

## West 11<sup>th</sup> Avenue Transportation Corridor Study

### Background

The West Eugene Parkway was canceled in the fall of 2006 when ODOT withdrew project funding due to lack of community support. In light of this event, the Eugene City Council prioritized several transportation planning projects in the West Eugene area.

### West Eugene Transportation Planning Projects

- **West 11<sup>th</sup> Avenue Transportation Corridor Study** from Willamette Street to Greenhill Road
- **Beltline** between Roosevelt Boulevard and West 11<sup>th</sup> – improvement to state highway standards
- Development of a City-Wide **Access Management Policy**. Access management is a strategy of reducing vehicular conflicts to improve the safety and efficiency of arterial and collector streets. Access Management techniques include limiting left turns and eliminating, combining or moving driveways further from intersections.

Data collection for the West 11<sup>th</sup> Avenue Transportation Corridor Study will commence this fall; a summary of existing conditions will be available by December of 2007.

## **West 11<sup>th</sup> Avenue Transportation Corridor Study: Objectives, Questions, and Measures of Success**

**The City Study has five primary objectives:**

- **Safety:** Increase safety for all modes of transportation along and adjacent to West 11<sup>th</sup>.
- **Mobility:** Enhance mobility for all modes of transportation along and adjacent to West 11<sup>th</sup>.
- **Road design:** Provide a road design proposal (or two) for West 11<sup>th</sup> from Terry to Greenhill to forward on to ODOT for design development and NEPA work at the State level.
- **Coordination with LTD:** Work with Lane Transit District to develop a study and proposed route through the West 11<sup>th</sup> Corridor as the next leg of Bus Rapid Transit service.
- **Public engagement:** Work with the broad range of key stakeholders who were active on the West Eugene Parkway issue as well as other stakeholders to assure overall project success.

Each of these objectives is highlighted below with corresponding questions and measures of success.

**Objective: Increase safety for all modes of transportation along and adjacent to West 11<sup>th</sup>.**

**Questions we're looking to answer:**

- 1) What are currently the greatest safety problems on W. 11<sup>th</sup> for different modes of travel? Or... At what locations along and near W. 11<sup>th</sup> are there the most significant safety issues.
- 2) What are the existing transportation and land use conditions within which design changes to the transportation corridor will be made?
- 3) What specific low to moderate cost projects can be implemented to improve pedestrian, bicycle and vehicular safety along West 11<sup>th</sup> and to/from associated neighborhoods and destinations?
- 4) How can LTD facilities associated with a new Bus Rapid Transit system in the area be used as opportunities -for improvements to safety for all modes of travel?
- 5) What transportation design tools could be implemented to improve safety for all modes of travel?

**Measures of Success:**

- A. Pedestrian, bicycle and vehicular safety is significantly improved along the corridor and to/from associated neighborhoods and destinations.
- B. Others?

**Objective: Enhance mobility for all modes of transportation along and adjacent to West 11<sup>th</sup>.**

**Questions we're looking to answer:**

- 1) What locations along and near currently present the greatest mobility problems for pedestrians, bicyclists, and vehicles?
- 2) What low to moderate costs improvements could be implemented along and near West 11<sup>th</sup> to improve mobility for pedestrians, bicyclists, and vehicles?
- 3) What are the existing transportation and land use conditions within which design changes to the transportation corridor will be made?
- 4) How can LTD facilities associated with a new Bus Rapid Transit system in the area be used as opportunities to enhance mobility for all modes of travel?

**Measures of Success:**

- a. A higher level of mobility for all modes is achieved with measurable improvements through the corridor:
  - i. Less vehicular congestion
  - ii. Efficient public transit options
  - iii. Relative ease of access for pedestrians and cyclists to and from destinations within the corridor.

**Objective: Provide a road design proposal (or two) for West 11<sup>th</sup> from Terry to Greenhill to forward on to ODOT for design development and NEPA compliance at the State level.**

**Questions we're looking to answer:**

- 1) What level of transportation demand will the City look to accommodate with the road design along this section of West 11<sup>th</sup>?

- 1)–2) Are there appropriate demand management considerations that should be incorporated in the design?
- 3) What will the adjacent land uses look like as this section of the Corridor develops in the future?
- 4) How will all modes of travel best be safely and efficiently accommodated in this area and to/from neighborhoods and destinations in this area?
- 5) What is the appropriate balance of transportation facility changes with natural resources and wildlife/plant habitat in this area?

**Measures of Success:**

**To be Developed**

**Objective: Work with Lane Transit District to develop a study and proposed route through the West 11<sup>th</sup> Corridor as the next leg of the region's Bus Rapid Transit system.**

**Questions we're looking to answer:**

- 1) Which route would provide the best opportunities for coordination with City of Eugene capital improvements that are implementation items from the West 11<sup>th</sup> Avenue Transportation Corridor Study?
- 2) Could route placement provide other opportunities for general livability improvements in the area such as transit oriented development, natural resource habitat enhancement, reduction in vehicle congestion and emissions, or air quality improvements?
- 3) Which Bus Rapid Transit route through the West 11<sup>th</sup> Corridor best facilitate commercial, residential and industrial -redevelopment opportunities within the Corridor that reflect a vision based on a broad set of community values?
- 4) To what extent will the implementation of Bus Rapid Transit moderate traffic congestion along West 11<sup>th</sup>?

**Measures of Success:**

- A) A new design for a bus rapid transit route through the West 11<sup>th</sup> Corridor creates multiple opportunities for improvements to alternative modes safety, habitat enhancement and livability in the area.

- B) A new design for a bus rapid transit route through the West 11<sup>th</sup> Corridor is approved and accepted by local decision making bodies as one that reflects a broad range of values in our community.
- C) A new design for a bus rapid transit route through the West 11<sup>th</sup> Corridor contributes to enhanced mobility for all modes of travel through the corridor.

**Objective: Work with the broad range of key stakeholders who were active on the West Eugene Parkway issue as well as other stakeholders to assure overall project success.**

**Questions we're looking to answer:**

- 1) How does the City best engage a set of stakeholders with a broad range of values, goals and ideals?
- 2) Which issues are most relevant and are there new and equally important information sets which should be considered anew as design strategies are considered in the present context?
- 3) How does the City simultaneously arrive at an appropriate community-based decision based on a vision and set of solutions supported by the community that also addresses identified and understood problems along the West 11<sup>th</sup> Corridor?
- 4) Are there transportation issues outside of the identified corridor study area that may need addressing within the corridor? If so, what are they and which strategies might represent best fits?

**Measures of Success:**

- A) The process for considering changes to West 11<sup>th</sup> Avenue and nearby transportation facilities includes many different viewpoints. Agreement on design values, goals, objectives and potentially standards is reached collaboratively by a broad ranging set of interested parties and stakeholders.
- B) New transportation investments along the West 11<sup>th</sup> corridor not only help improve safety and mobility for all modes of travel but also provide opportunities for enhancements to natural resources, disadvantaged communities, and neighborhood livability.

C) The public engagement process for seeking improvements along the West 11<sup>th</sup> Corridor seeks to both understand community interests and concerns and explain a range of options that address the other transportation objectives cited above.

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