LaneACT

Lane Area Commission on Transportation

Area Strategies Report

May 2022

Final draft prepared by Kittelson Associates
May be further refined in the future by the LaneACT

The Lane Area Commission on Transportation (LaneACT) represents the area, agencies, businesses, and people within Lane County, as shown in the map on page 2. LaneACT includes 29-31 voting members representing Lane County, 12 incorporated cities, 1 tribal council, the Central Lane Metropolitan Planning Organization, the Port of Siuslaw, the Lane Transit District, the Oregon Department of Transportation, and 11-13 additional voting stakeholders.

LaneACT's intent is to represent the collective transportation needs, interests, and desires of the people, businesses, and organizations within the area, providing information and insights to the Oregon Transportation Commission.

Development of the 2022 LaneACT Area Strategy Report was facilitated through a total of eight workshops: three with the full ACT membership and five with a subcommittee of LaneACT members. Occasionally, smaller work groups from within the subcommittee produced various working papers for review and refinement by the subcommittee. At their May 2022 meeting, LaneACT reviewed and accepted the Area Strategy Report, planning to "test drive" it as a guiding document when making decisions over the following 6–12 months.

The LaneACT Area Strategy Report is considered a living document. As such, updates of this report are expected, due to changing circumstances, new information, and/or changing priorities, as determined by the LaneACT.
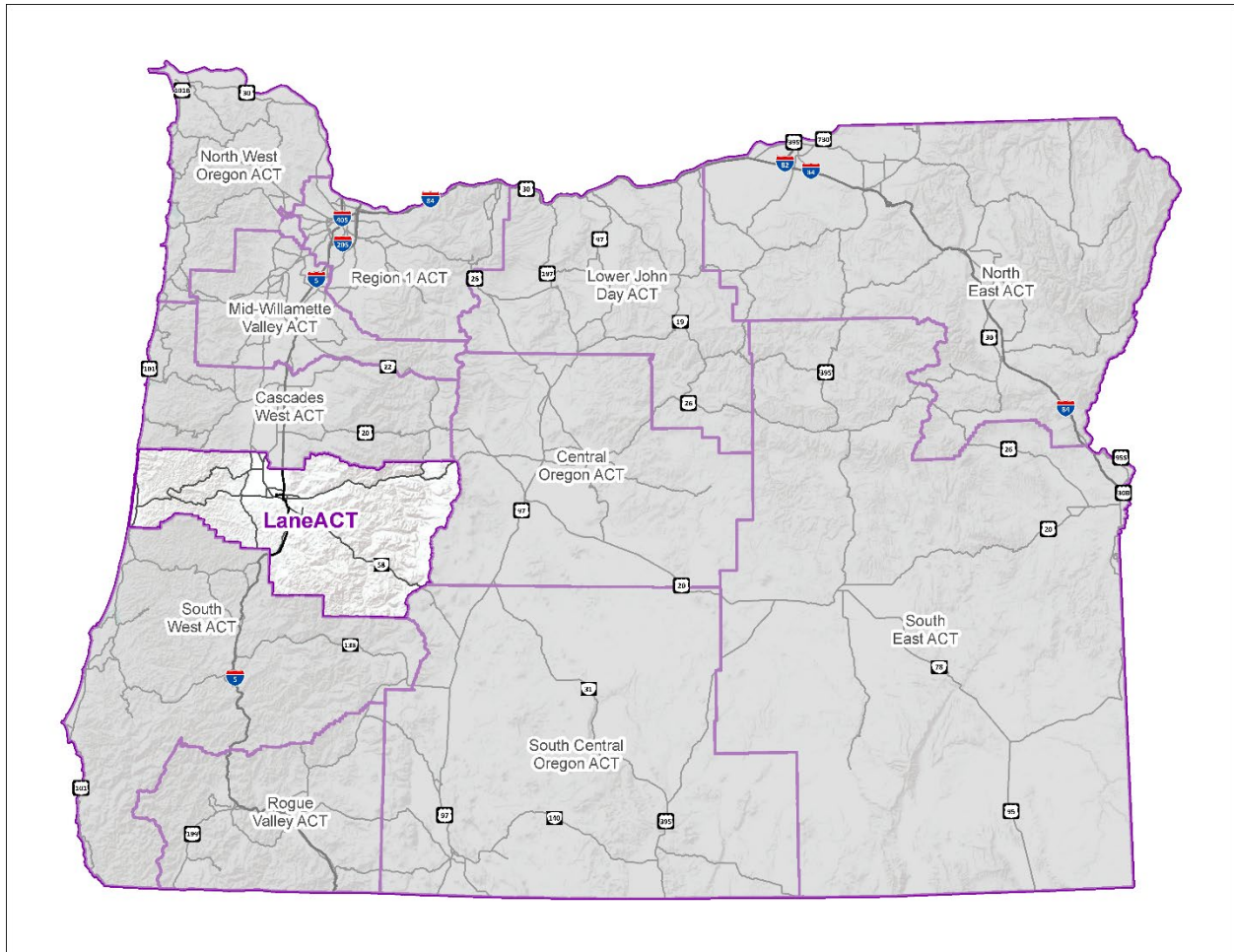
LaneACT Vision Statement

Lane ACT envisions a transportation system that provides people and businesses with access within and beyond Lane County that is interconnected, efficient, safe, secure, healthy, equitable, sustainable, and resilient.

Defining the Vision

LaneACT supports an understanding of the vision statement with four themes that define key terms and further describe the Commission's intent. Themes are followed by desired outcomes that provide tangible examples of what the vision is meant to accomplish. The Area Strategy follows the vision, themes, and desired outcomes and is expressed as a list of strategies that are organized by these themes.

Theme 1: Access, Connectivity, and Efficiency

- **Accessibility** (also known as access) refers to the ability of people and businesses to reach desired goods, services, activities, and destinations that are collectively called opportunities.

- **Connectivity** refers to connecting individual modes of transportation and/or accommodating transfers between such modes.

- An **efficient** transportation market offers a variety of different travel modes and levels of service quality, from which users can choose the combination of quantity, quality and price that best suits their needs.

Definition/Intent: Access is the ultimate goal of most transportation, except a small portion of travel in which movement is an end in itself (jogging, horseback riding, pleasure drives) with no destination. Motor vehicle traffic is a subset of mobility, and mobility is a subset of accessibility. Accessibility encompasses travel options such as transit, ridesharing and nonmotorized modes; mobility substitutes such as telework and delivery services; and strategies to increase land use accessibility such as smart growth and location efficient development. Accessibility supports an integrated view of transportation and land use systems, with attention to connections among modes and between transport and land use patterns. It values modes according to their ability to meet users' needs and does not necessarily favor longer trips or faster modes if shorter trips and slower modes provide adequate access. It considers walkability to be a particularly important mode because walking provides basic access, including connections between modes and to destinations. It supports the broadest use of transportation funding, including mobility management and land use management strategies if they increase accessibility.

Desired Outcomes for Access, Connectivity, and Efficiency

(A)   Users have viable choices for methods and routes to achieve access that are without barriers (i.e., they are seamless and easy to transition between).

(B)   An interconnected, multimodal transportation system efficiently and reliably connects people to jobs, services, resources, and recreation facilities.

(C)   A transportation system that provides reliable alternatives to the automobile to connect people to jobs, communities, and recreation facilities. Service must be efficient and convenient.

(F)   Teleworking is readily available and affordable, providing equitable access for all residents and businesses of Lane County.

(G)   Interstate highways and railroads and national/international air and sea ports provide [Strategy] Lane County with competitive and reliable access to national and global markets for tourism and commerce [Outcome].

(H)   Terminals, hubs, and intermodal facilities [Strategy] located in Lane County have seamless, barrier-free access to regional, state, and interstate transportation facilities to efficiently move people and goods [Outcome].

(I)   Economic activity and opportunity are readily and reliably supported by multimodal facilities that are cost-effective to use.

Theme 2: Safety, Security, and Health

- **Safety** refers to the protection of life and limb from unintended threats, mishaps, or accidents.

- **Security** refers to the protection against deliberate threats, for example, crimes.

- **Health** is a state of complete physical, mental, and social well-being and not merely the absence of disease and infirmity.

Definition/Intent: This theme relates to the well-being of *people*.

Desired Outcomes for Safety, Security, and Health

(K)   Transportation facilities and services are designed, managed, and maintained with the safety and security of users being paramount.

Theme 3: Equity

- **Equality** means each individual or group of people is given the same resources or opportunities.

- **Equity** recognizes that each person has different circumstances and allocates the exact resources and opportunities needed to reach an equal outcome.

Definition/Intent: This theme emphasizes strategies to realize other themes must spread benefits and costs fairly.

Desired Outcomes for Equity

(M)   Everyone can get to where they need (as opposed to want) to go safely, affordably (at a reasonable cost), and within a reasonable amount of time.

(N)   Lane County offers reliable, safe, and cost-effective transportation options that do not require automobile ownership, to access work, school, services, or recreation.

(O)   All users of the system feel equally welcome and entitled to use all available modes of transportation.

Theme 4: Sustainability and Resiliency

- **Sustainability** means meeting our own (user's, provider's, society's) needs without compromising the ability of future generations to meet their own needs. In addition to natural resources, we also need social and economic resources. Sustainability is not just environmentalism.

- **Resiliency** is the ability of communities, through mitigation and pre-disaster preparation, to develop the adaptive capacity to maintain important functions and recover quickly when major disasters occur.

Definition/Intent: This theme is about the long term, ensuring that efforts today can continue well into the future, and not be unduly interrupted by natural disasters.

Desired Outcomes for Sustainability and Resiliency

(U)   Construction, operation, and use of the transportation system will be managed in order to mitigate or eliminate ongoing adverse impacts on the natural and built environment.

(W)   Mitigation of the impacts of climate change are interwoven into the construction, operation, and use of the transportation system.

(X)   Strategic actions and investments are made considering best practices and technology.

(Z)   Use of the system is protected against disruption (natural or created).

(AA)   Emphasis is given for ensuring that major distribution routes provide for the evacuation of people as well as the movement of goods and services in the aftermath of a catastrophic event such as an earthquake or tsunami.

LaneACT Area Strategies

Theme 1: Access, Connectivity, and Efficiency

Strategies

1.1   Improve transit between cities and increase schedules to encourage people to use alternative modes of transportation.

   a. Investment in land use to make the transit work (ex. land on which to place a mobility hub).

   b. Investing in mobility hubs, to improve service between communities.

   c. Investment in more frequent and longer hours of service.

   d. Investment in neighborhood stops, to improve safety and access.

   e. Fill in gaps on bike routes and multi-use paths.

   f. Provide lighting on bike paths between Eugene and Springfield and other high-use bike/ped paths.

   g. Known gaps in transit system today:

      i.   LTD has a good process for closing gaps, but it is resource constrained

      ii. What gaps would we fill in if resources weren't an issue?

         1. Highway 99 corridor

         2. Eugene > Florence, Florence > Coos Bay, Florence > Yachats (all pilot projects)

   h. Modernizing facilities to meet ADA standards.

1.2   Complete active transportation networks within cities. If planning is needed, fund planning as well as implementation.

a. Fund bike/ped master planning for cities and Lane County.

b. Provide funding to fully implement identified bike/ped needs by the year 2040

c. Add or improve bike lanes along all state highways and major county roads within Lane County.

d. Fund at a level commensurate to the desired mode share - i.e., provide 15% of transportation dollars to bike infrastructure if you want 15% of trips made by bike, etcetera.

e. State provides funds for planning and requires all jurisdictions to create plan that identifies needs and gaps in active transportation networks, including connections to public transportation.

f. Refer also to Strategy 1.1.

1.3   Connect all Lane County residents to 1 GBPS broadband connectivity under $X/month.

a. Affordable high-speed broadband is available to achieve teleworking throughout Lane County.

b. Develop a Lane County Broadband strategy to leverage funding opportunities.

1.4   Educate community about transit options (how to access, use, etcetera).

a. Provide easy to understand and readily available transit route information, connections, and schedules to the general public.

b. Invest in transit education program for elementary school students.

1.5   Technology and infrastructure are in place and functionally supporting AV/EV movements within cities and towns of Lane County and the corridors connecting them.

1.6   High-speed rail for freight and passengers.

a. Invest in rail to alleviate pressure to widen I-5.

1.7   Gaps and barriers closed and overcome for each mode.

a. State provides funds for planning and requires all jurisdictions to create plan that identifies needs and gaps in active transportation networks, including connections to public transportation.

b. Identify and address (fund) gaps in pedestrian infrastructure in order to facilitate use of transit.

1.8   Create a network of protected bike lanes within and between communities.

     a. Purchase and preserve rights-of-way for bike/ped paths.

     b. Fund at a level commensurate to the desired mode share - i.e., provide 15% of transportation dollars to bike infrastructure if you want 15% of trips made by bike, etcetera.

     c. State provides funds for planning and requires all jurisdictions to create plan that identifies needs and gaps in active transportation networks, including connections to public transportation.

     d. Fund and require implementation of these plans before more money is spent on infrastructure for single-occupant-vehicles.

1.9   Transference between modes is accommodated without limitation.

1.10   Study OR 99 as an option for a multimodal corridor (as an alternative corridor to I-5).

Theme 2: Safety, Security, and Health

Strategies

2.1   Ensure each city has a plan for and then focus on building out the active transportation network to increase safety and access.

     a. Planning grants for completing and adopting planning work.

     b. Fund at a level commensurate to the desired mode share - i.e., provide 15% of transportation dollars to bike infrastructure if you want 15% of trips made by bike, etcetera.

2.2   Reduce speed limits.

     a. Invest in greater speed enforcement and impose higher fines.

     b. Support funding for planning and replacement of regulatory signs on residential streets.

     c. Replace 85-percentile rule (reflecting how fast people actually drive) with a rule based on what is safe speed for the facility and users.

     d. Lower speed limits along identified corridors with safety issues, e.g., Main Street in Springfield or Highway 126 between Veneta and Eugene.

     e. Use automated speed enforcement cameras to enforce safe speed limits

2.3   Increase patrols.

     a. Create a county-wide partnership of public safety officials (OHP, Lane County Sheriff, city police, fire & rescue) to coordinate traffic safety efforts.

     b. Increase targeted public education campaigns related to following speed limits, not driving under the influence, not running red lights, not passing in no-pass zones, and generally avoiding dangerous behaviors.

     c. Provide sufficient funding for traffic safety enforcement, including through the use of higher traffic fines.

2.4   Provide separated infrastructure for each ground mode of travel (i.e., pedestrian, bicycle, and motor vehicle).

Theme 3: Equity

Strategies

3.1   Coordinated fares and schedules between systems.

   a.   Provide single mobile payment platform.

3.2   Directly engage BIPOC and historically marginalized communities in visioning and planning transportation systems and infrastructure.

   a.   Invest in filling several LaneACT membership slots with members representing the BIPOC and historically marginalized communities.

   b.   Provide grant funding to BIPOC organizations to enable them to engage more fully in transportation planning and programming efforts.

   c.   Engage with BIPOC and historically marginalized communities to learn and address what their transportation needs are.

   d.   LaneACT should hold occasional joint meetings with select BIPOC organizations in order to increase shared understanding of challenges and opportunities.

   e.   Target a fixed percentage (5%? 10%) of funding to go to address historical inequities.

   f.   Include additional funds in each project for engagement of underserved communities.

3.3   Promote advocacy for the underserved.

   a.   Provide 1 or 2 ACT seats for transportation disadvantaged representatives.

Theme 4: Sustainability and Resiliency

Strategies

4.1   Use equity, climate, and safety lens to determine which projects are highest priority.

   a.   Invest in developing relationships with leaders/members of groups like the NAACP, tribal nations, low-income neighborhoods, environmental organizations, safe transportation groups, pedestrian groups, etc. for the purpose of getting their feedback on the prioritization of projects.

   b.   Develop a system for independent scoring of projects based on criteria of safety, equity, and climate change where some objective third party, rather than the jurisdiction applying for funding or the organization providing funding, does the scoring. This should apply to all projects to inform on what each project is accomplishing.

   c.   Review all legacy highway projects, say, estimated to cost $50 million or more, in light of safety, equity and climate change filters.

d. Avoid projects that do not achieve a minimal score in terms of safety, equity, and climate change.

e. Develop and support a transportation wallet (or equivalent concept) for individuals who face barriers to accessing transportation (modeled after Portland's transportation wallet). This would provide transportation options for lower-income people.

4.2 When managing the increased use of facilities, prioritize operational improvements, such as ramp meters or other traffic management, over adding additional lanes.

a. Invest in public service announcements, billboards, news stories and other ways to remind the public of the importance of traffic management, (rather than adding more lanes) to advancing our climate, food production and other goals.

b. Develop a process for evaluating the transportation efficiency of city and county land use plans, i.e., how much traffic planned development is expected to generate.

c. Assign a cost to generated traffic from land use plans and weigh these incurred costs against possible investments in infrastructure: A city or county should not be rewarded for planning that generates more traffic with more investments in transportation, as that would be a vicious circle.

4.3 Our airports are resilient to disasters.

a. Ask the airports what they need and support their efforts.