

2024 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2024 Application Packet](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 31, 2024 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Response instructions are on page 9 of the 2024 Application Packet.

Primary applicant jurisdiction

Mailing address

Address Line 1

Address Line 2

City

State

Zip Code

Website

Contact person name

First

Last

Contact person title

Associate Transportation Planner

Contact phone

(541) 501-0351

Contact email

TSharma@eugene-or.gov

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Rob

First

Inerfeld

Last

Title of above named person

Transportation Planning Manager

Phone

(541) 682-5343

Email

RInerfeld@eugene-or.gov

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

Upload your resolution or authorized letter with associated meeting minutes from the governing body of applying jurisdiction(s) here:

Letter of Authorization City Manager TGM 2024.pdf

240610_ws.pdf

PDFs only. Max 2mb per file.

Project information

Response instructions are on page 10 of the 2024 Application Packet.

Project title

River Road Multimodal Corridor Plan

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

TGM Study Area 24.pdf

PDFs only, 1 file maximum, 2mb file size limit.

Option 2: Project area description

River Road corridor from Beacon Drive to Northwest Expressway

ODOT region (1-5)

Region 2

Refer to the region map if you are unsure of your region.

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning
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Summary description of project

The River Road Multimodal Corridor Plan aims to create a community-based, refined corridor plan to implement safety & mobility improvements along the River Road corridor in Eugene, Oregon. Building on the recently adopted River Road-Santa Clara Neighborhood Plan & the MovingAhead alternative, this project will enhance transportation options for historically disadvantaged neighborhoods. The plan will evaluate transit priority investments, protected bike lanes, improved intersection controls, enhanced pedestrian crossings, & other elements to make the corridor safer & more accessible. Securing a TGM Category A grant, will help prioritize & phase projects, strategically plan funding, & refine multimodal projects from the Transportation System Plan. The desired outcome is an implementable corridor plan that transforms River Road into a community asset, improves transportation options, & addresses the high crash rates, benefiting low-income households & ensuring safe routes to local schools.

Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)

Project cost table

Response instructions are on page 11 of the 2024 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$200,000.00	Local reimbursement 	Total TGM funds requested \$200,000.00
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Local match	Minimum Match (Calculated) \$22,890.89 <i>Approximately 11.5% of requested funds</i>
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Match to be provided	Labor, supplies and services during project \$22,890.89	Payment when Intergovernmental Agreement is signed
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Total Match to be Provided
\$22,890.89

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The application demonstrates the proposed project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM Objectives.

Response instructions are on page 13 of the 2024 Application Packet.

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?

The proposed River Road Multimodal Corridor Plan reflects current opportunities and addresses critical transportation issues in Eugene, Oregon, focusing on safety, accessibility and comprehensive multimodal transportation options, and equity.

Current Opportunities:

The vision of the newly adopted River Road-Santa Clara Neighborhood Plan is for an integrated system that supports economic opportunity and access. This plan reflects extensive community engagement and presents a unique opportunity to act on those collective goals to translate priorities into tangible improvements.

MovingAhead, a partnership project between the City of Eugene and Lane Transit District (LTD), envisions transit-supportive improvements along River Road including enhanced bus stops, transit priority lanes, and safer pedestrian crossings. The newly updated MovingAhead alternative allows for a phased approach that can address previous concerns surrounding the EmX alternative and provide a more incremental and community-aligned transit solution. LTD will continue to be a vital partner in refining plans to support frequent, reliable transit service in the corridor.

Safety Concerns:

River Road has been identified as one of Eugene's high crash corridors in the 2024 Vision Zero update. This designation highlights the urgent need to reduce traffic accidents and improve overall safety for all road users, including pedestrians, cyclists, and motorists. The plan aims to mitigate these risks by planning for protected bike lanes, enhancing intersection controls, and improving pedestrian crossings.

Several public schools are situated along the River Road corridor, making it a critical area for Safe Routes to School improvements. Ensuring the safety of students traveling to and from school is a top priority, and the plan will address this by creating safer walking and biking routes. Many students in this area must navigate River Road to get to school, including traveling through the highway interchange with Beltline Highway.

Accessibility Challenges:

There is a pressing need to improve the corridor's infrastructure to support multimodal transportation options. Currently, the corridor lacks adequate facilities for people walking and biking, making it difficult for residents to choose active transportation modes over driving. By enhancing bike lanes and pedestrian pathways, the plan will promote walking and biking, reduce reliance on single-occupancy vehicles, and contribute to a more sustainable transportation system.

Traffic delay and congestion, especially at the Beltline interchange, make public transportation a less reliable and attractive option for Santa Clara and River Road neighborhood residents

Equity Disparities:

A significant portion of the project area runs through neighborhoods identified by the USDOT as historically disadvantaged. Improving the corridor's transportation infrastructure will enhance access to essential services and destinations.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box

to manually expand it.)

What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?

The proposed project addresses critical transportation & land use issues in Eugene. Below are the project objectives and their alignment with the TGM goals:

Enhance Safety

Issue: River Road is identified as a high crash corridor in the 2024 Vision Zero update. School access issues are critical, with many students navigating this busy road. Objective: Implement protected bike lanes, enhance intersection controls, and improve pedestrian crossings to reduce traffic crashes and ensure safer routes for students. This supports TGM Goal 1 to provide transportation choices that enhance safety, mobility, and connectivity for all users.

Improve Multimodal Transportation Options

Issue: The corridor currently lacks adequate facilities for pedestrians and cyclists, limiting active transportation options. Objective: Enhance bike lanes and pedestrian pathways to promote walking and biking, reducing reliance on single-occupancy vehicles and contributing to a sustainable transportation system. This supports TGM Goal 1.1 to increase opportunities for people to walk, bike, and use transit by improving infrastructure.

Expand and Improve Transit Services

Issue: Recent revisions in the MovingAhead Locally Preferred Alternative shifted River Road from EmX to an Enhanced Corridor, providing an opportunity to implement flexible, incremental transit solutions. Objective: Develop a phased approach to transit improvements such as bus-and-turn (BAT) lanes that support frequent and reliable transit services. This supports TGM Goal 2 to create vibrant communities by providing transportation choices and integrating land use and transportation planning.

Address Equity Disparities

Issue: A significant portion of the project area runs through historically disadvantaged neighborhoods with a high presence of low-income households relying on public transit, biking, and walking. Objective: Enhance access to essential services and destinations by improving the transportation infrastructure, thus bridging the equity gap. This supports TGM Goal 3 to promote equity by providing transportation choices that improve access for disadvantaged communities.

Integrate Community Priorities and Engagement

Issue: Extensive community engagement for the River Road-Santa Clara Neighborhood Plan has provided clear transportation priorities. Objective: Ensure the refined corridor plan reflects community needs by involving collaborative public engagement. This supports TGM Goal 4 to ensure that transportation and land use planning decisions reflect community needs and priorities through public involvement.

Economic Vitality

Issue: The need to support local businesses and attract new investments through improved transportation infrastructure. Objective: Create a functional transportation corridor that supports local economic growth. This supports TGM Goal 5 to foster economic growth by improving transportation infrastructure and promoting efficient land use.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box

to manually expand it.)

Criterion 2: Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in local conditions or in federal regulations, state requirements, or regional plans
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 15 of the 2024 Application Packet.

Why is it important to do the proposed project in this grant cycle?

The proposed River Road Multimodal Corridor Plan is crucial to undertake in this grant cycle for several compelling reasons:

Timeliness:

- **Community Priorities:** The community has expressed a clear directive to implement priorities from the recently adopted River Road-Santa Clara Neighborhood Plan (2024), resulting from extensive engagement. Maintaining momentum is critical.
- **Safety:** Near-term safety improvements are essential as the corridor is a high crash area identified in the Vision Zero Action Plan update.

Recent Plan Adoption and Changes:

- **Neighborhood Plan:** Adopted in 2024, it outlines transportation goals to support the neighborhood vision, necessitating timely implementation.
- **MovingAhead Alternative:** The LTD Board and Eugene City Council revised the corridor plan from EmX to an Enhanced Corridor in 2024, which supports phased and incremental improvements.
- **Vision Zero Action Plan:** The project aligns with updated goals to reduce traffic fatalities and serious injuries, particularly on high crash corridors like River Road.

Work Plan and Workflow:

- **Prioritization:** The MovingAhead partnership project between City of Eugene and Lane Transit District (LTD) identified transit and multimodal improvements for five corridors—River Road, Coburg Road, Highway 99, 30th Avenue, and Martin Luther King, Jr. Boulevard. Eugene City Council identified River Road and Highway 99 as the first priorities for implementation.
- **Coordination:** Completing this project now allows for seamless integration with other upcoming projects and ensures that the community's needs are addressed without unnecessary delays.

In conclusion, the timely implementation of the River Road Multimodal Corridor Plan is essential to address immediate safety concerns, maintain community engagement momentum, and align with recently adopted and updated plans. This project will ensure that the community's transportation priorities are met effectively and efficiently within the current planning and funding framework.

Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box

to manually expand it.)

What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?

To move the proposed project forward, the local action needed is to adopt the capital projects from the plan into the city's Capital Improvement Program (CIP). The CIP forecasts the City's capital needs over a six-year period based on various City long-range plans, goals, and policies.

Creating the CIP typically takes nine months, starting in August of even-numbered years and ending the following spring. If this process is followed, River Road corridor projects could be included in the 2026-27 CIP, which would be adopted by the City Council in Spring 2027.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?

The proposed project aligns with key transportation planning efforts in Eugene:

- River Road-Santa Clara Neighborhood Plan (2024): This plan, based on extensive community engagement, outlines transportation goals to support the neighborhood vision. The proposed project will help implement these goals.
- MovingAhead Alternative (2024): The LTD Board and Eugene City Council have shifted the alternative from EmX to an Enhanced Corridor, facilitating phased improvements.
- Vision Zero Action Plan Update (2024): The project supports Vision Zero's goals to reduce traffic fatalities and serious injuries, especially on high crash corridors like River Road.

These efforts are either completed or in progress. This project is essential for implementing and refining the strategies in these plans, ensuring cohesive improvements in the corridor. It also supports land use planning efforts such middle housing code updates, Climate-Friendly Areas, & policies for compact development & community health.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

Response instructions are on page 16 of the 2024 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

Task 1: Project Management and Contracting: Consultant led. Deliverables include contracts, project timeline, and ongoing project management. Expected timeline: Project Kickoff Oct 2025-Ongoing.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update

and which entity or entities will need to take action to adopt them.

Task 2: Existing Conditions and Plan Review: Consultant led. Thorough review and summary of recent planning and engagement efforts, existing conditions inventory including GIS map of study area, data collection such as traffic speed and volume, and traffic analysis to determine lane capacity and current demand. Major deliverables include Existing Conditions and Plans Review Report. Expected timeline: Oct 2025-Apr 2026.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 3: Alternatives Analysis: Consultant led. Develop corridor design alternatives, collaborate with community to select preferred alternative. Major deliverables include Alternatives Analysis Report and design for Preferred Alternative. Preferred alternative should reflect community priorities for corridor design. Expected timeline: Mar-Oct 2026.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 4: Adoption and Implementation Plan. Consultant led. Develop phasing and implementation plan, identify funding opportunities, and create schedule for plan adoption. Include capital projects in city Capital Improvement Plan (CIP) adoption process. The CIP process is expected to begin in August 2026 and would be adopted by the City Council in Spring 2027. Expected timeline: July 2026-Jan 2027.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 5: Community Engagement. Consultant led. Develop and execute collaborative, equitable community engagement plan that builds on recent engagement efforts and engages with traditionally underserved communities. Major deliverables to include Engagement Plan, Engagement Events and Meetings, and Final Engagement Report. Expected timeline: Project Kickoff (Oct 2025)-Ongoing (through Jan 2027).

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

How will the project approach support investment decisions for Safe Systems, Climate Action, and Equitable Outcomes?

The River Road Multimodal Corridor Plan supports Safe Systems, Climate Action, and Equitable Outcomes through strategic approaches:

-Safe Systems: Implements protected bike lanes, enhances intersection controls, and improves pedestrian crossings, aligning with Vision Zero goals to reduce traffic fatalities and serious injuries.

-Climate Action: Promotes multimodal transportation options, including transit improvements, reducing reliance on single-occupancy vehicles and greenhouse gas emissions, aligning with Oregon Transportation Plan goals.

-Equitable Outcomes: Improves infrastructure in historically disadvantaged neighborhoods, enhancing access to essential services for low-income residents, supporting Transportation Planning Rules.

Community engagement, design refinement, and phased implementation ensure these goals reflect the community's needs and priorities.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

Capital projects that come out of the plan will need to be adopted into the city's Capital Improvement Program (CIP). Typically, creating the CIP is a 9-month process, which begins in August of even-numbered years and ends the following spring. If the typical CIP process is followed, River Road corridor projects could be included in the CIP process that begins in August 2026 and adopted by City Council in Spring 2027.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 4: Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

Response instructions are on page 17 of the 2024 Application Packet.

Upload letters of support here

Letter of Support Santa Clara Community Org TGM 2024.pdf

Letter of Support River Road Community Org TGM 2024.pdf

Letter of Support 4J School District TGM 2024.pdf

Letter of Support BEST TGM 2024.pdf

PDFs only. Max 2 mb per file.

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 18 of the 2024 Application Packet.

Describe the experience and availability of key staff

The City of Eugene’s Transportation Planning Team, within Public Works Engineering, boasts a robust staff dedicated to long-term transportation planning, civil engineering, street design, transportation options programming, and community engagement. The city consistently secures implementation funds through system development charges, gas taxes, general obligation bonds and grants.

Project Manager: Jody Trendler, Senior Transportation Planner, brings over 9 years of experience managing multimodal corridor projects and collaborating with diverse partners within tight timelines and budgets. Reed Dunbar, Senior Transportation Planner, Reed Dunbar has been a city planner for over 20 years, including the past 13 years for the City of Eugene. Mr. Dunbar’s work focuses on sustainable short- and long-term transportation planning including infrastructure for walking and bicycling, and complete streets. Reed also works with community partners like school districts and the University of Oregon to solve transportation issues.

Support Staff: Additional staff from Public Works Engineering and Planning and Development departments will contribute as needed. Coordination with Lane Transit District ensures long-term transit service capability.

Consultants: The city plans to engage professional engineering, transportation planning, and potentially public outreach firms to complete the scope of services. The team has a proven track record of working with vendors to deliver actionable plans on budget, ensuring adequate staff and consultants for timely project completion.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years

The City of Eugene has a proven track record of managing complex planning and infrastructure projects efficiently, consistently delivering on time and within budget. As a Certified Local Agency, Eugene also has a streamlined process for executing federal-aid projects, enhancing its capacity to handle such initiatives effectively. With expertise spanning from planning and design to construction management, the city is well-equipped to scope the proposed project over the next 15 months and manage its successful completion within three years.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If applicable, list applicant’s TGM projects within last 10 years and their status

If applicable, list local jurisdiction’s TGM projects within last 10 years and their status

TGM File Code	Project Title	Status
2B-23	City of Eugene Comprehensive Plan Phase II	In process but not executed 300 character limit.
2A-18	City of Eugene Transportation Demand Management Growth Strategy	Completed 300 character limit.

2A-11

City of Eugene Willamette Street
Transformation Plan

Completed

300 character limit.

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2024 Application Packet.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or work to link the location of future workforce housing to walkable/bikeable areas with good transit?

The City's community vision calls for focusing growth along key corridors with frequent transit. Recent and ongoing efforts to support housing production in walkable, compact neighborhoods includes re-legalizing middle housing, designating Climate-Friendly Areas, and adopting Comprehensive Plan compact development and community health policies. Public realm improvements can support a more active, accessible River Road Corridor. Active transportation improvements result in more areas of the city that are eligible for subsidized Affordable Housing development.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

PDFs only. Max 2 mb per file.

Certifications

Response instructions are on page 20 of the 2024 Application Packet.

Eligibility criteria

- This application demonstrates a clear transportation relationship
- This application demonstrates adoption of products to meet project objectives
- This application demonstrates the support of local officials

Preparation of application

- This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions
 - This application was prepared by the following COMPENSATED consultant (indicate below)
 - This application was prepared by the following UNCOMPENSATED consultant (indicate below)
-

Would you like to receive TGM news and updates?

Yes No I am already subscribed

Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.

Today's date

7/30/2024

If you encounter any issues with the submittal process, please contact:

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.oregon.gov



July 31, 2024

Transportation and Growth Management Program
Oregon Department of Transportation
555 13th Street NE, Suite 2
Salem, OR 97301-4178

Dear David Helton,

This letter serves as an authorization to submit a grant application to the Oregon Department of Transportation (ODOT) to fund the proposed River Road Multimodal Corridor Plan on behalf of the City of Eugene. With the recently adopted River Road-Santa Clara Neighborhood Plan and direction from Eugene City Council and the LTD Board of Directors for a new MovingAhead transit alternative for River Road, there is a need to develop a refined corridor plan for River Road to begin implementing critical safety and mobility improvements.

Improved public transportation and active transportation options for River Road will enable the continued development of walkable, connected neighborhood centers along the corridor. This work will promote compact urban development and efficient transportation options, one of the pillars of Envision Eugene. The City's community vision calls for focusing future growth and investment in and near mixed-use centers and along key corridors, including River Road, to increase access to essential goods and services for all residents.

To meet city and state goals for reducing driving and greenhouse gas emissions from transportation, we must provide residents with options for getting around safely without private motor vehicles, including walking, biking, shared mobility, and public transportation. River Road is identified as a High Crash Corridor in the City's Vision Zero Action Plan, and recent data show an unacceptable number of traffic-related deaths and injuries in this corridor. Additionally, much of the project area runs through historically disadvantaged areas identified by the USDOT. Improving transit, biking, and walking conditions will enhance transportation options for these low-income areas to provide access to key destinations without requiring a car, which is necessary to meet the goals of the state Climate Friendly and Equitable Communities Rules. This work will also implement City Council-adopted plans, including the River Road-Santa Clara Neighborhood Plan, Eugene 2035 Transportation System Plan, Climate Action Plan 2.0, and Vision Zero Action Plan.

The recent adoption of the River Road-Santa Clara Neighborhood Plan has elevated the importance of this corridor in our local transportation conversations. To build off these conversations and keep momentum, it is pressing that we begin this work now. I encourage your support of this grant request and thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Medary".

Sarah Medary

City Manager

A handwritten signature in blue ink, appearing to read "JRT".

JRT

A handwritten signature in blue ink, appearing to read "RI".

RI

A handwritten signature in blue ink, appearing to read "JW".

JW

A handwritten signature in blue ink, appearing to read "MR".

MR

MINUTES

Eugene City Council Work Session Eugene, Oregon 97401

June 10, 2024
5:30 p.m.

Councilors Present: Emily Semple, Matt Keating, Alan Zelenka, Mike Clark, Greg Evans, Lyndsie Leech, and Randy Groves

Councilors Absent: Jennifer Yeh

Mayor Vinis opened the June 10, 2024, work session of the Eugene City Council work session of the Eugene City Council in a virtual format.

1. EXECUTIVE SESSION: Pursuant to ORS 192.660 (2)(i)

2. WORK SESSION: Municipal Court Judge Annual Performance Review

Keri Beraldo, Interim Employee Resource Center Co-Director, introduced Greg Gill, Municipal Court Judge.

Councilor Discussion:

- Councilor Groves – stated his appreciation for Judge Gill’s ability to innovate and tackle resource limitations; noted the Eugene Municipal Court has filled in where the County and Circuit Courts have lost capacity; expressed interest in the addition of an associate judge; would like to understand the impact to the court system after she has been in the position for a year.
- Councilor Semple – noted her appreciation for Judge Gill’s work with alternative courts for vulnerable community members; stated appreciation for the value he places on his fellow judges and staff; thanked him for his focus on innovation and communication.
- Councilor Zelenka – noted Judge Gill’s commitment to innovation; stated appreciation for Judge Gill’s pandemic response, his enhancement of community court, and his commitment to accessibility; thanked Judge Gill for his leadership.
- Councilor Leech – stated her appreciation for Judge Gill’s commitment to creating an accessible, trauma-informed court; thanked him and his team for their work.
- Mayor Vinis – stated she is impressed with the number of accomplishments Judge Gill has made in the last year; noted the favorable survey response received by the Municipal Court; thanked Judge Gill for his leadership and integrity.

MOTION: Councilor Keating, seconded by Councilor Groves moved to award Judge Gill a merit salary increase of 1 step which is equivalent to Step 8 (Grade 12), \$171,995.20/Annually (\$82.69/Hourly), and to authorize the Council President to execute an amendment to Gill’s employment contract with the awarded salary increase. **VOTE: 7:0 PASSED**

3. WORK SESSION: MovingAhead – Update and Modification of Preferred Alternative
City Manager Medary introduced Rob Inerfeld, Transportation Planning Manager who provided an update on the MovingAhead project.

Councilor Discussion:

- Councilor Clark – noted he understands Lane Transit District is responsive to the River Road community; asked about the impacts of an Enhanced Corridor on trees and local properties; noted he also objects to an Enhanced Corridor expansion for Coburg Road; asked about the City Charter provision for tree removal.
- Councilor Groves – stated support for an Enhanced Corridor over an Emerald Express (EmX) expansion in the River Road area; asked what ‘incremental development’ means; noted support for bicycle and pedestrian safety; stated further discussion is needed before considering an EmX expansion for the area in the future.
- Councilor Zelenka – stated EmX has been a success, and he hopes for future expansion; noted the initial EmX project was primarily paid for by the state and federal government because it was a pilot program; noted an EmX expansion is currently unpopular due to various factors; noted an Enhanced Corridor will improve bike and pedestrian safety.
- Councilor Leech – noted Lane Transit District has thoughtfully engaged with the River Road community; noted River Road is a high crash corridor; spoke in favor of traffic calming and safer pedestrian crossings; stated her support for the Enhanced Corridor project; stated she would like to see more detailed plans as they become available.
- Councilor Evans – noted EmX comes with signal priority for buses; asked if there is a plan to address the chokepoint for the 51 line at the First Street crossing; asked if an Enhanced Corridor would run both 40 and 60 foot buses.
- Councilor Keating – asked if increasing service on one bus route comes at the expense of servicing other routes; stated his appreciation for Lane Transit District staff and the community’s investment in EmX.
- Mayor Vinis – stated her support for the Lane Transit District’s plan for an Enhanced Corridor for the River Road area.

MOTION: Councilor Keating, seconded by Councilor Groves, moved to revise the MovingAhead Locally Preferred Alternative to change River Road from EmX to Enhanced Corridor.

Councilor Discussion:

- Councilor Clark – asked if the vote acts as an approval of Lane Transit District’s MovingAhead Locally Preferred Alternative project; stated he would not support the motion because he does not support the plan for the Coburg Road area.

VOTE: 6:1 PASSED (opposed by Councilor Clark)

Councilor Discussion:

- Councilor Groves – clarified the motion only amends the River Road portion of the MovingAhead Locally Preferred Alternative; noted he also has concerns about the plan for Coburg Road.

- Councilor Clark – stated another reason he did not support the motion is because the community has concerns about potential impacts of the plan that were not covered with the level of detail provided in the project synopsis.

The meeting was adjourned at 6:39 p.m.

Respectfully submitted,

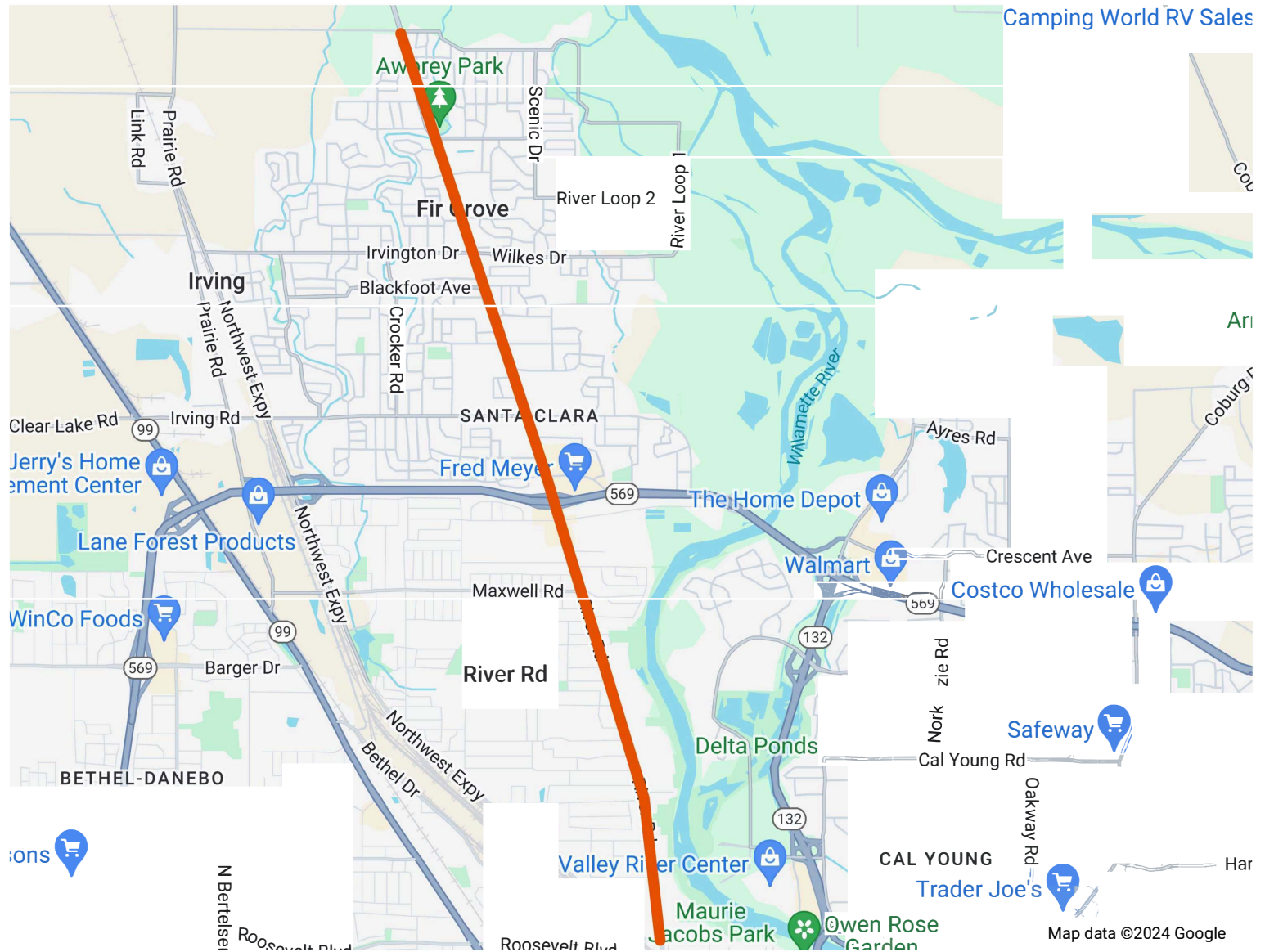


Katie LaSala
City Recorder

(Recorded by Cherish Bradshaw)

Link to the webcast of this City Council meeting [here](#).

River Road Multimodal Corridor Plan TGM Project Area



July 26, 2024

Transportation and Growth Management Program
Oregon Department of Transportation
555 13th Street NE, Suite 2
Salem, OR 97301-4178

Dear David Helton,

I am writing to express our strong support for the City of Eugene's Transportation and Growth Management 2024 grant application to develop a refined corridor plan for River Road. The River Road Community Organization (RRCO) and Santa Clara Community Organization (SCCO) were vital to the recent adoption of the River Road-Santa Clara Neighborhood Plan and Action Plan, which identify the critical need for safety and mobility improvements on River Road.

Members of our two organizations partnered with the City of Eugene and Lane County to conduct a six-year process with broad community involvement that articulated a commonly held vision for the future of our two neighborhoods. The result is the neighborhood plan identified above. Much of this plan looks to anticipate future growth and development, population densification, infill development, redevelopment, a move toward a carbon free transportation system, and increased resilience for the neighborhoods. The goal of the plan is to prepare for the future and guide change while protecting the unique characteristics of our neighborhood deeply valued by the residents.

Our vision is of an integrated transportation system in River Road and Santa Clara that is safe, efficient, and accessible for people of all ages, abilities, and socio-economic levels who choose to bike, walk, drive, or use public transit. This system supports redevelopment, economic opportunity, and affordable, convenient access to daily needs. The design of the transportation system enhances the sense of place and responds to the evolving needs of the community. Our transportation system is environmentally responsible and supports low carbon transportation options.

The River Road/Santa Clara Neighborhood Plan sets a course for the future, but has no mechanism to insure the changes will take place. Our work is only beginning. To manifest the vision we need to advocate for resources and opportunities to create the improvements. It is in this spirit that we support the City of Eugene's application for the Transportation and Growth Management Grant.

Much of the groundwork has been done through the neighborhood planning process and we should be able to "hit the ground running" in order to make improvements that meet the goals laid out in the neighborhood plan. This study will help move toward implementation of our transportation goals,

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

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

Our two neighborhoods have collaborated with the City of Eugene for six years to create our neighborhood plan. We are prepared to continue collaborating to begin implementing the plan.

River Road has two of the top ten deadliest intersections in our metropolitan area. It is past time to remedy this situation. Our understanding of the project process is that it will integrate our neighborhood plan, LTD's MovingAhead preferred alternative and projects in the metropolitan Transportation System Plan to make safety and accessibility improvements along the entire length of River Road through our two neighborhoods.

Our neighborhood high school has the greatest title one student population of all area high schools. These students must access the high school by running "the gauntlet"- the Beltline underpass on River Road. This stretch of road is some of the most inhospitable passage for alternative modes of travel we have in all of Eugene. It is a major impediment to promoting active transportation for all members of our community.

We hope this grant goes beyond planning and implements changes to make the corridor safer and more accessible, including improved bike lanes, intersection controls, and pedestrian crossings.

The recent adoption of our Neighborhood Plan has elevated the importance of transportation, safety, and accessibility in our community conversations. To build off these conversations and not lose momentum, it is pressing that we begin this work now. I encourage your support of this grant request and thank you for your consideration.

Sincerely,

Kate Perle, Tim Foelker, Jerry Finigan, Dawn Lesley, Jerry Mohr, Scott Sorenson, Matt Vohs, Louie Vidmar, Terri Reed. (The board of the Santa Clara Community Organization)



Eugene School District 4J
200 North Monroe Street
Eugene, OR 97402-4295
541-790-7700
www.4j.lane.edu

July 29, 2024

Transportation and Growth Management Program
Oregon Department of Transportation
555 13th Street NE, Suite 2
Salem, OR 97301-4178

Dear David Helton,

I am writing to express support on behalf of Eugene School District 4J (4J) for the City of Eugene's Transportation and Growth Management 2024 grant application to develop a refined corridor plan for River Road. The River Road corridor is a priority for "Safe Routes to School" improvements that will help students access school using shared and active modes, and 4J supports this effort to create an implementable plan for safety and mobility improvements.

River Road is an unsafe and, in many cases, unavoidable corridor from which all schools in our North Eugene region are accessed. As per the district's Need Index, which evaluates the resources of and challenges faced by school communities, this quadrant of our district is home to half of our highest need elementary schools, one of our two highest need middle schools and our highest need traditional high school.

The River Road corridor is designated a High Crash Corridor and has many High Crash Intersections on it, as per the City of Eugene's Vision Zero plan. The corridor is one of the highest ranked infrastructure needs on the 4J Safe Routes to School program's list of infrastructure needs - a list prioritized by safety, equity and other key factors crucial to active transportation. Tragically, several years ago, a parent of one of our students was killed walking across River Road.

Students along the River Road corridor face many neighborhood streets with no sidewalks or bike lanes on their route to school. Recent and pending improvements to key neighborhood streets only matter if students can get across River Road itself to access these quieter, slower streets. Improvements to River Road, which many students must cross or travel along to access their school, would be a keystone project that will allow many more students to get to school safely.

This grant will help evaluate and implement measures to make the corridor safer and more accessible, including improved bike lanes, intersection controls, and pedestrian crossings with the goal of developing an implementable plan that improves transportation options for students and other residents in historically disadvantaged neighborhoods.

In the long run, this planning grant will contribute to increased access to school and safety for our students and their families and has the potential to improve attendance. We strongly urge you to support the City of Eugene's TGM 2024 grant application for River Road. This grant will be pivotal in advancing safety, accessibility, and mobility improvements, making River Road a safer route to schools. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Colt Gill", written over a horizontal line.

Colt Gill
Superintendent
Eugene School District 4J



River Road Community Organization

The River and Garden District

Date: July 27, 2024

From: Executive Board of River Road Community Organization
To: Transportation and Growth Management Program
Oregon Department of Transportation
555 13th Street NE, Suite 2
Salem, OR 97301-4178

CC: Kate Perle, Chair Santa Clara Community Organization
Jody Trendler City of Eugene Senior Transportation Planner
Re: RRCO support for Eugene's Transportation and Growth Management 2024 grant application

Dear Mr. David Helton,

I am writing to express the Executive Board of River Road Community Organization's unanimous support for the City of Eugene's Transportation and Growth Management 2024 grant application to develop a refined corridor plan for River Road. The River Road Community Organization (RRCO) and Santa Clara Community Organization (SCCO) were vital to the recent adoption of the River Road-Santa Clara Neighborhood Plan and Action Plan, which identified a critical need for safety and mobility improvements on the River Road corridor.

- The River Road Community Organization (RRCO) and Santa Clara Community Organization (SCCO) dedicated literally thousands of volunteer hours developing a foundation of community input on which to build the neighborhood planning process. The neighborhood planning process created a vision for growth and development in a manner that respects the area's unique characteristics and opportunities, and which will guide decision-making in River Road and Santa Clara for decades to come. The proposed corridor plan will advance the transportation vision and goals identified in the Neighborhood Plan.
- One of the key focus areas of the Neighborhood Plan is Transportation. Our vision is of an integrated transportation system in River Road and Santa Clara that is safe, efficient, and accessible for people of all ages, abilities, and socio-economic levels who choose to bike, walk, drive, or use public transit. This system supports redevelopment, economic opportunity, and affordable, convenient access to daily needs. The design of the transportation system enhances the sense of place and responds to the evolving needs of the community. Our transportation system is environmentally responsible and supports low carbon transportation options.

- This study will help move toward implementation of our transportation goals, especially Goal 4: Implement a transportation system that is designed to be safe for all users and Goal 5: Promote a connected and efficient multi-modal transportation system that is equitable and affordable and addresses congestion on River Road.
- For the past 6 years, our community and board members have engaged in the Neighborhood Plan effort with enthusiasm and with the needs of our unique and fast-growing neighborhood in mind. We are ready to partner with the City to further refine the transportation needs for the River Road corridor and begin to move forward with implementing the policies and actions identified in the plan.
- Both Lane Transit District and the City of Eugene reversed their decision to design and implement these goals through the Moving Ahead initiative to implement EMX on River Road. This project will provide an opportunity for those entities and the impacted Neighborhoods to jointly reinstate and refine those goals and move them to implementation.
- The proposed corridor plan will integrate the priorities of the River Road-Santa Clara Neighborhood Plan and the MovingAhead locally preferred alternative and facilitate the implementation of projects in the Transportation System Plan, such as protected bike lanes. This grant will help evaluate and implement measures to make the corridor safer and more accessible, including improved bike lanes, intersection controls, and pedestrian crossings. The goal is to develop an implementable plan that improves transportation options for residents in historically disadvantaged neighborhoods.
- River Road is a high-crash corridor and a priority for Safe Routes to School improvements. Additionally, much of the project area runs through historically disadvantaged areas identified by the USDOT. Improving transit, biking, and walking conditions will enhance transportation options for these low-income areas to key destinations.
- Despite extensive planning and public engagement, additional planning is needed to implement the community's priorities. A TGM grant will support the development of a community-supported design, project prioritization, and strategic planning around funding and evolving land uses.]

The recent adoption of our Neighborhood Plan has elevated the importance of transportation, safety, and accessibility in our community conversations. To build off these conversations and not lose momentum, it is pressing that we begin this work now. I encourage your support of this grant request and thank you for your consideration.

Thank you for your consideration.

Sincerely,

/s/ Jon Belcher

Board Member and RRCO Transportation Committee Member
River Road Community Organization



July 31, 2024

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president
Jennifer Hayward,
secretary
Rachel McCoy,
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policy analysis intern
Caitlin Donnelly,
policy analysis intern
Clara Kaplan,
graphics intern
Carolina Stewart,
development intern

Transportation and Growth Management Program
Oregon Department of Transportation
555 13th Street NE, Suite 2
Salem, OR 97301-4178

Re: City of Eugene's Refined Corridor Plan for River Road

Dear David Helton:

Better Eugene Springfield Transportation (BEST) is a 501(c)(3) educational nonprofit organization that advocates for better transportation options, safe streets, and walkable neighborhoods.

We support the City of Eugene's application for a TGM grant to develop a refined corridor plan for River Road.

Our [Better Streets for People and Businesses](#) initiative aims to build community support for improving some of the most dangerous streets in the area.

One of these dangerous streets is [River Road](#), a high-crash corridor and a priority for Safe Routes to School improvements. Additionally, much of the street runs through historically disadvantaged areas identified by the USDOT.

A refined corridor plan will integrate the [MovingAhead](#) locally preferred alternative and facilitate the implementation of projects in the [Transportation System Plan](#), such as protected bike lanes. This grant will help evaluate and implement measures to make the corridor safer and more accessible, including improved bike lanes, intersection controls, and pedestrian crossings.

Finally, BEST will be looking for opportunities to help improve public understanding and support for improvements, as these will be essential to the ultimate success of the project.

We strongly urge you to support the City of Eugene's TGM 2024 grant application for River Road. This grant will be pivotal in advancing safety, accessibility, and mobility improvements, making River Road a more vibrant and inclusive community asset.

Please don't hesitate to reach out if any questions should arise.

For BEST,

Rob Zako
Executive Director
rob@best-oregon.org

Building a successful community by bringing people together
to promote transportation options, safe streets, and walkable neighborhoods.

Better Eugene-Springfield Transportation • PO Box 773, Eugene, OR 97440 • 541-343-5201

info@best-oregon.org • www.best-oregon.org • www.facebook.com/BetterEugeneSpringfieldTransportation

BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.