

LTD: (From CEO Jameson Auten)

1. Now that LTD and the City of Eugene have agreed to change the planning status for River Road from EmX to Enhanced Corridor:

- a. **What are the next steps to accomplish active transportation goals for River Road?**

Response: The roadway jurisdictional owner, City of Eugene, is responsible for implementing planned active transportation improvements along River Road. In their presentation to Eugene City Council on June 10, 2024, Eugene staff indicated a continued firm commitment to implement protected bike lanes and safe pedestrian crossings on River Road. Next steps may include seeking out grant funding to refine design and location of active transportation improvements and may also include opportunistic and incremental implementation of improvements at individual locations.

- b. **What will LTDs role be in facilitating those goals?**

Response: LTD recognizes the importance of the provision of safe and comfortable all-ages/abilities active transportation facilities to access our fixed route services, especially on our core routes such as the 51, 52, and 55. LTD and City of Eugene staff will collaborate on the planning and implementation of active transportation improvements, particularly as they relate to transit access and in support of transit ridership. If the City of Eugene decides to pursue grant funding, LTD will provide a letter of support, will provide feedback on a scope of work, will provide relevant data, and will participate at a technical level on a funded project.

- c. **Although the River Road/Santa Clara Neighborhood Plan was adopted without creating a Special Area District to achieve Transit Oriented Design, we did identify Nodes that we hoped will be served by improved transit stops along River Roads, stops that differed from the proposed stops LTD has identified in the EmX proposal. What is the best way to provide those to you to consider in future planning for the Enhanced Corridor planning?**

Response: In addition to accepting suggestions for modified stop locations and stop improvements via email, LTD planning staff are available to meet with you to learn about your analysis and recommendations. We plan to fully engage communities as we identify system options for improvement. LTD will embark on development of a new Long Range Mobility Plan (LRMP) later this year – this is an opportune time to hear suggestions such as these to inform future planning work.

2. **The RRCO board requested that LTD consider our Neighborhood Action Plan as you move forward to sell your excessed Station property on River Avenue. Please tell us what leeway you have in selling the property and how that affects your ability to consider our requests.**

Response: Given the property was acquired in 2008 utilizing Federal Transit Administration (FTA) funding; the process to sell is prescribed by FTA such that it is fair and equitable to any interested party.

- The solicitation must be competitive and seek highest return
- The sale must be at or above the appraised value
- The property will be appraised and then reviewed by yet another appraiser to ensure the value is sound
- LTD will obtain the services/expertise of a local broker (not yet hired, may have additional ideas for creative solicitations and purchase scenarios that meet FTA's requirements)
- The broker is an independent contractor that will advise on market value and other comparables, advertise, evaluate offers presented and make recommendations, negotiate on behalf of LTD, and other applicable broker duties
- LTD can encourage interested buyers to consider the RRCO Neighborhood Plan
- LTD has little to no role in development after a sale is executed
- Development would be subject to any adopted land use regulation

3. Is LTD looking at any short term or long-term changes in current RRCO route locations or times/frequency of service?

Response: LTD is conducting a Comprehensive System Analysis, otherwise known as the System Review project now. Analysis and input gathered through this project will result in short and long-term recommendations to routes across the system, including the 51 and 52. You can access project details and provide input by visiting the project website here:

<https://www.ltdsystemreview.org/> Draft recommendations for River Road routes follow:

Route 51 – Santa Clara ([PDF](#))

Short- and Long-Term: Change downtown alignment in conjunction with changes to Route 40 and adjust arrival and departure times at Eugene Station to provide consistent and frequent service with Route 52 between downtown Eugene and Santa Clara Station. No changes to how late or early buses run.

Route 52 – Irving ([PDF](#))

Short- and Long-Term: Change downtown alignment in conjunction with changes to Route 40 and adjust arrival and departure times at Eugene Station to provide consistent and frequent service with Route 51 between downtown Eugene and Santa Clara Station. No changes to how late or early buses run.

Route 55 – North Park ([PDF](#))

No changes are recommended for Route 55.

4. Are there any active opportunities for input on LTD issues we should be aware of?

Response: Yes! As mentioned above, the System Review project is accepting feedback now through June 30th via the project website: <https://www.ltdsystemreview.org/>. Later this year, LTD will embark on an update to the [2014 Long Range Transit Plan](#). This update, funded by a [Transportation and Growth Management \(TGM\) grant](#) will include a robust public engagement process and will result in a new Long Range Mobility Plan to guide investments over a 20-year

time horizon. Additionally, the LTD Board accepts public comment on any topic in person or via a hybrid meeting option at their monthly meetings.

Lane County: (From Cassidy Mills Interim Transportation Planning Supervisor)

- 1) The Lane County Transportation System Plan (2017) lists the following projects for the River Road Area

For each please share the status of the project, next steps, links to any online info and other info we should know.

Construct neighborhood greenways (separated multiuse path facilities for the following streets:

- a) Project 57 Grove Street from Silver Lane to Howard Avenue
- b) Project 84 Horn Lane and N. Park Avenue to River Road
- c) Project 93 Lake Drive/N. Park Avenue from Howard Road to Horn Lane
- d) Project 111 Park Avenue (North) from Maxwell Road to Horn Lane

Response: The projects identified in the River Road Area (57, 84, 93,111) were co-adopted from the City of Eugene's TSP; however, new requirements pertaining to the Climate-Friendly and Equitable Communities (CFEC) rules will result in revisions to the City of Eugene's TSP. Additionally, the City will be adopting updated street standards in late 2024. As such, we anticipate that the City will adjust/alter projects listed in their TSP, which will inform what the County co-adopt

- 2) **Are there any active opportunities for input on transportation issues we should be aware of re there any other projects we should be aware of and what is their status?:**

Response: See 1 above.

- 3) **Are there any active opportunities for input on transportation issues we should be aware of?**

Response: The County does not have any active opportunities for input on transportation issues in the River Road community but we are continuing to partner with the City to elevate any transportation concerns brought to our attention.

4J School District Safe Routes to School: (From Sarah Mazze Safe Routes To School Coordinator)

1. **Please bring us up to date on the status of Safe Routes to Schools projects on Howard Avenue and Hatton Road as well as any safety changes (striping, speed limit, etc.) to West Hilliard.**

Response: The City will best be able to provide an update on this, as it's their project, but I believe Howard construction of a separated walking/biking area on the south side of the street is happening this summer. The last thing I saw from them were the 90% designs, which are almost the final designs, but I haven't heard any construction schedule. I just asked Catherine Rohan for an update but got an

autoresponder that she's out until the 25th, at which point I'll be out of town. I don't know of anything planned for Hatton. Here's what Rob Innerfeld said about W. Hilliard,

"The city intends to conduct a speed study this spring to determine whether West Hilliard Lane qualifies for traffic calming such as speed cushions or speed humps according to the city's traffic calming procedures.

Consistent with your request, the city plans to remove the school zone on W. Hilliard and replace the "School Zone 20 mph 7-5" signs with "SPEED LIMIT 20" signs that are in effect all the time.

At this time, we do not plan to remove the centerline on W. Hilliard but the city will no longer restripe it and it will eventually fade out.

Regarding pedestrian safety issues at the intersection of Hilliard and River Road, we plan to discuss this more internally and will let you know if we intend to make any changes.

2. What are the plans for a bike/ped access to North Eugene High School from Kourt Drive?

Response: The school district is working on a paved connection. The County was not certain if they were okay with us paving the section that would be in the right of way. I just heard back from our Facilities Director that our designers are working on some updates to the design for the Kourt St connection in response to comments from the County. They seem pretty straightforward (concerning drainage primarily) and so it seems like this project is moving forward. I hope (but don't know) that it will be completed this summer.

3. What other potential projects are you considering?

Response: Grove Street is something I've been working with Kelly and North students on gathering info on community perceptions. They created a survey that you could share, at this link: <https://forms.gle/Ups52JvXzrecxgo97> The City and County have been looking at whether there could be improvements made using quick build funds that are available in the metropolitan area right now. But, they might not be enough. The design is still being discussed as well. Another project that the City is interested in gathering community sentiments on is a bike/ped bridge over the Beltline. I've provided input on a survey.

4. How can we help you get the word out about safe drop-off/pick up behavior at schools in the RRCO area?

Response: Before the school year starts, in late August or in early September, you could put info in your newsletter that I can give you.

5. Is there any other future planning you are considering that we should be aware of?

Response: The discussion is ongoing around River Road itself. At the Vision Zero summit a week or two ago, I was struck by the fact that River Road has had 9 pedestrian fatalities in recent years, which is double the amount on other High Crash Corridors. Now that EmX isn't planned for River Road, I'm hopeful that the City can

break out of the inertia that seemed to be happening with the Moving Ahead process. Part of the problem seems to be funding though. Logan told me that the City continues to apply for ARTS grants (safety improvements) from the state for River Road, and that they keep scaling them back in hopes of getting something approved. So, the most recent proposal is fairly modest (I'm afraid I can't recall exactly what it would provide). But, given the statistics on River Road, I think it's imperative that improvements are made to make it safer for people walking, in particular.

Eugene Transportation Planning (No response received at time of compilation)

1. Eugene Transportation Planning Projects (mostly from City's Websites). For each please share the status of the project, next steps, links to any online info and other info we should know:
 - a. Move EUG Funding Proposal
 - i. Elkay Dr and River Road Ped Crossing
 - ii. River Road Safety Street Lighting
 - b. River Road at Hatton: SRTS Crossing Project
 - c. **Howard Avenue Safety Project** <https://engage.eugene-or.gov/howard-avenue-srts>
 - d. River Road Santa Clara Bicycle and Pedestrian Bridge
 - e. Moving Ahead River Road: What is the plan to accomplish the active transportation goals originally in LTD's proposal such as protected bikeways on River Road and additional signalized ped crossings. How will LTD and the City of Eugene coordinate on these goals?
2. What is the current status and next steps for Eugene & ODOT's proposal to construct a local arterial bridge from Beaver Street to Delta Highway?
3. Additionally, can you bring us up to date on planning initiated by neighbors on Horn and Hilliard?
4. Finally, can you let us know what other projects you are considering for our neighborhood?
5. We recently observed that restriping was/is being done on River Road between Beltline and Approximately Corliss. What was the objective for this project? Will it be extended further south and if so, when? Why wasn't the project contracted to occur at night when traffic was less congested?
6. Are there any active opportunities for input on transportation issues we should be aware of?
7. Do you have more recent data than the crash data LCOG shows for 2022 at <https://www.lcog.org/thempo/page/crash-data-mapping>? In any case, what trends are you seeing?

8. Is there a person in your program who can serve as a contact for things Eugene Transportation Planning for RRCO?