

Transportation Action Items

Goal 4: Implement a transportation system that is designed to be safe for all users.

4.1 Safety and Accessibility: Improve safety and accessibility for people walking, biking, and using mobility devices.

4.1.1. Implement Safe Routes to Schools program (SRTS) working with 4J and Bethel SRTS, City of Eugene and Lane County.

a. Promote the construction of bike lanes/paths and sidewalks on main routes to schools.

b. Provide pedestrian/bike bridge over Beltline in a location West of River Road to improve quality of access to North Eugene High School.

4.1.2 Implement protected pedestrian and bike lanes that address evolving neighborhood needs and increase access to services for all.

a. Adopt new street standards that allow for more flexible sidewalk and bike lane design, and natural swales that clean stormwater, provide wildlife habitat, and ensure longevity.

b. Major Collectors: Separate bike lanes from traffic along River Road and on major corridors using buffered or protected lanes.

c. Local Streets: Use pavement markings and signage to identify walking, bicycling, and driving spaces on local streets, where appropriate.

d. Develop a plan and install a system of walking and bicycling wayfinding signs throughout RR/SC.

4.1.3 Sidewalks: Inventory needs for sidewalk infill and seek funding/ incentives for prioritized infill projects. Share inventory and priorities with City and County on a regular basis.

a. Communicate with adjacent property owners when designing and constructing new sidewalks. Provide opportunities for input as the design allows.

b. Allow neighborhood pathways in alleys, right of way, etc. that connect discontinuous streets for cyclists and pedestrians.

c. Respect neighborhood character, increase access to services for all, and ensure public safety.

d. Improve lighting to make biking and walking safer (emphasis in Santa Clara).

4.1.4 Crosswalks: Mark crosswalks on major corridors and collectors with pavement markings

a. Plan for ADA approved crosswalks at regular intervals along River Road.

b. Encourage installation of user-activated pedestrian signals near schools, where appropriate, for example across Spring Creek at Aubrey Park Elementary School.

c. Install crosswalks at bus stop amenities and river access streets.

4.2 Riverfront Paths: Improve safety enhancements and amenities along riverfront shared use paths.

4.2.1 Create lighted, paved pedestrian and bicycle access to the path from the neighborhoods. Prioritize connections to commercial areas, integrate with bus stop locations, transit oriented development, and provide access for people with disabilities.

4.2.2 Create interactive features (signage, placards, maps, etc.) at intervals along the paths, and on the streets leading to the river path.

4.2.3 Install motion activated lighting along pathway.

4.2.4 Install emergency call boxes along pathway.

4.2.5 Explore methods for providing surveillance and more frequent police patrolling of pathway.

4.2.6 Build path in manner that provides a smooth travel surface.

4.2.7 Create a mechanism by which travelers can voluntarily contribute funds for the pathway (i.e., fee boxes).

4.2.8 Support development of access paths/trails from river path to businesses on River Road.

4.2.9 Ensure all paths and access points are maintained for use including the removal of vegetation and debris.

Goal 5: Promote a connected and efficient multi-modal transportation system that is equitable and affordable and addresses congestion on River Road.

5.1 Regional Transportation Network: Work towards convenient, equitable, and affordable access to a regional pedestrian, bicycle, transit and vehicle network throughout the River Road and Santa Clara neighborhoods.

5.1.1 Lane County and the City of Eugene meet periodically with the Santa Clara Community Organization and the River Road Community Organization to gather input on prioritizing major transportation projects in the neighborhoods.

5.1.2 Collaborate to fully implement the Eugene Transportation System Plan improvements recommended for River Road and Santa Clara areas and assess future gaps and needs.

5.1.3 Create bike/pedestrian paths to give access to the Willamette River in Santa Clara to connect the neighborhood to the rest of the path system throughout the city.

- a. Complete the connection of the West Bank Bike Path through Santa Clara from Beltline north to the UGB and beyond.
- b. Implement redesign of Beaver-Hunsaker to ensure safety for all modes of transportation.

5.1.4 Improve Beltline area interchange for safety and mobility.

- a. Support the Beltline Facility Plan which calls for a new multimodal local arterial bridge over the Willamette River north of Beltline.

5.1.5 Increase use of Northwest Expressway for through traffic through transportation improvements.

- a. Encourage traffic to reroute to NW Expressway through wayfinding signs on major corridors.

5.2 Transit: Support affordable public along River Road from the UGB to the rest of Eugene in collaboration with Lane Transit District

5.2.1 Build an EmX line or enhanced transit corridor for high volume streets with stops at active commercial locations (Santa Clara Station included).

5.2.2 Promote addition of, or relocation of LTD transit stops especially at high-density residential, commercial areas and schools.

5.2.3 Provide timely schedules for public transportation systems that are responsive to residents' needs.

5.2.4 Provide increased access and opportunities to transit for people with disabilities.

5.2.5 Pave bus stops to meet ADA standards.

5.3 Active Transportation to Commercial Centers: Expand active transportation networks that connect neighborhoods to their adjacent commercial areas, schools, and community gathering spaces.

5.3.1 Provide safe and accessible pedestrian walkways to active commercial areas and high-density residential developments.

5.3.2 Provide safe access from Division to Fred Meyer and Santa Clara Shopping Center to make access effective and safe for all modes of transportation.

5.3.3 Install, enhance, and maintain safe and secure bike parking at commercially developed areas.

5.3.4 Encourage transit and active transportation opportunities for area farm stands, particularly those north of the Urban Growth Boundary.

5.3.5 Provide zoning that reflects the development and implementation of the walkable neighborhood centers policy and encourage the design of commercial areas (through

code and design overlays) that support and prioritize active transportation access. (See Land Use for details.)

5.3.6 Enable more shared parking among adjacent businesses and reclaim unneeded spaces for other pedestrian uses.

5.4 Traffic Management: Prioritize transportation infrastructure improvements to support the traffic flow and enhance safety objectives.

5.4.1 Promote vehicle and pedestrian safety through enforcement of speed limits on River Road and connectors throughout River Road and Santa Clara.

5.4.2 Work with City, County and State law enforcement agencies to monitor traffic flow during peak hours.

5.4.3 Update signal timing for entirety of River Road.

5.4.4 Increase functionality of Northwest Expressway by improving entrance and exit access and appropriate traffic control devices.

5.4.5 Reduce number of vehicular accesses to River Road businesses by using shared driveways or existing side street accesses.

5.4.6 Investigate increasing options for north/south traffic flow east of River Road in Santa Clara.

5.5 Public Right-of-Way Management: City and County will continue to cooperatively work towards addressing jurisdictional issues in the right of way, including parking, maintenance, street improvements, and annexation issues.

Goal 6: Plan for a transportation system that is future oriented, environmentally responsible, and transitions to zero carbon.

6.1 Zero Carbon: Transition transportation system toward zero carbon by prioritizing improvements that support seamless connections for switching between modes, active transportation options, ride sharing, and electric vehicle use.

6.2 Education and Youth Engagement: Educate current and future users of the transportation system about active transportation options and transit, tapping in to existing resources like Safe Routes to School and City of Eugene youth recreation programs.

6.2.1 Secure sustainable funding for bus passes for all students to schools in our districts.

6.2.2 Provide education and awareness programs and school-based transportation options (such as Safe Routes to School).

6.3 Future Transportation Needs: Support a transportation system that responds to the long-term needs of the River Road and Santa Clara neighborhoods.

6.3.1 Conduct a “long term transportation needs analysis” for all major and minor arterial streets and collectors.

6.3.2 Require all large commercial spaces and multi-family housing to conduct traffic impact analysis for permit issuance based on present and future anticipated traffic volume. Assess parking space requirements periodically.

6.3.3 Consider reducing parking requirements for commercial areas if they meet criteria that lower traffic impacts.

6.3.4 Autonomous vehicles: Encourage commercial areas to plan for future needs, including the potential reduction of parking areas needed for customers.

6.3.5 Prioritize reduction of vehicle miles traveled (VMT) in future River Road/Santa Clara development.

6.3.6 Ensure appropriate environmental analysis and mitigate noise impacts, where reasonable and feasible, in residential neighborhoods adjacent to highway expansion or other Type 1 improvement projects.²

6.4 Street Design: Apply appropriate design standards to address the distinct types of travel lanes typical of the River Road and Santa Clara neighborhoods, consistent with City and County guidelines.

6.4.1 Prohibit allowance of private streets in new developments.

6.4.2 Where feasible, transition private streets to City or County public maintenance.

6.4.3 Amend Eugene and Lane County street classification systems and standards to include new standards for unimproved lanes typical in River Road and Santa Clara.