

**Central Lane MPO  
Regional Transportation  
Work Plan  
UPDATE TO LCDC**

November 5, 2009

November 2009

EXHIBIT: 24 *Item 9*  
LAND CONSERVATION & DEVELOPMENT  
COMMISSION  
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SUBMITTED BY:





# Overview

- Work Plan Context
- Concurrent Projects/Processes
- Work Flow Diagram
- Schedule/Phasing
- Dependencies
- Work Plan Progress
- Performance Measures
- Next Steps

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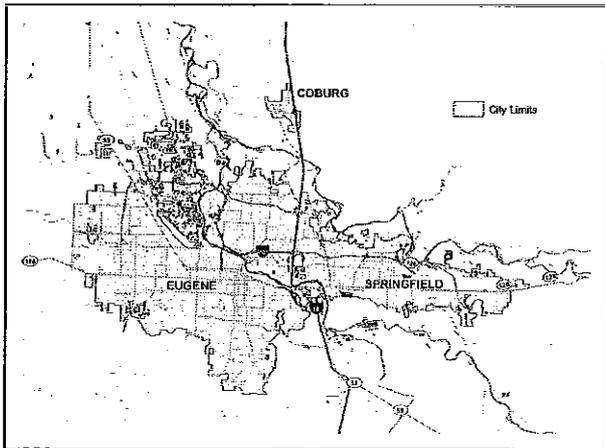
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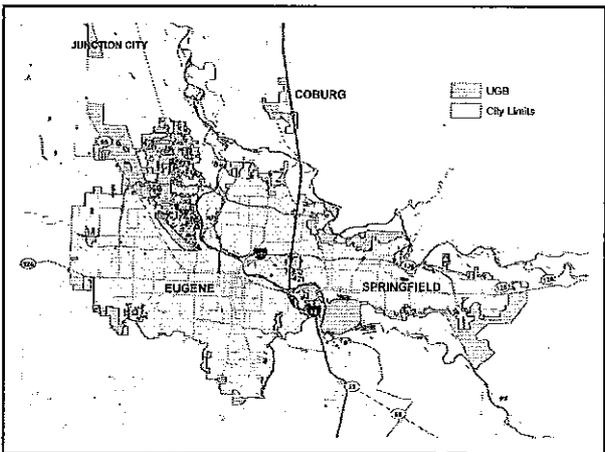
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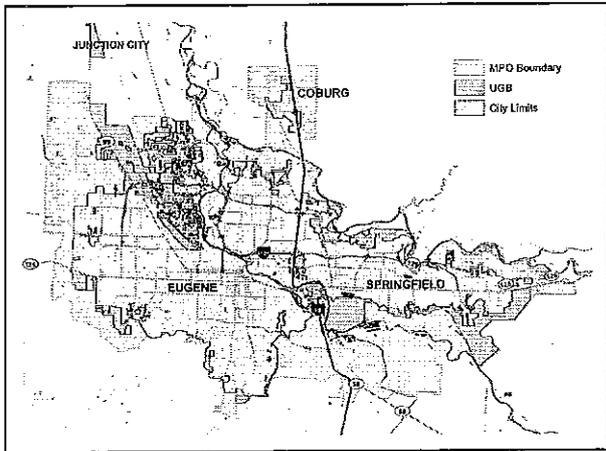
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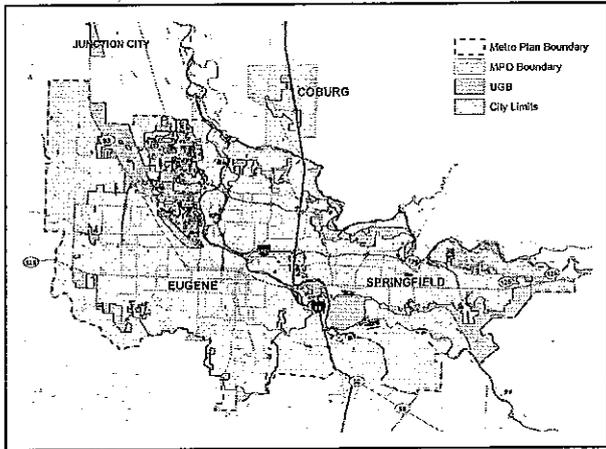
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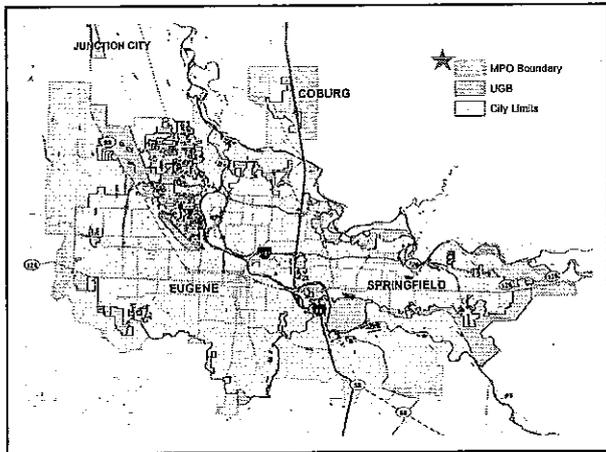
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## Work Plan Progress

### Transportation Planning

- Developed RTSP *Management Plan* integrating RTSP, TSPs, RTP and relevant planning projects. Defined boundary conditions and developed preliminary framework.
- Developing components and schedule for integrated *public involvement* program.
- Initiating Long Range *Transit Plan* (LTD) and *Regional Transportation Options Plan*.
- Completed *West 11th Corridor Study*.
- Completed *West Eugene Collaborative* process.

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## Work Plan Progress

### Related Land Use Planning

- Completed Lane County *Coordinated Population Forecast*.
- Preparing *METRO PLAN* work plan and seeking funding; JEO have discussed new framework.
- Springfield *HB 3337* work progressing; Completed residential lands determination; Council hearing scheduled for 11/16; Public hearings for establishment of UGB scheduled for mid-2010.
- Eugene *Comprehensive Lands Assessment* nearing completion.
- *Razor Concept Plan* complete; Drafting Walnut Station implementing plan.

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## Work Plan Progress

### Performance Measures

- Assess existing performance measures in *TransPlan*.
- Estimate Vehicle Miles Traveled (VMT)/capita for 2004, 2015 and 2031.
- Complete reporting on *TransPlan* benchmarks for 2005, including qualitative discussion about nodal implementation.
- Begin development of performance measure position paper.

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## Work Plan Progress

### Performance Measures

- Undertake additional performance measure assessment and reporting at city level.
- Identify potential additional actions/procedures for successful performance measure implementation.
- Consider and develop adjustments to performance and/or implementation measures to achieve benchmarks.
- Consider modified benchmarks and performance measures for the extended planning period.

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## 2005 Benchmarks

- Percent Non-Automobile Trips
  - 2005 Benchmark 15%
  - Actual 15.77%
- Percent Transit Share
  - 2005 Benchmark 6.8%
  - Actual 7.1%
- Priority Bike Path Miles
  - 2005 Benchmark 15 miles
  - Actual 24.7 miles

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## 2005 Benchmarks

- Acres Zoned for Nodal Development
  - 2005 Benchmark 1,000 acres
  - Actual 1,314 acres
- Percent of Dwellings Build in Nodes
  - 2005 Benchmark 2.5/5.6%
  - Actual 6.4/9.7%
- Percent New Employment in Nodes
  - 2005 Benchmark 10.0/18.1%
  - Actual 41.2/44.6%

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## Accomplishments

- **Downtown**  
*Visioning, Master Plan, Zoning, Urban Renewal Districts, Property Tax Exemptions, Transit and Pedestrian Improvements*
- **New Bike Standards**  
*Miles of New Lanes*
- **Specific Area Plans**
- **New Mixed Use and Custom Zone Districts**
- **Demand Management**
- **Bus Rapid Transit (EmX)**



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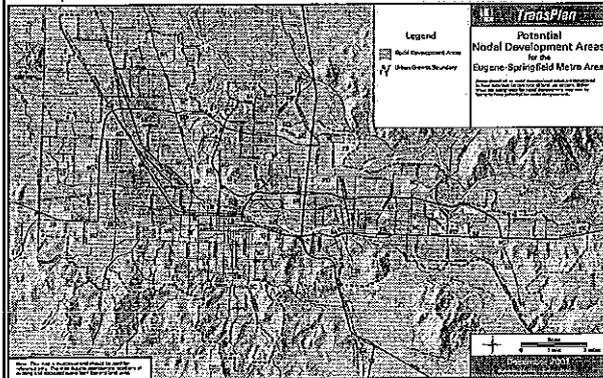
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## Nodal Development Areas



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## Nodal Development Areas



RIVERBEND



CRESCENT VILLAGE



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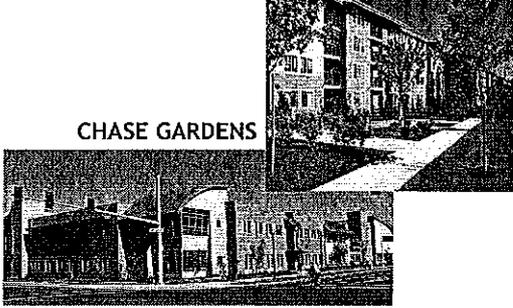
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## Nodal Development Areas

CHASE GARDENS



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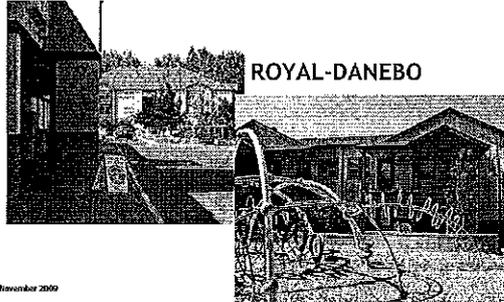
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## Nodal Development Areas

ROYAL-DANEBO



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## Nodal Development Areas

BARGER -  
BELTLINE



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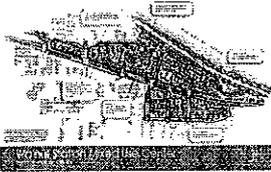
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# Nodal Development Areas

## WALNUT STATION



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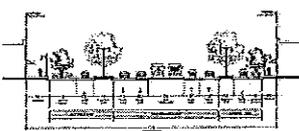
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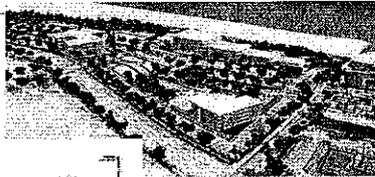
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# Nodal Development Areas

## GLENWOOD



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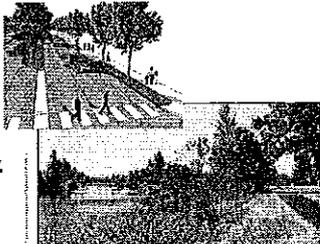
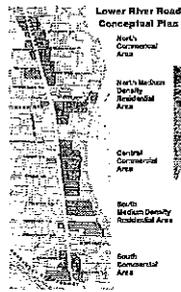
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# Nodal Development Areas

## LOWER RIVER ROAD



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## Nodal Development Areas



ROYAL AVENUE



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## Alternative Modes



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## Lessons Learned

- The Eugene-Springfield Metropolitan Area is doing well
- Ability of government to move local market overestimated
- Zoning doesn't create nodes—may hinder
- Predetermining nodal areas too limiting
- Flexibility and incentives needed
- Slow growth, economy altered expectations, local resources
- Smaller steps count
- Future funding is uncertain

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	<h2 style="margin: 0;">Next Steps</h2>
	<p><b>PERFORMANCE MEASURES</b></p> <ul style="list-style-type: none"> <li>■ Confirm state benchmarks (VMT or GhG?)</li> <li>■ Pursue funding needed for technical analysis</li> <li>■ Focus on smaller scale infill, commercial opportunities, design standards, pedestrian amenities</li> <li>■ Reduce reliance on pre-determined nodal areas</li> </ul> <p style="font-size: small; margin-top: 10px;">November 2009</p>

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	<h2 style="margin: 0;">Next Steps</h2>
	<p><b>REGIONAL TRANSPORTATION WORK PLAN</b></p> <ul style="list-style-type: none"> <li>■ Refine RTSP decision-making structure</li> <li>■ Conduct preliminary policy review</li> <li>■ Identify potential performance measures</li> <li>■ Finalize public involvement plan</li> </ul> <p style="font-size: small; margin-top: 10px;">November 2009</p>

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	<h2 style="margin: 0;">Next Steps</h2>
	<p><b>LCDC REPORTING</b></p> <ul style="list-style-type: none"> <li>■ <b>Check-In #1: Performance Adjustments</b> <i>Projected for 4th Quarter 2009</i></li> <li>■ <b>Check-In #2: Springfield TSP</b> <i>Projected for 2010</i></li> <li>■ <b>Check-In #3: RTSP Draft Policies</b> <i>Projected for 2011</i></li> <li>■ <b>Check-In #4: Eugene TSP</b> <i>Projected for 2012</i></li> <li>■ <b>Check-In #5: RTSP</b> <i>Projected for 2013</i></li> </ul> <p style="font-size: small; margin-top: 10px;">November 2009</p>

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