatory Document List:** Summary of transportation planning documents from state, regional and local levels that will contribute to the TSP.
- II. **Relevant Plans and Policies:** Detailed narrative and lists of relevant plans and policies to the TSP Update. Plans and policies are grouped by State, regional and local category.

I. Plan and Regulatory Document List

State

- State Land Use Planning Goals 1, 2, 12 & 14
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Bicycle and Pedestrian Plan
- Statewide Transportation Improvement Plan (STIP)
- Oregon Public Transportation Plan

Regional

- Central Lane MPO Regional Transportation System Plan
- Lane County Transportation System Plan
- Metro Plan
- TransPlan

Local

- Springfield Bicycle Master Plan
- Willamalane Parks and Recreation Comprehensive Plan
- Springfield Capital Improvement Program
- Springfield Development Code

Neighborhood Refinement Plans

- Glenwood
- Q Street
- Mid-Springfield
- Gateway
- East Main
- East Kelly Butte Neighborhood

II. Relevant Plans and Policies

State of Oregon

Oregon Statewide Planning Goals (OAR 660-015)

Oregon's statewide land use planning program began in 1973 with the passage of Senate Bill 100. By 1976, all of Oregon's current 19 statewide planning goals were in place. Oregon's statewide planning goals provide direction on land use and related topics including transportation, citizen involvement, farm and forest land, and much more.

"Guidelines," which are suggestions about how a goal may be applied, are provided in each goal. These guidelines are not mandatory. All applicable statewide planning goals must be met through a local comprehensive plan (for cities with a population over 2,500 individuals) and further implemented through zoning ordinances. Comprehensive plans are reviewed by the state's Land Conservation and Development Commission (LCDC) for consistency with the Statewide Planning Goals. Once the plan is deemed consistent, it is considered acknowledged by LCDC, and becomes the long-range policy document which guides land use and related topics in the applicable jurisdiction.

Comprehensive plans must have supporting facility plans, such as Transportation System Plans (TSPs), that provide more detailed policy guidance for specific facilities like transportation. These supporting facility plans must be consistent with the acknowledged and locally adopted comprehensive plan.

Goal 12 is the most relevant statewide planning goal for the Springfield TSP. Other applicable statewide planning goals for Springfield's TSP include Goal 1 (Citizen Involvement), Goal 2 (Land Use Planning), and Goal 14 (Urbanization). Each of these goals are discussed below. The final TSP document must provide findings illustrating compliance with these applicable statewide planning goals.

Statewide Planning Goal 12 (Oregon Transportation Planning Rule) (OAR 660-012)

LCDC and ODOT adopted the Transportation Planning Rule (TPR) and Oregon Administrative Rule (OAR) 660 Division 12 in 1991 in order to implement Goal 12. Since then, it has been amended in May and September 1995, and March 2005. Because Springfield's population is greater than 2,500, the TPR requires the City to prepare and adopt a TSP. To date, this requirement has been met through the local and regionally adopted TransPlan. However, this current TSP Update will focus solely on Springfield's jurisdiction, providing better local transportation system guidance for Springfield and its citizens. The TSP will support the Metro Plan and its identified land uses.

The overarching purpose of Goal 12 is to provide and encourage a safe, convenient and efficient transportation system. As Springfield develops its local TSP, consideration must be given to local and regional economics, social consequences, energy use, environmental impacts, the needs of transportation disadvantaged, and use of multiple modes of transportation.

The TPR further requires local TSPs to comply with the Oregon Transportation Plan (OTP). The OTP is discussed later in this document. TSPs for cities and counties located within an MPO area must be consistent with both the statewide Transportation Planning Rule and the MPO's Regional Transportation Plan (RTP), which is adopted to meet Federal requirements. The TPR distinguishes requirements for communities based on population size. Given Springfield's population and the fact that it's a member of the Central Lane MPO, the following elements that are required of the Springfield TSP Update:

- ✓ A determination of transportation system needs, including:
 - State, regional, and local transportation needs;
 - Needs of the transportation disadvantaged;
 - Needs for movement of goods and services to support industrial and commercial development planned for pursuant to OAR 660-009 and Goal 9;

- Calculation of local and regional transportation needs based upon accomplishment of the requirement in OAR 660-012-0035(4) to reduce reliance on the automobile.
- Adopt standards as identified in OAR 660-012-0035(5) to demonstrate progress towards increasing transportation choices and reducing automobile reliance
- ✓ 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 the Springfield TSP must 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 must be consistent with designated access management categories;
- ✓ A public transportation plan which:
 - Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;
 - Describes intercity bus and passenger rail service and identifies the location of terminals;
 - Identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations;
- ✓ 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;
- ✓ A rail, water and pipeline transportation plan which identifies where mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area;
- ✓ A plan for transportation system management and demand management;
- ✓ A parking plan as provided in OAR 660-012-0045(5)(c);
- ✓ Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;
- ✓ A transportation financing program as provided in OAR 660-012-0040;

The elements listed above must contain an inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition.

The Transportation Financing Program in the TSP must include the following:

A transportation financing program shall include the items listed in (a)-(d):

- ✓ A list of planned transportation facilities and major improvements;

- ✓ A general estimate of the timing for planned transportation facilities and major improvements;
- ✓ A determination of rough cost estimates for the transportation facilities and major improvements identified in the TSP; and
- ✓ 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 must consider, and must include among the priorities, facilities and improvements that support mixed-use, pedestrian friendly development and increased use of alternative modes.

The Springfield TSP will address all modes of transportation as required in the TPR. The TSP will determine future transportation needs based upon population and employment growth rates, and by identifying existing and projected deficiencies in the system. It will include a roadway, bicycle, pedestrian, transit, rail, water, pipeline, demand management, parking, and finance and implementation plan. Specifically, the bike, pedestrian and transit plans will address TPR requirements to reduce VMT and reliance on the automobile. Each of these elements of the TSP will create goals and policies which will help guide the transportation system for the next 20 years. Implementation of the Springfield TSP will occur through amendment of the Springfield Development Code, Springfield's street standards and designs, and the Springfield Local Conceptual Street Map. Additional, more specific master plans may follow such as a pedestrian and bicycle master plan that incorporates the local street network.

Statewide Planning Goal 1 (Citizen Involvement)

The primary objective of Goal 1 is 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 Springfield recently adopted a Public Involvement Plan for the TSP update. This Public Involvement Plan will provide widespread, two-way communication throughout the planning process. It will include public open houses, surveys, stakeholder interviews, an interactive website and other activities to meet Goal 1 requirements. In addition, The City of Springfield has invited community and stakeholder group representatives to participate in a Stakeholder Advisory Committee (SAC) that will meet five times to provide input on the development of the TSP. All SAC meetings will be advertised on this web site and are open to the general public.

Statewide Planning Goal 2 (Land Use Planning)

The primary objective of Goal 2 is to establish a land use planning process and policy framework as a basis for all land use decision and actions and to assure an adequate factual base for such decisions and actions. Goal 2 requires planning coordination between local governments and state agencies. As mentioned previously, a Technical Advisory Committee (TAC) has been formed to coordinate TSP work with appropriate local, regional and state agencies including, but not limited to, Oregon Department of

Transportation (ODOT), Department of Land Conservation and Development (DLCD), Lane County, Lane Council of Governments (LCOG), City of Eugene, and other agencies.

As noted above, Goal 2 requires that land use decisions and actions are supported by an adequate factual base. All assumptions and decisions made throughout the Springfield TSP process must be documented and based in findings of fact. These assumptions and decisions will need to be consistent with the *Metro Plan*, Springfield's local comprehensive plan. Relevant *Metro Plan* policies are listed later in this memorandum.

Statewide Planning Goal 14 (Urbanization)

The primary objective of Goal 14 is to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

For almost 30 years, Springfield and Eugene have shared a single Urban Growth Boundary, jointly adopted by the governing bodies of the two cities and Lane County. Recently, in response to a new state land use law (HB 3337), the two cities are preparing to adopt their own urban growth boundaries to accommodate projected growth for the next 20 years. To date, the City of Springfield has identified a need to expand its existing UGB to accommodate future employment lands. The UGB expansion process has not yet been finalized. Because a UGB expansion has not occurred yet, this TSP update will address Springfield's existing UGB. If a UGB expansion occurs in the future, the TSP will need to be updated again before any urban level develop can occur in the expansion areas.

Oregon Transportation Plan (OTP) - 2006

The Oregon Department of Transportation summarizes the Oregon Transportation Plan (OTP) as follows:

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan. The OTP considers all modes of Oregon's transportation system as a single system and addresses the future needs of Oregon's airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads through 2030. It assesses state, regional, and local public and private transportation facilities. The OTP establishes goals, policies, strategies and initiatives that address the core challenges and opportunities facing Oregon. The Plan provides the framework for prioritizing transportation improvements based on varied future revenue conditions, but it does not identify specific projects for development.

The new OTP, adopted September 20, 2006, supersedes the 1992 Plan. The 1992 OTP established a vision for a balanced, multimodal transportation system and called for an expansion of ODOT's role in funding non-highway investments. With fourteen years of experience and technological advances, the 2006 OTP provides a framework to further these policy objectives with emphasis on maintaining the assets in place, optimizing the existing system performance through technology and better system integration, creating sustainable funding and investing in strategic capacity enhancements.

The Oregon Transportation Plan (OTP) has overarching goals which are supported by policies and specific strategies. For the purpose of evaluating the relationship of the OTP with the Springfield TSP, relevant OTP goals and policies have been listed below which have the most impact on Springfield's overall transportation system. These relevant policies have been grouped under applicable goals. The Springfield TSP will incorporate all relevant aspects of the OTP.

Goal 1 - Mobility and Accessibility

Policy 1.1 – Development of an Integrated Multimodal System

It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.

Policy 1.2 – Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.

Policy 1.3 – Relationship of Interurban and Urban Mobility

It is the policy of the State of Oregon to provide intercity mobility through and near urban areas in a manner which minimizes adverse effects on urban land use and travel patterns and provides for efficient long distance travel.

Relevance to TSP: The Springfield TSP Update must address mobility and accessibility on all applicable streets. Evaluation and planning of accessibility and mobility will include multiple modes of transportation including pedestrian, bicycle, vehicular, public transit, and rail. Analysis must include reliability and cost-effectiveness for all users, including the transportation disadvantaged.

Goal 2 - Management of the System

Policy 2.1 – Capacity and Operational Efficiency

It is the policy of the State of Oregon to manage the transportation system to improve

its capacity and operational efficiency for the long term benefit of people and goods movement.

Policy 2.2 – Management of Assets

It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

Relevance to TSP: Springfield’s existing transportation capacity and operational efficiency must be measured through the TSP process. Future transportation capacity and operational efficiency will be measured through use of Lane Council of Governments (LCOG) Regional Transportation Model. Coordination with TSP TAC members will insure the TSP update also addresses maintenance costs and asset management.

Goal 3 - Economic Vitality

Policy 3.1 – An Integrated and Efficient Freight System

It is the policy of the State of Oregon to promote an integrated, efficient and reliable freight system involving air, barges, pipelines, rail, ships and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.

Policy 3.2 – Moving People to Support Economic Vitality

It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.

Policy 3.3 – Downtowns and Economic Development

It is the policy of the State of Oregon to provide transportation improvements to support downtowns and to coordinate transportation and economic development strategies.

Policy 3.4 – Development of the Transportation Industry

It is the policy of the State of Oregon to promote, incubate and develop transportation-related industry and services in Oregon.

Relevance to TSP: The City of Springfield recently completed an Economic Opportunities Analysis (EOA) as part of the City’s urbanization study. The updated EOA is consistent with the requirements of statewide planning Goal 9 and the Goal 9 administrative rule (OAR 660-009). This EOA provides an analysis of the community's economic patterns, potentialities, strengths, and deficiencies as they relate to state and national trends and provides direction in planning for

major industrial and commercial developments within the Springfield UGB. The City also recently completed an update of its downtown plan which provides further guidance and direction on economic development in Springfield's downtown core. Springfield's TSP update should utilize these resources when addressing the above stated Economic Vitality goal and policies of the OTP.

Goal 4 - Sustainability

Policy 4.1 – Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Policy 4.3 – Creating Communities

It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking and bicycling feasible. Integrate features that support the use of transportation choices.

Relevance to TSP: Springfield's TSP must strive to protect natural resources and to support integration of transportation choices. The City has adopted Goal 5 inventories which can be referenced to provide specific locations of environmentally sensitive locations. When analyzing future transportation system locations, consideration should be given to these environmentally sensitive locations.

As previously noted in discussion of the TPR, cities are required to address all modes of transportation in the TSP. Springfield's TSP update will include plan elements for bicycles, pedestrians, transit and rail. These modes of travel must be planned to serve both existing and future land uses in Springfield.

Goal 5 - Safety and Security

Policy 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Policy 5.2 – Security

It is the policy of the State of Oregon to provide transportation security consistent with the leadership of federal, state and local homeland security entities.

Relevance to TSP: The Springfield TSP update must include policies and analysis to address safety and security. The City of Springfield is currently updating its Traffic Safety Plan, which can be referenced as a guide to traffic safety. More specifically, the City of Springfield is currently participating with ODOT and LTD in a Safety Study for Main Street. The TSP will specifically evaluate transit, bike and pedestrian safety in the future build conditions analysis and address safety for all users in the existing conditions.

Goal 6 - Funding the Transportation System

Policy 6.1 – Funding Structure

It is the policy of the State of Oregon to develop a transportation finance structure that addresses the public funding aspects of all modes and reinforces plan strategies. This structure should include provisions for flexibility in the use of new funding sources and new partnerships to achieve system integration while also protecting transportation funds for transportation purposes.

Policy 6.2 – Achievement of State and Local Goals

It is the policy of the State of Oregon to plan and manage the transportation finance structure to contribute to the accomplishment of state and local environmental, land use and economic goals and objectives.

Policy 6.3 – Public Acceptability and Understanding

It is the policy of the State of Oregon to use finance mechanisms that have broad public acceptance and are understandable to transportation system users.

Policy 6.4 – Beneficiary Responsibilities

It is the policy of the State of Oregon to examine mechanisms to expand the beneficiary pay concept to reflect the costs and benefits of uses of the transportation system and reinforce the relationship between benefiting from transportation facilities and paying for their benefit, but to retain essential fairness including cost responsibility. This policy recognizes some modes will continue to need subsidies to achieve overall transportation system goals and provide essential services.

Policy 6.5 – Triage in the Event of Insufficient Revenue

It is the policy of the State of Oregon to resolve revenue shortfalls by means that maximize public acceptance and that minimize undesirable long-term consequences to the overall transportation system in urban and rural areas.

Relevance to TSP: The above mentioned policies relate to funding of the transportation system. The Springfield TSP update will contain a Financial Plan. This Plan will organize the preferred alternative recommended improvements so that they can be integrated into the Springfield Capital Improvement (CIP) and the Statewide Transportation Improvement Program (STIP) as needed. Order-of-magnitude cost estimates will be developed for each of the projects comprising the Preferred Alternative. Potential funding sources will be matched to the identified public projects. Projects will later be recommended for integration into the Regional Transportation Plan (RTP). The TSP may also create new or revised policies that provide financial incentives for desired transportation outcomes, such as reducing reliance on the automobile. The aspects of the TSP update Financial Plan mentioned above will meet the intent of the above mentioned policies.

Goal 7 - Coordination, Communication and Cooperation

Policy 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Policy 7.2 – Public/Private Partnerships

It is the policy of the State of Oregon to maintain, expand and provide tools to encourage partnerships to improve efficiency in the delivery of transportation facilities and services benefiting the state transportation system and the state’s citizens. Partners include transportation providers, public agencies and private businesses at all levels across jurisdictions and ownerships.

Policy 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Policy 7.4 – Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may

fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Relevance to TSP: Springfield recently adopted a Public Involvement Plan for the TSP update. This Public Involvement Plan will provide widespread, two-way communication throughout the planning process. It will include public open houses, surveys, stakeholder interviews, an interactive website and other activities to be consistent with the above mentioned policies.

Oregon Highway Plan - 1999

The 1999 Oregon Highway Plan is a modal element of the Oregon Transportation Plan. It further refines the goals and policies of the Oregon Transportation Plan, focusing on the highway system.

The Plan focuses on three main areas:

- The Vision presents the desired future of the state highway system, describes economic and demographic trends in Oregon and future transportation technologies, summarizes the policy and legal context of the Highway Plan, and contains information on the current highway system.
- The Policy Element contains goals, policies, and actions in five policy areas: system definition; system and access management; travel alternatives; and environmental and scenic resources.
- The System Element contains an analysis of state highway needs, revenue forecasts, descriptions of investment policies and strategies, an implementation strategy, and performance measures.

The following OHP policies are relevant to Springfield's TSP Update:

Policy 1B – Land Use and Transportation

This policy recognizes the role of both State and local governments related to the state highway system:

- State and local government must work together to provide safe and efficient roads for livability and economic viability for all citizens.
- State and local government must share responsibility for the road system.
- State and local government must work collaboratively in planning and decision-making relating to transportation system management. It is the policy of the State of Oregon to coordinate land use and transportation decisions to efficiently use public infrastructure investments to:
 - Maintain the mobility and safety of the highway system;
 - Foster compact development patterns in communities;

- Encourage the availability and use of transportation alternatives;
- Enhance livability and economic competitiveness; and
- Support acknowledged regional, city and county transportation system plans that are consistent with this Highway Plan

Policy 1C: State Highway Freight System

It is the policy of the State of Oregon to balance the need for movement of goods with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes.

Policy 1F: Highway Mobility Standards

It is the policy of the State of Oregon to use highway mobility standards to maintain acceptable and reliable levels of mobility on the state highway system. These standards shall be used for:

- Identifying state highway mobility performance expectations for: planning and plan implementation;
- Evaluating the impacts on state highways of amendments to transportation plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-060); and
- Guiding operations decisions such as managing access and traffic control systems to maintain acceptable highway performance.

Policy 1G: Major Improvements

It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT will work in partnership with regional and local governments to address highway performance and safety needs.

Policy 1H: Bypasses

Bypasses are highways designed to maintain or increase statewide or regional mobility. Generally they relocate a highway alignment around a downtown, an urban or metropolitan area or an existing highway. The goal of bypass facilities is to effectively serve state and regional traffic trips. It is the policy of the State of Oregon to build bypasses to provide safe, efficient passage for through travelers and commerce.

Policy 2A: Partnerships

It is the policy of the State of Oregon to establish cooperative partnerships to make more efficient and effective use of limited resources to develop, operate, and maintain the highway and road system. These partnerships are relationships among ODOT and state and federal agencies, regional governments, cities, counties, tribal governments, and the private sector.

Policy 2B: Off-System Improvements

It is the policy of the State of Oregon to provide state financial assistance to local jurisdictions to develop, enhance, and maintain improvements on local transportation systems when they are a cost-effective way to improve the operation of the state highway system if:

The off-system costs are less than or equal to on-system costs, and/or the benefits to the state system are equal to or greater than those achieved by investing in on-system improvements;

- Local jurisdictions adopt land use, access management and other policies and ordinances to assure the continued benefit of the off system improvement to the state highway system;
- Local jurisdictions agree to provide advance notice to ODOT of any land use decisions that may impact the off-system improvement in such a way as to adversely impact the state highway system; and
- Local jurisdictions agree to a minimum maintenance level for the off-system improvement that will assure the continued benefit of the off-system improvement to the state highway system.

Policy 2C: Interjurisdictional Transfers

It is the policy of the State of Oregon to consider, in cooperation with local jurisdictions, interjurisdictional transfers that:

- Rationalize and simplify the management responsibilities along a particular roadway segment or corridor;
- Reflect the appropriate functional classification of a particular roadway segment or corridor; and/or
- Lead to increased efficiencies in the operation and maintenance of a particular roadway segment or corridor.

Policy 2D: Public Involvement

It is the policy of the State of Oregon to ensure that citizens, businesses, regional and local governments, state agencies, and tribal governments have opportunities to have input into decisions regarding proposed policies, plans, programs, and improvement projects that affect the state highway system.

Policy 2F: Traffic Safety

It is the policy of the State of Oregon to continually improve safety for all users of the highway system using solutions involving engineering, education, enforcement, and emergency medical services.

Policy 2G: Rail and Highway Compatibility

It is the policy of the State of Oregon to increase safety and transportation efficiency through the reduction and prevention of conflicts between railroad and highway users.

Policy 3A: Classification and Spacing Standards

It is the policy of the State of Oregon to manage the location, spacing and type of road and street intersections and approach roads on state highways to assure the safe and efficient operation of state highways consistent with the classification of the highways.

Policy 3B: Medians

It is the policy of the State of Oregon to plan for and manage the placement of medians and the location of median openings on state highways to enhance the efficiency and safety of the highways, and influence and support land use development patterns that are consistent with approved transportation system plans.

Policy 3C: Interchange Access Management Areas

It is the policy of the State of Oregon to plan for and manage grade separated interchange areas to ensure safe and efficient operation between connecting roadways.

Policy 4A: Efficiency of Freight Movement

It is the policy of the State of Oregon to maintain and improve the efficiency of freight movement on the state highway system and access to intermodal connections. The State shall seek to balance the needs of long distance and through freight movements with local transportation needs on highway facilities in both urban areas and rural communities.

Policy 4B: Alternative Passenger Modes

It is the policy of the State of Oregon to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.

Policy 4C: High-Occupancy Vehicle (HOV) Facilities

It is the policy of the State of Oregon to utilize HOV facilities to improve the efficiency of the highway system in locations where travel demand, land use, transit, and other factors are favorable to their effectiveness. A systems planning approach shall be taken in which individual HOV facilities complement one another and the other elements of the multimodal transportation system.

Policy 4D: Transportation Demand Management

It is the policy of the State of Oregon to support the efficient use of the state transportation system through investment in transportation demand management strategies.

Policy 4E: Park-and-Ride Facilities

It is the policy of the State of Oregon to encourage the efficient use of the existing transportation system and to seek cost-effective expansion of the highway system's passenger capacity through development and use of park-and-ride facilities.

Relevance to TSP: Oregon Highway Plan policies addresses a wide array of aspects including bypasses, interjurisdictional transfers, traffic safety, Interchange Area Management Plans (IAMPs), Park and Rides, etc. Springfield’s transportation system includes state highways OR126 business route and OR 126 expressway. The City is currently partnering with ODOT on the OR126 Expressway Management Plan (EMP) and a Main Street Pedestrian Safety Study. As the results of these studies become finalized, incorporation into the TSP Update will be necessary. Any new policies or other regulations from these studies must be in conformance to the above mentioned OHP policies.

The City will likely also conduct a NEPA study and future construction of Franklin Boulevard improvements during the planning horizon of the TSP update. Any future interjurisdictional transfers of Franklin Boulevard or other State owned facilities will need to conform to relevant OHP policies.

Oregon Bicycle and Pedestrian Plan - 1995

The Oregon Bicycle and Pedestrian Plan serves as the modal element of the OTP. It provides guidance to cities in establishing facilities on local transportation systems and contains standards used on state highway projects.

The goal of the Plan is the provision of safe and accessible bicycling and walking facilities for the purposes of encouraging increased levels of bicycling and walking. The Plan provides actions that will assist local jurisdictions in understanding the principles and policies that ODOT follows in providing bike and walkways along state highways. In order to reach the plan’s objectives, the strategies for system design are outlined, including:

- Providing bikeway and walkway systems that are integrated with other transportation systems.
- Providing a safe and accessible biking and walking environment.
- Development of education programs that improve bicycle and pedestrian safety.

The document includes two sections, including the Policy & Action Plan and the Bikeway & Walkway Planning Design, Maintenance & Safety Plan. The first section contains background information, legal mandates and current conditions, goals, actions and implementation strategies ODOT proposes to improve bicycle and pedestrian transportation. The second section assists ODOT, cities and counties in designing, constructing and maintaining pedestrian and bicycle facilities. Design standards and information on safety is provided. These standards are recommended but are not required for use by local jurisdictions in Oregon.

The Oregon Bicycle and Pedestrian Plan also addresses the Oregon Bike Bill (ORS 366.514). This law requires ODOT, counties, and cities in Oregon to expend reasonable amounts of the highway fund to provide bikeways and walkways. It also requires the inclusion of bikeways whenever roadways are constructed, reconstructed, or relocated – except in the following situations:

- There would be no probable use
- Safety would be jeopardized
- The cost would be excessively disproportionate to the need or probable use

This Plan is has one overarching goal and supporting actions and strategies.

Goal: To Provide safe, accessible and convenient bicycling and walking facilities and to support and encourage increased levels of bicycling and walking.

Action 1: Provide bikeway and walkway systems that are integrated with other transportation systems.

Strategy 1A. Integrate bicycle and pedestrian facility needs into all planning, design, construction and maintenance activities of the Oregon Department of Transportation, local governments and other transportation providers.

Strategy 1B. Retrofit existing roadways with paved shoulders or bike lanes to accommodate bicyclists, and with sidewalks and safe crossings to accommodate pedestrians.

Strategy 1C. Provide financial and technical assistance to local governments for bikeway and walkway projects on local streets.

Action 2: Create a safe, convenient and attractive bicycling and walking environment.

Strategy 2A. Adopt design standards that create safe and convenient facilities to encourage bicycling and walking.

Strategy 2B. Provide uniform signing and marking of all bikeways and walkways.

Strategy 2C. Adopt maintenance practices to preserve bikeways and walkways in a smooth, clean and safe condition.

Action 3: Develop education programs that improve bicycle and pedestrian safety.

Strategy 3A. Monitor and analyze bicyclist and pedestrian crash data to formulate ways to improve bicyclist and pedestrian safety.

Strategy 3B. Publish bicycling and walking maps and guides that inform the public of bicycle and pedestrian facilities and services.

Strategy 3C. Develop bicycling and walking safety education programs to improve skills and observance of traffic laws, and promote overall safety for bicyclists and pedestrians.

Strategy 3D. Develop safety education programs aimed at motor vehicle drivers to improve awareness of the needs and rights of bicyclists and pedestrians.

Strategy 3E. Develop a promotional program and materials to encourage increased usage of bicycling and walking.

Relevance to TSP: The Springfield TSP Update will include a bicycle and pedestrian plan. Springfield currently has a separate Bicycle Master Plan, but no Pedestrian Plan other than policies listed in TransPlan. The updated bicycle and pedestrian plans should be consistent with the above mentioned strategies and actions.

State Transportation Improvement Program (STIP) – 2010 - 2013

Oregon's Statewide Transportation Improvement Program (STIP) is a four year document targeting multimodal transportation improvements statewide. The current 2010-2013 STIP is currently in draft form. The STIP serves as the State's four year transportation capital improvement program. It identifies funding and scheduling for regionally significant transportation projects and programs and / or for projects which use federal funding. It includes local, regional, state and federal projects.

The following 2008-2011 STIP projects will have an impact on the Springfield transportation system:

- Middle Fork Willamette Path: Willamalane is finalizing Phase 1 construction of the Middle Fork Path leading from Willamalane's Clearwater Park west to Quarry Butte. Construction of Phase 2 of the project is not yet funded. However, design work is being finalized, so that construction can begin quickly once funding becomes available. Phase 2 will continue from Quarry Butte and end at Dorris Ranch. Once completed, this path will provide a much needed east-west route for bicyclists and pedestrians.
- Interstate-5 Beltline Interchange – Unit 3: The overall project will rebuild the interchange at Interstate 5 and Beltline Highway to meet modern design and safety standards. It also will rebuild the Beltline Highway at Gateway Street intersection east of the freeway interchange. Specifically, the planned

improvements being proposed for Unit 3 include: Construct an Interstate 5 southbound to westbound ramp; replace the Beltline Highway structure over Interstate 5; replace the Interstate 5 southbound to Beltline Highway eastbound ramp; replace the westbound Beltline Highway to southbound Interstate 5 ramp. Unit 3 work will continue to modernize the interchange, which serves interstate, regional, and local traffic to the surrounding residential and commercial centers.

- South Bank Path Extension - Springfield Viaduct: As part of the new I-5 Willamette River Bridge Project, this project will provide bicycle and pedestrian access along the south bank of the Willamette river, linking Eugene and Springfield.
- Traffic Signal Rehabilitation and Street Light Replacement: This project was recently completed and funded through the American Recovery and Revitalization Act (ARRA). It allowed the City to replace out-dated street lights with more energy efficient lights and rehabilitate out-dated signals at key intersections. The result will be less energy consumption and safer conditions for motorists, pedestrians and cyclists.
- Springfield Regional Transportation Planning: Springfield is working with other regional partners including Eugene, LTD, Lane County, ODOT, and Lane County on updating the Regional Transportation System Plan. This plan update will be coordinated with Springfield's TSP update, and will meet state requirements from the Transportation Planning Rule (TPR). The results will provide a coordinated plan addressing regional mobility, safety, etc.
- Bus Support Equipment and Facilities: This project will allow LTD to update its equipment and facilities throughout its transit system. The rehabilitation of equipment and facilities will produce safer, more efficient bus service.
- Interstate-5 Beltline (Unit 2) and Gateway (Unit 1): Unit 1 was completed in late 2009, and Unit 2 was recently completed in early 2010. Unit two included the following: new northbound I-5 off-ramp to eastbound Beltline; new westbound Beltline to northbound I-5 on-ramp; widening of Beltline between I-5 & Gateway; and a new sound wall on west side of I-5, between Harlow and Willakenzie. In cooperation with the City of Springfield, this project also included improvements to Gateway Street and improvements to the bicycle and pedestrian network around the interchange.

Oregon Public Transportation Plan

The Oregon Public Transportation Plan is an element of the OTP. Its primary purpose is to outline transit, rideshare and transportation demand management services. The Plan describes the "Public Transportation System of 2015," which explains a three-level

process for plan implementation. It provides guidance for level of service standards and planning assumptions.

The City of Springfield is coordinating directly with LTD on its Long Range Transit Plan. LTD provides public transit for the region. Springfield will participate fully in LTD's planning process by serving as representatives on its Technical Advisory Committee (TAC). In addition, LTD will have representatives serving on the Springfield TSP TAC to help coordinate public transit interests into the planning process. The Springfield TSP will incorporate all relevant aspects of this plan.

Regional

Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) - 2007

The Central Lane MPO RTP meets federal guidelines for the area and guides regional transportation system planning and development. The RTP currently has a planning horizon that goes beyond the planning horizons of the Metro Plan and TransPlan. The RTP is updated every four years. Springfield's TSP Update must be consistent with the most currently updated RTP.

The policies below are those found to be most relevant to the TSP update:

Land Use Policies

1. Nodal Development; Apply the nodal development strategy in areas selected by each jurisdiction that have identified potential for this type of transportation-efficient land use pattern
2. Support for Nodal Development, Support application of the nodal development strategy in designated areas through information, technical assistance, or incentives.
3. Transit-Supportive Land Use Patterns; Provide for transit-supportive land use patterns and development, including higher intensity, transit-oriented development along major transit corridors and near transit stations; medium- and high-density residential development within ¼ mile of transit stations, major transit corridors, employment centers, and downtown areas; and development and redevelopment in designated areas that are or could be well served by existing or planned transit.
4. Multi-Modal Improvements in New Development; Require improvements that encourage transit, bicycles, and pedestrians in new commercial, public, mixed-use, and multi-unit residential development.
5. Implementation of Nodal Development; Within three years of TransPlan adoption, apply the ND, Nodal Development designation to areas selected by

each jurisdiction, adopt and apply measures to protect designated nodes from incompatible development and adopt a schedule for completion of nodal plans and implementing ordinances.

Transportation Demand Management Policies

1. TDM Program Development; Expand existing TDM programs and develop new TDM programs. Establish TDM bench marks and if the benchmarks are not achieved, mandatory programs may be established.
2. Parking Management; Increase the use of motor vehicle parking management strategies in selected areas throughout the Eugene-Springfield metropolitan area.
3. Congestion Management; Implement TDM strategies to manage demand at congested locations.

Transportation System Improvements

1. Transportation Infrastructure Protection and Management; Protect and manage existing and future transportation infrastructure
2. Intermodal Connectivity; Develop or promote intermodal linkages for connectivity and ease of transfer among all transportation modes.
3. Corridor Preservation; Preserve corridors, such as rail rights-of-way, private roads, and easements of regional significance, that are identified for future transportation-related uses.
4. Neighborhood Livability; Support transportation strategies that enhance neighborhood livability.
5. TransPlan Project List; Adopt by reference as part of the Metro Plan the 20-Year Capital Investment Actions project lists contained in TransPlan. Project timing and estimated costs are not adopted as policy.

Roadway Policies

1. Mobility and Safety for all Modes; 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.
2. Motor Vehicle Level of Service; Use motor vehicle level of service standards to maintain acceptable and reliable performance on the roadway system.
3. Coordinated Roadway Network; In conjunction with the overall transportation system, recognizing the needs of other transportation modes, promote or develop a regional roadway system that meets combined needs for travel through, within, and outside the region.

4. Access Management; Manage the roadway system to preserve safety and operational efficiency by adopting regulations to manage access to roadways and applying these regulations to decisions related to approving new or modified access to the roadway system. These regulations are adopted by individual jurisdictions.

Transit Policies

1. Transit Improvement; Improve transit service and facilities to increase the system's accessibility, attractiveness, and convenience for all users, including the transportation disadvantaged population
2. Bus Rapid Transit; Establish a Bus Rapid Transit (BRT) system composed of frequent, fast transit service along major corridors and neighborhood feeder service that connects with the corridor service and with activity centers, if the system is shown to increase transit mode split along BRT corridors, if local governments demonstrate support, and if financing for the system is feasible.
3. Transit/High-Occupancy Vehicle Priority; Implement traffic management strategies and other actions, where appropriate and practical, that give priority to transit and other HOVs.
4. Park-and-Ride Facilities; Expand the Park-and-Ride system within the metropolitan area and nearby communities.

Bicycle Policies

1. Bikeway System and Support Facilities; Construct and improve the region's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.
2. Bikeways on Arterials and Collectors; Require bikeways along new and reconstructed arterial and major collector streets.
3. Bikeway Connections to New Development; Require bikeways to connect new development with nearby neighborhood activity centers and major destinations.
4. Implementation of Priority Bikeway Miles; Give funding priority (ideally within the first 3 to 5 years after adoption of TransPlan subject to available funding) to stand-alone bikeway projects that are included in the definition of "Priority Bikeway Miles" and that increase the use of alternative modes.

Pedestrian Policies:

1. Pedestrian Environment; 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.
2. Continuous and Direct Routes; Provide for a continuous pedestrian network with reasonably direct travel routes between destination points.

3. Sidewalks; Construct sidewalks along urban area arterial and collector roadways, except freeways.

Other Modes Policies

2. Support provision of rail-related infrastructure improvements as part of the Cascadia High Speed Rail Corridor project.
3. Support improvements to the passenger rail station and inter-city bus terminals that enhance usability and convenience.

Finance Policies

1. Support development of a stable and flexible transportation finance system that provides adequate resources for transportation needs identified in the RTP.
2. Operate and maintain transportation facilities in a way that reduces the need for more expensive future repair.
3. Set priorities for investment of Oregon Department of Transportation (ODOT) and federal revenues programmed in the region's Metropolitan Transportation Improvement Program (MTIP) to address safety and major capacity problems on the region's transportation system.
4. Require that new development pay for its capacity impact on the transportation system.
5. Consider and include among short-term project priorities, those facilities and improvements that support mixed-use, pedestrian-friendly nodal development and increased use of alternative modes.
6. The City of Eugene will maintain transportation performance and improve safety by improving system efficiency and management before adding capacity to the transportation system under Eugene's jurisdiction.

Relevance to TSP: Because Springfield is located within a MPO boundary, the TSP update must be consistent with all of the above stated policies. Applicable policies range from land use, to transportation demand management, to financing. They include all modes of transportation including transit, bicycle, pedestrian, and auto. As previously mentioned in this memorandum, the TPR requires TSPs to include separate plan elements for all these transportation modes. Additionally, a finance plan is required as part of the TSP update. All new TSP goals and policies must be consistent with the above stated RTP policies.

Lane County Transportation System Plan (TSP) - 2004

The 2004 Lane County Transportation System Plan (TSP) is an update to the County's 1980 Transportation Plan. The County TSP is a 20-year planning document used to guide

the County's transportation system. The County TSP is consistent with the County Comprehensive Plan and currently adopted local TSPs (i.e. *TransPlan*). The County TSP relies on *TransPlan* to address urban transportation systems within the UGB. County roads within the UGB must comply with the County TSP.

The following policies are those most relevant to the TSP update:

Policy 1-e: Road improvement projects shall consider and, as financially and legally feasible, integrate improvements for alternative transportation modes such as sidewalks, bike lanes, and bus stop turnouts, consistent with adopted road design standards.

Policy 1-h: City standards shall apply to County Roads functionally classified as local roads within urban growth boundaries. In the absence of City standards, the County's road design standards shall apply.

Policy 1-g: Maintain and improve roads consistent with their functional classification. Reclassify roads as appropriate to reflect function and use.

Policy 2-a: Safe movement of vehicles on the State system and, where allowed, bicyclists and pedestrians shall be a priority. Lane County supports development and implementation of ODOT projects that improve the safety, operation, and structural characteristics of the State highway and bridge system, provided they are consistent with the TSP and applicable federal, state, and local regulations.

Policy 3-a: Access decisions will be made in a manner consistent with the functional classification of the roadway.

Policy 4-g: ODOT policies and mobility standards shall be applied to decisions affecting State highways in Lane County. Applicable standards from City Transportation System Plans (TSPs) shall be applied to decisions about City streets.

Policy 6-a: Marked bicycle lanes are required on urban arterial and collector streets when those streets are newly constructed, are reconstructed to urban standards, or are widened to provide additional vehicular capacity.

Policy 6-b: Sidewalks or paved pathways accompanying public streets and roads are necessary wherever significant conflicts with motor vehicle traffic jeopardize the health, safety and welfare of pedestrians and bicyclists.

(iii) Sidewalks on new or reconstructed County Roads functionally classified as local roads within urban growth boundaries shall be required as provided for in City development standards. In the absence of City standards, sidewalks are required for new roads or reconstructed roads with existing sidewalks.

Sidewalks shall also be required for reconstructed urban local roads without existing sidewalks, except if the cost would be excessively disproportionate to the need or probable use, or if sparsity of population, other available ways or other factors indicate an absence of any need 14 for sidewalks. Sidewalks shall be constructed at the expense of the developer or adjacent property owners.

Policy 6-e: All new development within urban growth boundaries, when adjacent to County-maintained road rights-of-way, shall include bicycle and pedestrian facilities as specified in the Road Design Standards for Urban Roads in Lane Code 15.

Policy 6-f: The County generally will support State projects that include bicycle and pedestrian facilities.

Policy 7-a: In planning and implementing transportation system improvements, Lane County will coordinate with other affected jurisdictions to maximize bicycle and pedestrian route connectivity.

Policy 7-b: The County will look for opportunities to partner with ODOT and City agencies on bicycle and pedestrian facilities when roads of different jurisdictions intersect, in order to provide adequately for bicycle and pedestrians travel to local destinations.

Policy 8-a: In the design and construction of transportation facilities, barriers to foot and bicycle travel should be avoided.

Policy 10-c: The County will support efforts to develop public transit facilities such as park-n-ride lots and shelters in rural areas when they are consistent with land use, zoning, and other applicable regulations.

Policy 11-a: As feasible, Lane County will participate in efforts to plan, develop, and maintain rail-related infrastructure improvements for high-speed and other passenger rail service.

Policy 13-b: Road improvement projects will give consideration to upgrading existing railroad crossings and protective devices, grade-separated crossings, elimination of existing railroad crossings, and to the extent possible, will minimize new railroad crossings.

Policy 21-a: It is the County's intent that the Transportation System Plan be consistent with state Transportation System Plans, with *TransPlan* (the Eugene-Springfield Transportation System Plan applicable inside the Eugene-Springfield Metropolitan Area General Plan boundary), and with the Transportation System Plans of other cities within the County.

Policy 21-b: County TSP goals and policies apply to:

- (i) all roads in the County that have been dedicated to and formally accepted by the Board of County Commissioners, unless and until such roads are subsequently accepted or annexed by an incorporated community; and
- (ii) all other transportation facilities and services, including road, air, rail, pipeline and port facilities, located outside of urban growth boundaries or outside of the Eugene- Springfield Metropolitan Area General Plan boundary.

Policy 21-c: Where inconsistencies exist between the County TSP and other TSPs applicable within the County, or between road design standards of the County and other jurisdictions within the County, the following guidelines shall be used in making decisions about road improvements and services. If the inconsistency involves:

- (i) a state highway, state transportation system plans and design standards shall prevail;
- (ii) a public or private road outside of an urban growth boundary, the County TSP and road design standards shall prevail;
- (iii) a public or private road functionally classified as a local road within an urban growth boundary, the City TSP and applicable road design standards shall prevail;
- (iv) a road defined as a County Road pursuant to Lane Code 15.010 and functionally classified as a collector or arterial road, the County TSP and road design standards shall prevail;
- (v) a public or private road functionally classified as a local road or primarily used to provide local access to abutting properties within the Eugene-Springfield Metropolitan Area General Plan boundary, TransPlan and the respective applicable Eugene or Springfield road design standards shall prevail within the urban growth boundary and the applicable County Road design standards shall apply outside the urban growth boundary;
- (vi) an intersection or roads in more than one jurisdiction's ownership or control, the TSP goals and road design standards of the agency having ultimate maintenance responsibility shall prevail.

Decisions about road improvements may follow different guidelines than those above upon agreement of the elected officials of the involved jurisdictions or their designees, or if other recorded inter-jurisdictional agreements exist that supersede the above guidelines.

Policy 22-b: The County will consider opportunities to purchase land for extensions of right-of-way where connectivity between collector and arterial roads is needed to promote efficient traffic flow.

Policy 25-a: Review annually County-City road partnership agreements to maintain road fund viability and to assist cities in providing road services to urban residents in Lane County.

Policy 25-b: Evaluate existing road project funding agreements with incorporated cities, and make necessary amendments to allocate an appropriate share of system development charges (SDCs) to the County to cover the cost of improvements on County Roads generated by new development.

Relevance to TSP: Many of the above mentioned policies describe the need for the County and cities (i.e. Springfield) to coordinate transportation systems. This coordination must occur with all modes of transportation including auto, bicycle, pedestrian and transit. As each element of the TSP update is developed, the County TSP should be referenced to assure compatibility. Other policies above provide direction on how to address inconsistencies that exist between the County TSP and other local TSPs such as Springfield's TSP update. These policies must be referenced when developing this TSP update.

Eugene-Springfield Metropolitan Area General Plan (Metro Plan) - 2004

The Metro Plan serves as the Comprehensive Plan for both Eugene and Springfield. The 2004 *Eugene-Springfield Metropolitan Area General Plan (Metro Plan)* is the third update of the 1990 Plan. The Plan serves as Eugene, Springfield and metropolitan Lane County's long range policy document, guiding land use for all three jurisdictions within the Plan's boundaries. The Plan addresses all applicable statewide planning goals either in the Plan itself, or through supporting facility or master plans such as local TSPs, parks plans, etc. In order to comply with State regulations, the Plan provides a 20-year land supply. Current efforts by Eugene and Springfield to create separate urban growth boundaries will result in separate, city-wide refinement plans to the Metro Plan.

The Metro Plan has Goals, Findings, Objectives, and Policies. For the purpose of evaluating the relationship of the Metro Plan with the Springfield TSP, relevant policies have been listed below which have the most impact on the Springfield's overall transportation system. These policies are grouped into three sections: Growth Management, Transportation and Citizen Involvement. The identified policies listed below under the Transportation Element are identical to policies found in TransPlan. The Springfield TSP will address all relevant policies listed below.

Growth Management:

1. The UGB and sequential development shall continue to be implemented as an essential means to achieve compact urban growth. The provision of all urban services shall be concentrated inside the UGB.

3. Control of location, timing, and financing of the major public investments that directly influence the growth form of the metropolitan area shall be planned and coordinated on a metropolitan-wide basis.

8. Land within the UGB may be converted from urbanizable to urban only through annexation to a city when it is found that:

a. A minimum level of key urban facilities and services can be provided to the area in an orderly and efficient manner.

b. There will be a logical area and time within which to deliver urban services and facilities. Conversion of urbanizable land to urban shall also be consistent with the *Metro Plan*.

9. A full range of key urban facilities and services shall be provided to urban areas according to demonstrated need and budgetary priorities.

12. When the following criteria are met, either Springfield or Eugene may annex land which is not contiguous to its boundaries.

a. The area to be annexed will be provided an urban service(s) which is (are) desired immediately by residents/property owners.

b. The area to be annexed can be serviced (with minimum level of key urban facilities and services as directed in the *Metro Plan*) in a timely and cost-efficient manner and is a logical extension of the city's service delivery system.

16. Ultimately, land within the UGB shall be annexed to a city and provided with the required minimum level of urban facilities and services. While the time frame for annexation may vary, annexation should occur as land transitions from urbanizable to urban.

Transportation Element:

Land Use

F.1 Apply the nodal development strategy in areas selected by each jurisdiction that have identified potential for this type of transportation-efficient land use pattern.

F.2 Support application of the nodal development strategy in designated areas through information, technical assistance, or incentives.

F.3 Provide for transit-supportive land use patterns and development, including higher intensity, transit-oriented development along major transit corridors and near transit stations; medium- and high-density residential development within ¼ mile of transit

stations, major transit corridors, employment centers, and downtown areas; and development and redevelopment in designated areas that are or could be well served by existing or planned transit.

F.4 Require improvements that encourage transit, bicycles, and pedestrians in new commercial, public, mixed use, and multi-unit residential development.

F.5 Within three years of *TransPlan* adoption, apply the ND, Nodal Development, designation to areas selected by each jurisdiction, adopt and apply measures to protect designated nodes from incompatible development and adopt a schedule for completion of nodal plans and implementing ordinances.

Transportation Demand Management

F.6 Expand existing TDM programs and develop new TDM programs. Establish TDM bench marks and if the bench marks are not achieved, mandatory programs may be established.

F.7 Increase the use of motor vehicle parking management strategies in selected areas throughout the Eugene-Springfield metropolitan area.

F.8 Implement TDM strategies to manage demand at congested locations.

Transportation System Improvements: System-Wide

F.9 Adopt by reference, as part of the *Metro Plan*, the 20-Year Capital Investment Actions project lists contained in *TransPlan*. Project timing and estimated costs are not adopted as policy.

F.10 Protect and manage existing and future transportation infrastructure.

F.11 Develop or promote intermodal linkages for connectivity and ease of transfer among all transportation modes.

F.12 Preserve corridors, such as rail rights-of-way, private roads, and easements of regional significance, that are identified for future transportation-related uses.

F.13 Support transportation strategies that enhance neighborhood livability.

Transportation System Improvements: Roadways

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.

F.15 Motor vehicle level of service policy:

- a. Use motor vehicle level of service standards to maintain acceptable and reliable performance on the roadway system. These standards shall be used for:
 - (1) Identifying capacity deficiencies on the roadway system.
 - (2) Evaluating the impacts on roadways of amendments to transportation plans, acknowledged comprehensive plans and land-use regulations, pursuant to the TPR (OAR 660-012-0060).
 - (3) Evaluating development applications for consistency with the land-use regulations of the applicable local government jurisdiction.
- b. Acceptable and reliable performance is defined by the following levels of service under peak hour traffic conditions: LOS E within Eugene’s Central Area Transportation Study (CATS) area, and LOS D elsewhere.
- c. Performance standards from the OHP shall be applied on state facilities in the Eugene-Springfield metropolitan area.

In some cases, the level of service on a facility may be substandard. The local government jurisdiction may find that transportation system improvements to bring performance up to standard within the planning horizon may not be feasible, and safety will not be compromised, and broader community goals would be better served by allowing a substandard level of service. The limitation on the feasibility of a transportation system improvement may arise from severe constraints, including but not limited to environmental conditions, lack of public agency financial resources, or land use constraint factors. It is not the intent of TSI Roadway Policy #2: Motor Vehicle Level of Service to require deferral of development in such cases. The intent is to defer motor vehicle capacity increasing transportation system improvements until existing constraints can be overcome or develop an alternative mix of strategies (such as: land use measures, TDM, short-term safety improvements) to address the problem.

F.16 Promote or develop a regional roadway system that meets combined needs for travel through, within, and outside the region.

F.17 Manage the roadway system to preserve safety and operational efficiency by adopting regulations to manage access to roadways and applying these regulations to decisions related to approving new or modified access to the roadway system.

Transportation System Improvements: Transit

F.18 Improve transit service and facilities to increase the system’s accessibility, attractiveness, and convenience for all users, including the transportation disadvantaged population.

F.19 Establish a BRT system composed of frequent, fast transit service along major corridors and neighborhood feeder service that connects with the corridor service and with activity centers, if the system is shown to increase transit mode split along BRT corridors, if local governments demonstrate support, and if financing for the system is feasible.

F.20 Implement traffic management strategies and other actions, where appropriate and practical, that give priority to transit and other high occupancy vehicles.

F.21 Expand the Park-and-Ride system within the metropolitan area and nearby communities.

Transportation System Improvements: Bicycle

F.22 Construct and improve the region's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.

F.23 Require bikeways along new and reconstructed arterial and major collector streets.

F.24 Require bikeways to connect new development with nearby neighborhood activity centers and major destinations.

F.25 Give funding priority (ideally within the first 3 to 5 years after adoption of *TransPlan*, subject to available funding) to stand-alone bikeway projects that are included in the definition of "Priority Bikeway Miles" and that increase the use of alternative modes.

Transportation System Improvements: Pedestrian

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.

F.27 Provide for a continuous pedestrian network with reasonably direct travel routes between destination points.

F.28 Construct sidewalks along urban area arterial and collector roadways, except freeways.

Transportation System Improvements: Goods Movement

F.29 Support reasonable and reliable travel times for freight/goods movement in the Eugene-Springfield region.

Transportation System Improvements: Other Modes

F.31 Support provision of rail-related infrastructure improvements as part of the Cascadia High Speed Rail Corridor project.

F.32 Support improvements to the passenger rail station and inter-city bus terminals that enhance usability and convenience.

Finance

F.33 Support development of a stable and flexible transportation finance system that provides adequate resources for transportation needs identified in *TransPlan*.

F.34 Operate and maintain transportation facilities in a way that reduces the need for more expensive future repair.

F.35 Set priorities for investment of ODOT and federal revenues programmed in the region's Transportation Improvement Program (TIP) to address safety and major capacity problems on the region's transportation system.

F.36 Require that new development pay for its capacity impact on the transportation system.

F.37 Consider and include among short-term project priorities, those facilities and improvements that support mixed-use, pedestrian-friendly nodal development, and increased use of alternative modes.

Citizen Involvement Element

K.1 Maintain an ongoing citizen advisory committee to the governing bodies of Springfield, Eugene, and Lane County to monitor the adequacy of citizen involvement in the update, review, and amendments to the *Metro Plan*.

K.2 Maintain and adequately fund a variety of programs and procedures for encouraging and providing opportunities for citizen involvement in metropolitan area planning issues. Such programs should provide for widespread citizen involvement, effective communication, access to technical information, and feedback mechanisms from policymakers. These programs shall be coordinated with local citizen involvement programs and shall be prepared on the metropolitan level by the JPCC, a committee composed of two representatives from each of the three metropolitan planning commissions.

K.3 Improve and maintain local mechanisms that provide the opportunity for residents and property owners in existing residential areas to participate in the implementation of policies in the *Metro Plan* that may affect the character of those areas.

K.4 Maintain an ongoing metropolitan region policy committee, known as the MPC, to provide policy direction on major *Metro Plan* updates, *Metro Plan* amendments, and special studies. MPC shall resolve land use issues and other disagreements at the elected official level among the two cities and the county and fulfill other intergovernmental functions as required by the three metropolitan governments.

K.5 In addition to its citizen involvement responsibilities, JPCC shall provide guidance for intergovernmental studies and projects and shall provide a forum at the Planning Commission level for resolving intergovernmental planning issues, including proposed *Metro Plan* amendments.

Relevance to TSP: Because the TSP update is a supporting plan to the Metro Plan, all of the above stated policies must be addressed. Applicable policies range from citizen involvement, to financing, to growth management and land use. They include all modes of transportation including transit, bicycle, pedestrian, and auto. As previously mentioned in this memorandum, the TPR requires TSPs to include separate plan elements for all these transportation modes. Additionally, a finance plan is required as part of the TSP update. All new TSP goals and policies must be consistent with the above stated Metro Plan policies. The updated TSP goals and policies must both reflect and refine Metro Plan policies.

TransPlan - 2002

The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) is the transportation element of the Eugene-Springfield Metropolitan Area General Plan. While adopted as a refinement to *MetroPlan*, and therefore technically a land use plan, TransPlan is also intended as a system plan that guides local and regional transportation system planning and development in the Eugene-Springfield metropolitan area. TransPlan also serves as the City's facilities plan (transportation system plan, or TSP) for identifying projects needed to meet the transportation demand of residents over a 20-year planning horizon while addressing transportation issues and making changes that can contribute to improvements in the region's quality of life and economic vitality. In addition to roadway facilities, TransPlan also calls for significant increases in the amount and convenience of transit service, increases in the amount of bikeways and sidewalks, and an expansion of the existing program of transportation demand management (TDM) travel incentives. TransPlan is a jointly adopted document that serves as a local transportation system plan for both Springfield and Eugene, which, at present, share a joint urban growth boundary. As a result of legislation approved in 2007 the two cities are now in the process of developing separate urban growth boundaries. The need for

separate urban growth boundaries has created a need for a Springfield specific Urban Growth Boundary.

The TransPlan theme, 'Improving Our Transportation Choices', reflects the plan's focus to provide citizens with a range of safe, convenient, and efficient transportation options characterized by smooth connections between modes. TransPlan strives to support the need to diversify transportation choices, while avoiding reliance on any one transportation mode or method of managing the transportation system. TransPlan establishes the framework upon which all public agencies can make consistent and coordinated planning decisions regarding inter- and intra-jurisdictional transportation.

Because TransPlan is currently serving as the locally adopted TSP for Springfield, all of its policies will be addressed as part of the TSP update. TransPlan policies are identical to Metro Plan the Metro Plan policies listed previously in this memorandum.

Local

Springfield Bicycle Plan

The Springfield Bicycle Plan references other relevant local, state and federal policies, but does not specifically create new policies. It does reference the following action items towards meeting *TransPlan* goals and objectives:

1. The street system will be the primary framework for the Springfield bikeway network.
2. Springfield will establish bikeways on all new collector and arterial streets and, in conjunction with resurfacing or reconstruction, all existing collector and arterial streets identified in this plan as needed to accommodate bicycle travel.
3. Springfield will be responsible for planning, constructing and maintaining all on-street bikeways within rights-of-way and specific multi-use paths by agreement.
4. Willamalane Park and Recreation District will be responsible for planning, constructing and maintaining all recreational trails and specific multi-use paths by agreement.
5. East and west Springfield will be connected with a direct bikeway.
6. Springfield will participate with EWEB and Willamalane Park and Recreation District to determine the long-term jurisdiction of the EWEB multi-use path and to help develop agreements for repair, maintenance and operation.

7. Springfield will establish a bicycle travel data collection program by 1998, including biannual counts on all major bikeways.
8. Springfield will implement Springfield Development Code amendments to promote safe, secure and convenient bicycle parking facilities at all public facilities including City Hall, schools and transit facilities.
9. Incorporate the relevant design standards and guidelines of the Springfield Bicycle Plan into the Springfield Development Code, Standard Construction Specifications and maintenance operational procedures of the city.

Relevance to TSP: The TSP update will include a bicycle element. This element must address all of the above mentioned action items. Many of the above mentioned action items have been partially implemented such as action item number 5, which states, “East and west Springfield will be connected with a direct bikeway.” Other action items have not yet been implemented, such as item #7 which states, “Establish a bicycle travel data collection program by 1998.” Action items #8 and #9 are ongoing items, which relate to ongoing development code updates. While the TSP update will include collector and arterials streets, it will also address Springfield’s multi-use path system and how it serves pedestrians and cyclists. A more refined bicycle and pedestrian master plan may be necessary in the future to provide a more refined plan that includes Springfield’s local street network.

Willamalane Comprehensive Plan - 2004

The Willamalane Comprehensive Plan was adopted by the Willamalane Board of Directors, the Springfield City Council, and the Lane County Board of Commissioners in 2004. This Plan was adopted as an updated element of the *Metro Plan*. As such, it satisfies Goal 8, parks and recreation requirements for Springfield. The Willamalane Comprehensive Plan describes strategies and actions for enhancing parks, open space, recreation facilities, and programs in Willamalane’s planning area. Strategies include: Parks and Open Space; Community Recreation and Support Facilities; Rehabilitation; Park and Facility Operations; Recreation Programs and Services; and Management and Communications. The following strategies and action items are found to be relevant to the TSP update:

Parks and Open Space

A3. Work with the City to encourage the private provision of quality parks, urban plazas, trails, linear parks, rooftop open space, and other amenities in private developments, where consistent with the goals and standards of this Plan, the provisions of the Springfield Development Code, and other applicable codes and standards.

A4. Work with the City, Oregon Department of Transportation (ODOT), and other agencies to improve safe pedestrian access to parks, such as across Centennial and Mohawk Boulevards to Willamalane Park; across Pioneer Parkway to Meadow Park; and across Jasper Road to Douglas Gardens Park.

A51. Develop linear parks and trails that preserve open space and provide opportunities for trail-oriented activities, such as walking, running, biking, skating, etc. Linear parks also may provide neighborhood recreation facilities when adequate space is available.

A52. Be sensitive to key issues such as privacy, security, and property rights when planning and developing linear parks and pathways.

A53. Work with partner agencies, including the City of Springfield, ODOT, and other jurisdictions, to implement bicycle and multiuse trails recommended in the City of Springfield Bicycle Plan and TransPlan.

A54. Work with City of Springfield and other affected agencies to evaluate the feasibility of proposed multiuse paths and, where feasible, to include the paths in future TransPlan updates.

A55. Connect schools, parks, and other community destinations with linear parks, bikeways, and trails where feasible.

A56. Work with the City of Springfield to encourage the development of linear parks as part of new residential, commercial, and industrial development.

A57. Work with Lane Transit District and the City of Springfield to develop plans for a multiuse pathway in conjunction with the Bus Rapid Transit (BRT) program.

Rehabilitation

C6. Develop accessible pathways and multiuse trails in existing and future parks, where appropriate.

Park and Facility Operations

D13. Involve Park Services Division staff in park planning and design.

D15. Regularly assess long-term maintenance, repair, and replacement needs for all District facilities.

D16. Coordinate with the City to successfully implement stormwater Best Management Practices to assist in meeting State and Federal water-quality standards and Endangered Species Act requirements.

Recreation Programs and Services

E6. Continue to emphasize cooperative efforts with the City of Springfield, School District 19, nonprofit agencies, private providers, and corporate partners to improve services and maximize efficiency and convenience.

Management and Communication

F1. Maintain involvement with TEAM Springfield, which includes Willamalane Park and Recreation District, the City of Springfield, School District 19, and SUB.

F6. Pursue and maintain partnerships with the City and other public, private, and nonprofit organizations to acquire, develop, and maintain parks, open space, and recreation facilities.

F10. Coordinate efforts with other appropriate agencies related to “Rivers to Ridges,” the Metropolitan Regional Parks and Open Space Study.

F11. Emphasize coordination with TEAM Springfield and other agency partners when developing new public resources, such as parks, schools, and public spaces.

F12. Continue to collaborate with the City in implementing community planning and economic development objectives, such as downtown redevelopment, planning for new development, and refinement planning for existing neighborhoods.

F13. Expand collaboration with the City and other involved agencies in citywide planning for tourism, open space, wetlands, trails and bikeways, and other efforts focused on improving quality of life.

F14. Work with the City to assure Willamalane’s compliance with applicable statewide planning goals.

F15. Ensure safe and convenient access to parks, open space, and recreation facilities, including access for persons with disabilities, bicycles, pedestrians, and users of public transportation.

F16. Work with partner agencies to ensure that all new parks and facilities meet the Americans with Disabilities Act (ADA) requirements.

F18. Work with appropriate agencies to integrate Willamalane’s pedestrian and bicycle network with other city, metropolitan, and regional plans, such as the City of Springfield Bicycle Plan and TransPlan.

F19. Work with Lane Transit District to provide convenient transit access to existing and future District parks and recreation facilities.

F20. Develop long-term plans for District community recreation facilities and support facilities.

F23. Minimize the impacts of parks and community facilities on adjacent development, including impacts of noise, traffic, and lights.

F25. Work with the City to develop appropriate methods of addressing adequate provision of parks and open spaces through the development review process.

F26. Explore the feasibility of establishing additional trails in conjunction with public utility and mass transit corridors, and along abandoned railway and road rights-of-way.

Relevance to TSP: Because Willamalane manages the off-street path system in Springfield, many of its Comprehensive Plan strategies and action items are applicable to the TSP update. The City of Springfield also adopted the Plan by reference into the Metro Plan. The Springfield Bicycle Plan states, “Willamalane Park and Recreation District will be responsible for planning, constructing and maintaining all recreational trails and specific multi-use paths by agreement.” The above mentioned strategies and action items were found to be the most relevant to Springfield’s TSP update.

Many of the above mentioned strategies and action items are directed towards coordination between Willamalane and the City. Both agencies are currently part of TEAM Springfield, and continuously partner on park and trail development throughout the Springfield area. This partnership should be further facilitated in the TSP update.

Springfield Capital Improvement Projects (CIP) - 2011-2015

The City of Springfield’s Capital Improvement Program (CIP) is a five-year Community Reinvestment Plan which describes the funding and construction of City public facilities. The CIP is updated annually and is an intermediate step in a process that originates with long term planning activities that anticipate the need for public facilities at least 20 years into the future, and the ultimate construction and operation of those facilities. The CIP identifies the facilities concepts that may reasonably be expected to be required in the next five years, refines those concepts, and provides a priority list of projects. Priority projects are selected from the long list of needed capital improvements identified in the various master plans and refinement plans adopted by the City Council. After inclusion in the CIP, the next step in the process is the City’s annual Capital Budget which draws from the first year of the CIP, with such modifications as are necessary or prudent to respond to immediate concerns and the often fluid nature of funding opportunities. The 2011-2015 CIP includes those projects that are currently in the capital budget and in various stages of planning, design, and construction. In addition,

the CIP includes descriptions of projects that have been identified through various facilities planning efforts but do not currently have complete funding identified. These projects are aimed at improving neighborhoods, providing for economic growth, improving traffic safety, mobility and access, complying with environmental standards, and maintaining the existing city infrastructure. The CIP is the source of projects which form the capital budget for each ensuing fiscal year.

Transportation projects fall into the categories noted below:

Planning and Project Development – These projects range from larger facility planning, to concept project planning, to specific project development. Funding for these projects relies heavily on Federal and State funds, with City funds used to supplement project budgets and in some cases provide required match funding to external resources. Current examples of this in the CIP are the Springfield Transportation System Plan and the Franklin Boulevard Planning project.

Maintenance and Operations – These projects are typically programmatic and can provide funding for a range of activities within each project. Street Light Infill and Pole Replacement, Traffic Control Projects, and Intelligent Transportation System investments fall in to this category.

Pavement Preservation – These projects are identified by the Maintenance Division through the Infrastructure management System. Funding for these projects rely heavily on the local and State fuel tax revenues and are supplemented with Transportation Reimbursements SDCs. Examples of pavement preservation projects identified in the CIP are the Street Seal and Overlay program and the “A” Street Overlay project.

System Improvement, Existing – These projects typically either bring existing infrastructure up to the adopted urban standards, or make capacity and safety improvements to existing facilities. Funding for these projects rely on all available resources. Current examples of these types of projects in the CIP are the Gateway/Beltline Intersection improvements and the International Way Illumination projects.

System Improvement, New Facilities – These projects typically add new infrastructure to the City’s transportation system and are identified within the various planning documents. The trigger for these projects is driven mostly by growth and an identified future need to relieve stress on the system. Project funding relies on all available sources.

Projects in the CIP are grouped first by the relevant infrastructure system (stormwater, transportation, wastewater, buildings and facilities, and miscellaneous) and by the status of project funding. For historical purposes, the CIP also includes projects that have been completed within the past year. Project funding includes three categories: In

Process, Funding Secured, and Funding Unsecured. In Process are those projects that are currently in the Capital Improvement Program, in the Capital Budget, and are in process of construction. Funding Secured projects are those highest priority projects for which some or all of the funding has been clearly identified, and the City has taken appropriate steps to make sure the funding will be available in a timely fashion. Funding Unsecured projects are multiple levels of priority projects with funding sources that are presently unknown.

Springfield CIP projects labeled “In Process”:

International Way Illumination

Project Description: Replace low pressure sodium (LPS) street lights on International Way as a part of Lane Transit District's EmX project.

International Way Paving

Project Description: LTD has proposed to place a concrete bus lane down the middle of International Way including the portion from Sports Way to Gateway Street, which is currently paved with asphalt. Engineering has looked at the economics of leaving the non-bus lane portions of the street in asphalt with just an overlay, or re-paving the street in PCC, and determined that for the long term viability of the street it would be in the best interest of the City to pave all of International Way with PCC. This funding will be set aside to pay the City's share of LTD's project.

Gateway/Beltline Intersection

Project Description: Intersection improvements at Gateway/Beltline and surrounding intersections, including construction of a couplet and purchase of right-of-way. CIP project funding contributes to overall project estimate of \$30 million.

South Bank Viaduct Extension

Project Description: The South Bank Viaduct Extension (SVE) is located along the south bank of the Willamette River between the I-5 Bridge and the Oldham property on the north side of Franklin Boulevard. The SVE will connect the existing bike path from the south side of the Knickerbocker pedestrian/bike bridge west of I-5, north of Franklin Boulevard, under the I-5 Bridge, and along the river bank to the sidewalk along Franklin on the south edge of the Oldham property. In the future the SVE will also be able to connect to the planned Glenwood Riverfront Path.

Springfield Transportation System Plan

Project Description: The Transportation System Plan (TSP) update is intended to serve as a blueprint to guide future multi-modal transportation system improvements and investment decisions for the City of Springfield. This project includes an inventory and general assessment of the existing transportation system; a determination of existing and future needs; a road plan; a public transportation plan; a bicycle/pedestrian plan; a

parking plan; a transportation system management and demand management plan; an air, rail, water, and pipeline plan; and a financing and implementation plan.

Relevance to TSP: The above mentioned CIP projects' funding is considered "in process." These projects are important to the Springfield TSP update because they are currently implementing some projects that have been previously identified in *TransPlan*. These projects will need to be taken into account with the TSP project list. If they are fully constructed by completion of the TSP update, they will not need to be included on the TSP project list.

Springfield projects labeled "Funding Secured":

Transportation Demand Management

Project Description: The project includes match funding for other transportation options projects to enhance non-auto travel links in the community like the 60th and "E" Street multi-use path, park and ride facilities coordinated with transit stations, and other activities that promote non-single auto travel choices. This funding can be used as the funding source for Bike Lane projects on the Transportation System Development list.

Arterial/Collector Street Seal & Overlay

Project Description: A continuing street maintenance effort of pavement sealing and/or overlay of the Arterial/Collector Street System performed by contract. In order to maintain the City's arterial and collector system at the current Council target of 85% fair or better level, approximately \$750,000 to \$1,000,000 in funding is needed annually. Following is a partial list with the highest priority overlays:

Traffic Control Projects

Project Description: This project is for installation of new traffic signals and modification of existing signals or installation of roundabouts at various City intersections. Potential candidate intersections include: Thurston Rd. & 66th St., 42nd & Marcola Road, 28th & Main, South 21st & Main, South 42nd & Daisy St., 40th & Daisy St., and 28th & Centennial. The modification of signals may include change to permissive left turns at some existing signalized intersections. School speed zone beacons, safety projects, and miscellaneous striping and signing improvements may also be implemented under the Traffic Control Projects. Funding is set aside in this program and as projects are identified that fit into this category they are given an individual account and at that time another source of funding will be identified to match the allowable SDC funds.

Gateway Area Traffic Improvements

Project Description: Transportation improvements at various locations in the Gateway area to increase capacity, relieve congestion, and improve safety. Funding is set aside in this program and as projects are identified that fit into this category they are given an

individual account and at that time another source of funding will be identified to match the allowable SDC funds.

Intelligent Transportation Systems (ITS)

Project Description: ITS projects in various locations to increase capacity, safety and traveler information. Funding is set aside in this program and as projects are identified that fit into this category they are given an individual account and at that time another source of funding will be identified to match the allowable SDC funds.

S. 48th Street Connection (Main to Daisy)

Project Description: Construct South 48th Street from Main to Daisy Street. Install traffic signal at Main Street/South 48th Street Intersection. A portion of the cost to construct this project is an obligation of current and future development south of Daisy Street. The City has received a performance bond for \$175,000 to secure the obligation from the Westwind Estates development.

Franklin Boulevard Planning

Project Description: Complete project refinement, including National Environmental Policy Act (NEPA) documentation for future improvements to Franklin Boulevard, the Franklin/Glenwood and Franklin/McVay intersections and the McVay/Franklin intersection to support Glenwood redevelopment and regional mobility for transit, bicycles/pedestrians, and autos. Contribute to the required local match for any federal funding received.

Pedestrian Signal Upgrades

Project Description: The City of Springfield applied for and received a grant from the U.S. Department of Energy for Energy Efficiency and Conservation Projects under the American Recovery and Reutilization Act (Federal stimulus). The City received \$539,400 from the Stimulus package and with direction from City Council divided the grant between City projects and projects at Willamalane Park and Recreation District and Springfield Public Schools.

Street Lighting Upgrades

Project Description: The City of Springfield applied for and received a grant from the U.S. Department of Energy for Energy Efficiency and Conservation Projects under the American Recovery and Reutilization Act (Federal stimulus). The City received \$539,400 from the Stimulus package and with direction from City Council divided the grant between City projects and projects at Willamalane Park and Recreation District and Springfield Public Schools.

Bridge Preservation and Rehabilitation

Project Description: This project will address known deficiencies to City owned bridges discovered through required semi-annual ODOT Bridge Inspections. These inspections

have identified \$50k of needed repairs to preserve function and structural integrity of six City bridges.

Roundabout Pedestrian Crossing Treatments

Project Description: Addition of pedestrian crossing improvements to the Pioneer Parkway, Martin Luther King, Jr. Parkway, Hayden Bridge Way Roundabout. The improvements would be pedestrian crossing assistance in the form of a Rectangular Rapidly Flashing Beacon (RRFB), High intensity Activated crosswalk (HAWK) or other technology that would provide positive indication for motorists to stop for pedestrians waiting to use the crosswalk.

Relevance to TSP: The above mentioned CIP projects' funding is considered "secured." These projects are important to the Springfield TSP update because they will likely be implemented within the TSP planning horizon. These projects should be compared to the *TransPlan* project list and included in the TSP update.

Springfield CIP projects labeled "*Funding Unsecured*":

Street Light Infill & LPS Light

Project Description: Installation of new street lights according to City-wide priority. Locations are typically requested by the public through the CIP process and throughout the year. Replace 2,720 low pressure sodium (LPS) lights.

Local / Residential Street Slurry Seal

Project Description: A continuing street maintenance preservation efforts by slurry and crack sealing of Local/Residential Street System performed by contract. In order to maintain the City's local street system approximately 5 to 8 miles should be crack sealed and slurry annually.

Street Light Pole Test, Treat & Replacement

Project Description: Test and treat light poles at 10 year intervals and replace rotting poles and broken conduits in the City owned street light system.

Street Lights – NESC Compliance

Project Description: Repair and modify street light and traffic signal communication facilities on Springfield Utility Board (SUB) poles in compliance with National Electric Service Code.

"A" Street Overlay

Project Description: Overlay "A" Street from 5th Street to Mill Street, and 4th Street from Main Street to "C" Street. Some locations may require more extensive base repair due to the dilapidated condition.

21st Street Reconstruction

Project Description: Major rehabilitation/reconstruction of 21st Street from D Street to Main Street. The project will include new sidewalks, bike lanes, and pavement. The total project cost is estimated to be \$1,475,000.

Wayfinding for Low Vision Users

Project Description: Installation of pedestrian wayfinding devices and other safety devices based on user requests. The first project area of interest is the Lane Transit District downtown station and connection within the downtown area. Accessible pedestrian signal retrofits is a possible part of this project.

Maple Island Improvements

Project Description: This project will upgrade the roundabout at Maple Island Road and International Way. It will also extend the Maple Island Loop Road to the north along the Maple Island Slough.

Franklin Boulevard Reconstruction Project

Project Description: The Franklin Boulevard Reconstruction Project will construct modern urban standards improvements on the old Hwy 99 alignment in Glenwood called Franklin Boulevard between the Glenwood / Franklin intersection and the Franklin / McVay intersection to support Glenwood redevelopment and regional safety and mobility for transit, bicycles/pedestrians, and autos.

Intelligent Lighting Controls

Project Description: An intelligent lighting system will monitor street light performance. The light monitoring system will monitor energy consumption, fixture output, light outages, generate work orders and, most importantly, alarm per set conditions. The alarm feature would be used as wire theft prevention with the idea of alerting the Police Department when a series of lights on a circuit suddenly goes dark. This would be a primary method of protecting the public infrastructure and cost of replacing stolen wire.

Uniform Traffic Control Devices Compliance

Project Description: Replace and revise signs, markings, traffic signals, beacons and other work to conform to the Manual on Uniform Traffic Control Devices (MUTCD).

Relevance to TSP: The above mentioned CIP projects' funding is considered "unsecured." These projects are important to the Springfield TSP update because they are planned beyond five years, but will likely be constructed within the TSP planning horizon. These projects should be compared to the *TransPlan* project list and included in the TSP update.

Springfield Development Code

- 4.2-105 Public Streets
- 4.2-110 Private Streets
- 4.2-115 Block Length
- 4.2-120 Site Access and Driveways
- 4.2-125 Intersections
- 4.2-130 Vision Clearance
- 4.2-135 Sidewalks
- 4.2-140 Street Trees
- 4.2-145 Street Lighting
- 4.2-150 Bikeways
- 4.2-155 Pedestrian Trails
- 4.2-160 Accessways

Relevance to TSP: The above referenced Code sections provide standards for the design and construction of the following public and private infrastructure: transportation facilities, including streets, sidewalks and bikeways. While the TSP will serve as a long-range planning document for Springfield’s transportation system, implementation of TSP policies will need to occur through updating the Springfield Development Code. The above reference Code sections will serve as a baseline for policy development, but must be modified after the TSP update is adopted and acknowledged.

Neighborhood Refinement Plans

East Kelly Butte Neighborhood (1982)

The primary goal of the East Kelly Butte Neighborhood Plan is to address the concerns of the citizens living within the East Kelly Butte Neighborhood. Policies were set to address these concerns. The transportation policies of the refinement plan are:

Policy: Increase bicycle safety in all areas, and implement the portions of the Springfield Bikeway Plan which pertain to the neighborhood.

Policy: Improve the efficiency of bus service in the neighborhood.

Policy: Promote walking as a means of travel by maximizing safety and convenience of pedestrians.

Relevance to TSP: The above mentioned policies have been partially implemented to date. The TSP update will include both a pedestrian and bicycle

element which will need to address the above mentioned policies. Springfield will coordinate the public transit element of the TSP with LTD, providing consistency with the above referenced policy.

East Main Refinement Plan - 1988

The primary goal of the East Main Refinement Plan is to address the concerns of the citizens living within the East Main Refinement Plan Neighborhood. Policies were set to address these concerns. The policies of the refinement plan are:

Street Policies:

Street Policy #1: The city shall work with the Oregon Department of Transportation and other affected agencies to develop efficient, safe and aesthetically sensitive improvements along arterial and collector streets.

Street Policy #2: Impacts of commercial, industrial and multi-family uses on local streets shall be kept to a minimum, using techniques described in Plan Implementation Policy #3(c)(3), where appropriate.

Street Policy #3: The City shall continue to place a high priority on paving gravel and dirt streets to reduce air pollution and reduce the City's maintenance costs.

Relevance to TSP: The above mentioned street policies have been partially implemented to date. The City of Springfield is currently working with ODOT and LTD on a Main Street Safety Study which passes through the boundaries of the East Main Refinement Plan. This Study addresses Street Policy #1. Street Policies #2-3 have been partially implemented, but will need to be addressed in the TSP update.

Transit Policies:

Transit Policy #1: The city shall work with Lane Transit District to encourage efficient and low cost bus service in the East Main area by insuring that transit facilities are provided as development occurs on Main Street, in accordance with LTD's long range plans.

Transit Policy #2: The City shall coordinate with LTD when developing plans for new or reconstructed streets, and when reviewing development proposals which may affect proposed or existing transit facilities.

Relevance to TSP: As noted throughout this memorandum, Springfield will be working with LTD on their Long Range Transit Plan, including serving on their Technical Advisory Committee (TAC). Through this process, Springfield will work with LTD to improve the efficiency and convenience of bus service to the area. LTD will also have representatives on the Springfield TSP TAC to help with transit

coordination. Coordination with LTD will need to address the above mentioned policies in the TSP Update.

Bicycle Policies:

Bicycle Policy #1: The City shall continue to seek development of alternative to Main Street for bicycle routes through the East Main area.

Bicycle Policy #2: All new construction and reconstruction of streets within the East main area shall include bicycle facilities as show in the TransPlan and Springfield Bikeway Plan

Bicycle Policy #3: The City shall continue its efforts to identify and replace storm sewer grates which are not of the latest bike proof design

Relevance to TSP: The above mentioned polices have been partially implemented, and will need to be further evaluated during the TSP update process. For example, Willamalane and the City have worked together to begin constructing the first phase of the Middle Fork Path, which can be used as an alternative bike route to Main Street. However, funding is still being sought for the second phase of construction. As collectors and arterials have been improved over time, striped bike lanes have been included. City staff have also identified the Virginia / Daisy corridor as a potential alternative bicycle route to Main Street. TransPlan currently only shows the eastern portion of this corridor in the Plan. The TSP update will need to analyze alternative bike routes such as Virginia / Daisy to address the above mentioned policies.

Gateway Refinement Plan – 1995

The primary goal of the Gateway Refinement Plan is to refine and augment the Eugene-Springfield Metropolitan Area General Plan to provide specificity for site-specific land use decisions, and to identify the near and long-term public facilities needs to support development and livability of the area. This plan incorporates goals and policies, controls and design standards in areas where protections need to be stringent. Policies were set to address these concerns. The Plan was originally adopted in 1995, with major Plan amendments occurring in 2002. The policies of the refinement plan are:

The following are Transportation Element Policies:

1. Discourage use of local residential streets by commercial and industrial traffic.
2. Interconnect and coordinate traffic signals along major routes to reduce traffic delays and fuel consumption.

3. Coordinate with law enforcement agencies to ensure the enforcement of the traffic laws and regulations in the area.
4. Limit access to minor arterials as redevelopment occurs.
5. Coordinate with LTD to improve the efficiency and convenience of bus service to the area.
6. Promote bicycling by developing a complete bicycle network within the Refinement Plan area.
7. Encourage walking by providing sidewalks and paths throughout the area.
8. Encourage concentrations of pedestrian and transit amenities in high activity areas and along arterial streets with high pedestrian traffic.
9. Plan and design new residential and special light industrial developments in a manner that reduces walking distances for potential transit users and makes transit ridership more convenient.
10. Optimize traffic signal timing along with high volume arterial streets to minimize delay, air pollution and fuel inefficiencies.
11. Plan and design new streets in a manner that reduces substandard dead-end streets, provides adequate access and circulation, and that minimizes long straight road sections.
12. Design and install traffic control devices to minimize through traffic on residential streets.
13. Design new transportation facilities to accommodate future traffic increases with minimum impact on residential neighborhoods.
14. Propose TransPlan amendments as needed to include the attached project list.
15. Explore the feasibility of a Transportation Demand Management program that reduce demand on the transportation system.
16. Continue the implementation and expansion of the City's Urban Traffic Control System, in the order to provide the most efficient transportation system possible.

17. Explore the possibility and feasibility of providing incentives for employers who encourage their employees to commute to work in ways rather than driving alone during the morning and afternoon peak travel periods.
18. Establish Traffic Reduction Ordinances in the future to reduce peak hour vehicle trip generation by major employers in the area.
19. Enhance the safety for pedestrians and bicyclists at the Guy Lee School crossing on Harlow Road.
20. Respond to citizen request to investigate conditions perceived as hazardous.
21. Investigate, propose and initiate action to resolve traffic/pedestrian accidents.
22. Connect pathway networks through open space corridors, bike and pedestrian paths, and on street bike route connectors both within the Gateway boundaries and beyond to the regional pathway system.
23. The City shall design and construct a north-south arterial corridor in the Gateway Refinement Plan area in order to ensure accommodation of increased traffic flows associated with future development of the north Gateway area, in a manner that minimizes impacts on existing Gateway area residences.
24. Facilitate the efficient transportation systems serving the commercially developed areas.
25. Ensure that the future road system in the area identified as the “McKenzie-Gateway MDR Site” meets the transportation needs of the area in a manner that is sensitive to the interests and concerns of the property owners and residents of local neighborhoods.

Relevance to TSP Update: The Springfield TSP Update will include transportation analysis of the Gateway areas. Gateway Refinement Plan policies listed above include topics such as efficiency of bike and pedestrian systems, commercial and industrial traffic and conflicts with residential uses, transportation demand management, congestion and delay, and traffic signal timing.

With the recent construction of the RiverBend medical campus, many of these policies have been implemented to some degree. Policies that have been fully implemented have not been included. The TSP update must include further analysis of these policies to assure consistency with newly formed policies.

As noted in the policies above, the Gateway Refinement Plan Project List must be referenced in the TSP update. Projects which have been completed since the Project List was formed should be removed.

Mid-Springfield Refinement Plan - 1986

The primary goal of the Mid-Springfield Refinement Plan is to assign site-specific plan designations in areas designated “Mixed-Use” on the Metro Plan Diagram and to recognize the needs of industrial and commercial land uses and to resolve conflicts with residential neighbors. Policies were set to address these concerns. Relevant policies of the refinement plan are:

1. Work with LTD to improve the efficiency and convenience of bus service to the area by providing bus shelters, park-and-ride lots and service to major concentrations of employment and housing.
2. Discourage use of local streets in residential areas by commercial and industrial traffic.
3. Place a high priority on paving streets to reduce air pollution and city maintenance costs. Use improvement agreements and/or public funding mechanisms to equitably achieve this policy.
4. Promote walking and bicycling through the construction of sidewalks and bicycle paths in accordance with TransPlan.
5. Coordinate with the Police Department to ensure that truckers use truck routes and do not park illegally in the public right-of-way.

Relevance to TSP Update: Springfield will be working with LTD on their Long Range Transit Plan, including serving on their Technical Advisory Committee (TAC). Through this process, Springfield will work with LTD to improve the efficiency and convenience of bus service to the area. LTD will also have representatives on the Springfield TSP TAC to help with transit coordination.

The Springfield TSP will also analyze ways of discouraging excessive use of local streets by commercial and industrial traffic. Pedestrian and bicycle routes will be evaluated during this TSP update to find ways to better accommodate these modes of travel.

Q Street Refinement Plan - 1987

The primary goal of the Q Street Refinement Plan is to guide land use decisions in the Q Street area. Relevant access, circulation and parking policies for the refinement plan are:

1. The City shall work with the LTD to encourage efficient and low cost bus service in the Q Street area.
2. Discourage through truck traffic in residentially-designated areas by designation of alternative truck routes and enforcement of existing laws and regulations

Relevance to TSP Update: As previously noted, Springfield will be working with LTD on their Long Range Transit Plan, including serving on their Technical Advisory Committee (TAC). Through this process, Springfield will work with LTD to encourage efficient and low cost bus service in the Q Street area. Through the TSP process, Springfield must also reevaluate truck routes throughout the City and discourage through traffic through residential areas.

Glenwood Refinement Plan (currently being updated)

The intent of the Glenwood Refinement Plan is to provide background information and policy direction for public and private decisions affecting the growth and development of the Glenwood area. The plan will guide the provision of public service, such as sanitary sewers and street improvements. It will serve as a basis for evaluating private development proposals, such as zone change requests. It will also provide a common framework for those engaged in the conservation, development, and redevelopment of the area. The Glenwood Refinement Plan is currently being updated. Sections below have been added from the Existing Conditions Report of the current Plan update.

Phase I Transportation Element

1. Recognize residential and industrial land use patterns and implement a short-range transportation strategy that responds to those patterns. The implementation of this policy is ongoing through development review of new land use applications.

Relevance to TSP Update: The Springfield Development Code provides regulations for transportation improvements for new development and redevelopment. As properties in Glenwood develop and/or redevelop, they are

subject to bringing adjacent roadways to urban standards. When Glenwood was transferred to Springfield from Eugene, most streets were excluded from annexation by both cities. Many of these streets are Local Access Roads that are public roads but not County-maintained roads pursuant to ORS 368.031 as described on page 92 of this chapter. In order to implement County policy consistent with ORS 368.031, the City must annex all the Local Access Roads that are currently not annexed, even if they are substandard. The County is working on implementation of transportation systems development charges, but without City agreement to implement these inside the city limits, it will be difficult to require street improvements when properties develop.

2. Recognize ultimate development of the area for industrial uses and implement a long-range transportation strategy as residential uses phase out of the area.

Relevance to TSP Update: Springfield is beginning the process of creating a local Transportation System Plan, which will outline a long-range transportation strategy within Springfield’s Urban Growth Boundary, including Glenwood. Past long-range transportation strategies were identified regionally through TransPlan, which also served as the local Transportation System Plan for both Eugene and Springfield. TransPlan is currently being updated and will become the Regional Transportation System Plan. As land uses change in the area, there will be a need to adapt.

3. Provide short-range access and improvements to the area at minimal cost and in the most efficient manner possible. The implementation of this policy is ongoing through development review of new land use applications. The Springfield Development Code provides regulations for new development and redevelopment. As properties in Glenwood develop and/or redevelop, they are subject to bringing adjacent roadways to urban standards.

Provide for an efficient and workable transition between short and long-range transportation strategies recognizing the short term transportation needs of existing residential and industrial development and the long-term transportation needs of future industrial development.

Relevance to TSP Update: The implementation of this policy is ongoing as properties in Glenwood have developed / redeveloped in coordination with the most recent TransPlan update (2002) and the current development of a local Transportation System Plan for Springfield.

4. The City shall require developers of vacant industrial property to provide a minimum level of street improvement before development can occur. The implementation of this policy is ongoing through development review of new land use applications. The SDC provides regulations for transportation

improvements for new development and redevelopment. As properties in Glenwood develop and/or redevelop, they are subject to bringing adjacent roadway to urban standards.

5. The City shall not initiate street improvements on streets providing frontage to residentially developed properties.

Relevance to TSP Update: This policy has been implemented as the City has not initiated street improvements on streets providing frontage to residentially developed properties.

6. The Long-range Transportation Strategy for the area shall provide a basis for considering vacation of existing street rights-of-way to facilitate consolidation of parcels for industrial development.

Relevance to TSP Update: This policy has not yet been implemented since no vacations of existing street rights-of-way have occurred.

7. The City shall consult with appropriate agencies and affected property owners to establish a secondary emergency vehicle access into the Phase I area.

Relevance to TSP Update: This policy has not yet been implemented since no secondary emergency vehicle accesses have occurred in the Phase I area. Steep grades and a possible railroad crossing make emergency vehicle access difficult.

8. In conjunction with TransPlan and adjacent landowners, the City shall pursue development of E. 22nd Avenue west of Henderson as a fully improved street, including pedestrian/bicycle facilities.

Relevance to TSP Update: This policy has not yet been implemented since E. 22nd Avenue has not yet been fully improved with pedestrian / bicycle facilities. The improvement of E. 22nd Avenue is most likely to occur with new development / redevelopment in the area served by this street.

9. The appropriate governmental agencies shall seek to improve pedestrian-bicycle access into the neighborhood, with particular attention to use of the Henderson rail crossing.

Relevance to TSP Update: This policy has been partially implemented. The E. 14th Street multi-use path provides pedestrian-bicycle access into the neighborhood. However, Eugene approved closing the Henderson railroad crossing without considering pedestrian / bicycle access in the late 1980s.

Transportation Element

1. Improve the major transportation network within and through Glenwood to urban standards, with emphasis on improvements to Franklin Boulevard/ McVay Highway, Glenwood Boulevard, Henderson Avenue, E. 19th Avenue, E. 17th Avenue west of Henderson, and E. 22nd Avenue between Glenwood Boulevard and Henderson Avenue. Glenwood Boulevard is a Lane County facility functionally classified as an Urban Minor Arterial from Franklin Boulevard to approximately 540 feet south of E. 17th Avenue. Henderson Avenue is a county facility functionally classified as an Urban Minor Collector from Franklin Boulevard to E. 19th Avenue. E. 17th Avenue is a county facility west of Glenwood Boulevard, and E. 19th Avenue is a county facility for its entire length. The above facilities have not been identified in the Lane County TSP for improvement.

1.1 The City should consult with other metropolitan agencies to update TransPlan, addressing the need for improvements to Franklin Boulevard, including policies concerning mass transit and Nodal Development.

Relevance to TSP Update: The implementation of this policy is ongoing. The Franklin Boulevard Study was completed and endorsed by Springfield's City Council in March 2008, which will lead to future Franklin Boulevard improvements. In May 2001, Oregon's Land Conservation and Development Commission approved nodal development alternative performance measures in the TransPlan update. These have led to the prioritization and adoption of several nodal development areas within Springfield, including a 2005 Post Acknowledgement Plan Amendment for a nodal designation in the Glenwood Riverfront Plan District.

This policy needs to be updated to reflect the current situation with TransPlan and the development of Springfield's local TSP. TransPlan will no longer serve as the local TSP for Springfield, and will instead become the Regional Transportation System Plan. Springfield staff are currently coordinating with other metropolitan agencies to create a local Springfield TSP that will address the needs identified in this policy.

1.2 The City should consult with the Oregon Department of Transportation to identify needed improvements and a means of financing them. Items to consider when improving Franklin Boulevard/McVay Highway are the following:

a. Sidewalks along both sides of the highway with a priority on developing sidewalks on the south side of Franklin Boulevard when Franklin Boulevard is improved (Note: Consideration should be given to extending sidewalks on the north side of Franklin from the Springfield Bridge to the intersection with Glenwood Boulevard. However, the most westerly extent of sidewalks on the north side of Franklin Boulevard will be decided upon at the time Franklin improvements are designed. The design should consider the need for pedestrians to travel on the north side of Franklin Boulevard westward from

Glenwood Boulevard as well as the physical and topographical restraints for placing a sidewalk north of the highway at this location);

Relevance to TSP Update: This policy has been partially implemented through new sidewalk construction related to the development of the EmX corridor in Glenwood. However, the large majority of street frontage has not been improved with sidewalks. The Franklin Boulevard Corridor Study is still a draft and has not been finalized at this time. Future sidewalk construction is considered in the draft Franklin Boulevard Corridor Study.

b. Bike lanes connecting to Eugene, Springfield, and Lane Community College;

Relevance to TSP Update: This policy has not been fully implemented. Currently, some portions of bike lanes exist along Franklin Boulevard, but are not continuous throughout Glenwood. Planned on-street bike lanes for McVay Highway and Franklin Boulevard are illustrated on maps in TransPlan and the Willamalane Comprehensive Plan.

c. Intersection improvements to allow better differentiation of the local intersecting streets, such as providing curbs and gutters and better signage to make it safer to turn off Franklin Boulevard onto local streets;

Relevance to TSP Update: This policy has not been fully implemented. Some intersection improvements occurred at the intersection of McVay Highway and Franklin Boulevard during EmX construction. However, no other major intersection improvements have occurred.

d. Improvements to traffic flow, especially during commuting hours, through changes in signal timing and other appropriate means. Request that the Oregon Department of Transportation analyze signal timing at Brooklyn Street and Henderson Avenue;

Relevance to TSP Update: This policy has not yet been implemented, and no new signal timing changes have occurred.

e. The possibility of reducing the speed of traffic entering Glenwood from Eugene and the McVay Highway; and

Relevance to TSP Update: This policy has not yet been implemented, and no speed limit without a Speed Study showing that 85% of vehicles are traveling at that lower speed. Changes in land use and roadway design are needed to slow vehicles entering Glenwood. The Franklin Boulevard Concept would likely have an effect on speeds when built.

f. Improvements to storm drainage, including maintenance as well as reconstruction where needed.

1.3 The City should consult with Lane County about urban transition agreements, TransPlan, and abutting property owners to identify needed improvements and a means of financing them for collector and arterial streets in Glenwood. However, certain streets were transferred to the City that included Lane County payments through urban transition agreements to defray the cost bringing them up to standard. Lane County considers its obligation for those streets completed. Items to consider when improving streets are:

Relevance to TSP Update: Lane County does consider its obligation to improve collector and arterial streets under urban transition agreements completed. Lane County encourages annexation of roads, including Local Access Roads, under its jurisdiction in the Glenwood area.

a. Street improvements appropriate to the street's classification, including sidewalks, bike lanes if appropriate, improvements to storm drainage, and adequate street paving width; and

Relevance to TSP Update: The implementation of this policy is ongoing as development / redevelopment occurs throughout Glenwood. Many of the roads throughout Glenwood have not yet been improved to urban standards.

b. The possibility of controlling traffic traveling along Glenwood Boulevard to and from I-5, including deceleration lanes for the Lane County Solid Waste Facility and LTD.

Relevance to TSP Update: This policy has been implemented with construction of deceleration lanes for the Lane County Solid Waste Facility and LTD.

1.4 The City and State Highway Division should consider combining access points along Franklin Boulevard/McVay Highway and Glenwood Boulevard when reviewing new development proposals.

Relevance to TSP Update: The implementation of this policy is ongoing through development review of new land use applications by Springfield and ODOT. The SDC provides regulations for access points for new development and redevelopment on City streets, and ORS 734-051 provides for regulation of access points for new developments and changes in land uses on state highways. As properties in Glenwood develop and/or redevelop, they are subject to review of existing and new access points. In addition, the Franklin Boulevard Study was completed and endorsed by Springfield's City Council in March 2008. Implementation of this study will lead to future consolidation of existing access points along Franklin Boulevard.

2. Adopt a classification system for the streets in Glenwood that reflects the way streets currently function in the area.

2.1 The City and Lane County should consider collector designation for E. 22nd Avenue between Glenwood Boulevard and Henderson Avenue, for 17th west of Henderson, and for E. 19th Avenue (The only street Lane County has jurisdiction over is E. 19th Avenue).

Relevance to TSP Update: This policy has not yet been implemented, but street classifications will be considered as part of the development of Springfield’s local TSP update. It should be noted, however, that according to the Federally Designated Roadway Functional Classifications in TransPlan, some of these segments have already been designated as collectors. E. 17th Avenue is a county facility west of Glenwood Boulevard. There is a lack of connectivity of the county segment of E. 17th Avenue with other streets in Glenwood. Therefore, future discussion of the appropriateness of a collector designation for E. 17th Avenue should focus on the portion between Glenwood Boulevard and Henderson Avenue.

3. The City shall consider the feasibility of constructing a full freeway interchange at the intersection of Franklin Boulevard and I-5. The feasibility of a full interchange on I-5 at Franklin Boulevard was considered early in planning for the Willamette River Bridge. Development of a full interchange at this location was rejected due to its cost and potential environmental impacts.

Relevance to TSP Update: The I-5 Glenwood Area Planning Study is considering concepts for improved freeway access in the area between the Willamette River and the Glenwood Boulevard interchange.

4. Promote safe and convenient access for pedestrians, bicyclists, and disabled individuals with particular attention to access to Eugene and Springfield from the Glenwood area.

4.1 Pedestrian priorities should be established as follows:

a. The City should consult with the Oregon Department of Transportation to provide sidewalks along Franklin Boulevard, in conjunction with other improvements to this State highway.

Relevance to TSP Update: The implementation of this policy is ongoing through development review of new land use applications. The SDC provides regulations for sidewalk construction for new development and redevelopment. As properties in Glenwood develop and/or redevelop, they are subject to review of

existing and new sidewalks. Additionally, the Franklin Boulevard Study calls for improved sidewalk connectivity along Franklin Boulevard.

b. The City should support Lane Transit District's proposal to install a sidewalk along the east side of Glenwood Boulevard from Franklin Boulevard to E. 17th Avenue.

Relevance to TSP Update: This policy has been implemented, and a sidewalk is now in place along the east side of Glenwood Boulevard from Franklin Boulevard to E. 17th Avenue.

4.2 The City should establish a local bicycle route through Glenwood that parallels Franklin Boulevard. Its alignment would follow E. 17th Avenue from Glenwood Boulevard to Henderson, Henderson to E. 15th Avenue, E. 15th Avenue to Concord, and along a private alley owned by the Texaco Station (just south of their buildings) to Brooklyn. Both Glenwood Boulevard and Brooklyn Avenue have signals at Franklin to facilitate north and south movements. If it is not possible or feasible to use the alley between Concord and Brooklyn, an alternate route would be Concord to Franklin.

Relevance to TSP Update: While a local bicycle route has not been established through Glenwood as described in this policy, the E. 14th Street multi-use path has been completed and provides a bicycle route parallel to Franklin Boulevard from Glenwood Boulevard to Henderson Avenue. Further development of bicycle routes in the vicinity requires coordination with Lane County.

4.3 The City should establish a local bicycle route southbound through Glenwood: its alignment would follow the local route proposed under 4.2 above to 17th and Henderson avenues, then follow Henderson Avenue south to E. 19th Avenue, E. 19th Avenue to Nugget Way, and Nugget Way to the McVay Highway. This would be a temporary route until the McVay Highway is improved with bicycle lanes and would only be undertaken if further study indicates a low enough industrial traffic volume to avoid conflicts with bicyclists.

Relevance to TSP Update: This policy has not yet been implemented, and no new bicycle routes have been established along the route mentioned in this policy. Implementation of this policy requires coordination with Lane County.

4.4 Establish improvement priorities for bicycle routes into Eugene and Springfield as follows:

a. Extend the "Glenwood Connector" east along the sanitary sewer line alignment from I-5 along the north property line of Lane County's Solid Waste Facility site, and then out to Glenwood Boulevard.

Relevance to TSP Update: This policy has not yet been implemented, and no new bicycle routes have been established along the route mentioned in this policy.

b. Provide better access on the Springfield Bridge.

Relevance to TSP Update: This policy has been partially implemented. A bike lane has been striped on the eastbound Springfield Bridge. However, no designated bike lane has been striped on the westbound Bridge. Additional bike facilities leading to the Springfield Bridge have yet to be implemented.

4.5 Acquire through purchase or voluntary donation easements for pedestrian and bicycle access to and along the Willamette River through the Glenwood area as part of the development review process to provide for the planned South Bank Trail subject, however, to the provisions of the Greenway Goal protecting uses established as of the date of the adoption of this plan. Provide adequate security measures when the bicycle path is designed and constructed to ensure the public's safety and protection of private property.

Relevance to TSP Update: This policy has not yet been implemented, and no new easements have been acquired.

5. As the City assumes responsibility for street lighting in Glenwood, elimination of safety hazards caused by inadequate lighting of intersections shall be a priority.

5.1 The City should consult with the State Highway Division to improve street lighting at the intersection of Glenwood Boulevard and E. 22nd Avenue and the I-5 on and off ramps.

Relevance to TSP Update: This policy has not yet been implemented, and no new lights have been installed yet in these locations.

5.2 The City should consult with the Glenwood Water District to review other street lighting needs in Glenwood.

Relevance to TSP Update: This policy has been partially implemented. As development / redevelopment have occurred, Springfield staff has coordinated with Glenwood Water District on lighting needs in Glenwood. However, additional coordination will be needed.

5.3 As Glenwood is annexed to Springfield, other appropriate intersections should be added to the City's streetlight list.

Relevance to TSP Update: The implementation of this policy is ongoing. Much of Glenwood still has not yet been annexed. As annexations have occurred, intersections have been evaluated to add to the City’s streetlight list.

6. Encourage Lane Transit District to continue to provide convenient transit service to Glenwood.

Relevance to TSP Update: This policy has been implemented with the establishment of LTD’s EmX route through Glenwood. Currently, EmX has multiple stops along Franklin Boulevard in Glenwood, providing convenient transit service to Glenwood. LTD also provides weekday bus service on McVay Highway.

7. Recognize and promote the availability of rail service to industrial properties as an asset in Glenwood.

Relevance to TSP Update: The implementation of this policy is ongoing as industrial properties redevelop/develop in Glenwood.

SUBAREA 6 – RIVER INDUSTRIAL

3.2 Any development on the south side of Franklin Boulevard should consolidate access points and consider providing a frontage street. This policy has not yet been implemented. Traffic safety in this area will be addressed when development / redevelopment occurs.

SUBAREA 8 – RIVER OPPORTUNITY AREA

3. All development proposals within the GR Plan District shall include an application for annexation and annexation agreement, where necessary, as determined by the director.

Relevance to TSP Update: Lane County encourages the annexation of roads, including Local Access Roads, under its jurisdiction in the Glenwood area.

12. Development proposals within the GR Plan District shall be consistent with the Glenwood Specific Area Plan regarding access, circulation, pedestrian and transit amenities, and allocation of commercial, residential and public uses. Proposals which seek to amend these elements of the Glenwood Specific Area Plan shall be subject to the Master Plan Modification requirements in Article 443 of the SDC.

Relevance to TSP Update: No development proposals have been submitted for the GR Plan District. Requirements of the GR Plan District will be revised as part of the Glenwood Refinement Plan Update Project.

13. The Franklin Blvd. design and alignment shown in the Glenwood Specific Area Plan is conceptual only and not an adopted alignment. Development proposals along Franklin Blvd. shall adhere to the existing setback standards outlined in SDC [Sections 4.3-110 and 115], until such a time that an alignment and streetscape design for Franklin Blvd. is adopted by the City Council.

Relevance to TSP Update: The implementation of this policy is ongoing through development review of new land use applications. The SDC provides regulations for building setbacks for new development and redevelopment. As properties in Glenwood develop and/or redevelop, they must adhere to setback requirements. In addition, the Franklin Boulevard Study, which provides more direction regarding alignment and design, is complete and was endorsed by Springfield's City Council in March 2008.

14. The Franklin/ McVay Highway intersection illustrated in the Glenwood Specific Area Plan is conceptual and not an adopted alignment. Development proposals that affect the intersection shall coordinate with ODOT and the City, until such a time that an intersection design is adopted by the City Council.

Relevance to TSP Update: This policy has not yet been implemented since no new development has occurred adjacent to the intersection. A conflict between the Glenwood Specific Area Plan street layout and the 2008 Council-approved Franklin Boulevard concept was reconciled as part of amendments to the Springfield Development Code in 2008.