

June 8, 2006

Patricia Rogers Fisher
ODOT Transportation Enhancement Program
355 Capital Street, NE, 5th Floor
Salem, OR 97301-3871

Dear Ms. Fisher

Representing the Central Lane Metropolitan Planning Organization, the Metropolitan Policy Committee is writing to support four Transportation Enhancement Program applications from this area:

- Delta Ponds Multiuse Path – (*Eugene*)
- Spring Connector Multiuse Path – (*Eugene*)
- Commerce Connector Multiuse Path – (*Eugene*)
- South A Pedestrian Enhancement – (*Springfield*)

All four projects support the implementation of the Regional Transportation Plan's goal of providing:

“an integrated transportation and land use system that supports choices in modes of travel and development patterns that will reduce reliance on the auto and enhance livability, economic opportunity, and quality of life.”

- **Delta Ponds Multiuse Path – (*Eugene*)** This project links Eugene's Willakenzie neighborhood with Goodpasture Island Road and the riverbank trail system to the west. This connection was identified as a needed improvement for safe access to the island and riverbank during the 1979 update of the Eugene Bikeways Master Plan. Delta Highway discourages use of walking and bicycling for short trips. Adding a safe, inviting and comfortable connection between the neighborhoods and the river will encourage more bicycling and walking and increase the use of these non-polluting forms of transportation. The project will construct a 12' wide multi-use path and a grade separated structure at Delta Highway that will provide access between the east and west neighborhoods bordering Delta Highway with connections to the Ruth Bascom Riverbank Trail System. The proposed crossing of Delta Highway and the approach to the multi-use path will meet all ADA requirements. The City of Eugene will request \$1,000,000 in federal transportation enhancement funds

for the Delta Ponds path and bridge with a local match of \$103,000. Other federal and local funds will be used to complete the Delta Ponds multi-use path.

- **Spring Connector Multiuse Path– (*Eugene*)** This project will enhance the commute to Lane Community College (LCC) for students and staff who choose to bicycle to the campus. The path and connecting streets offer a safer and more pleasant alternative to bicycling on the shoulder of 30th Avenue, a major roadway with posted speeds of 45-55 mph and carrying 15,000 vehicles per day. The path will also provide access between two neighborhoods that are completely separated from each other by the busy roadway and a forested area. Each year, requests are received by the Public Works Department for completion of this short bicycle/pedestrian connector for use by neighbors, students, and hikers. The well-worn trail through the woods along the general alignment of the Spring Connector is an indicator of the need and desire for a legitimate connection. The Spring Connector will be a 1,500' long bicycle and pedestrian facility. The path will be built to city and state standards. The path will be 12' wide with reinforced concrete on a crushed rock base, with 2' unpaved shoulders and 3' shy distance on each side. Lighting will be provided along its full length. Eugene requests \$714,509 of federal transportation enhancement funds for the Spring Connector Path and will provide a local match of \$81,779.
- **Commerce Connector Multiuse Path – (*Eugene*)** This project will provide a 10 foot concrete multi-use connector path with 2 foot shoulders from the Fern Ridge Path to a large developed commercial area near Commerce Street and W. 11th Avenue. Two bicycle and pedestrian bridges will be constructed to span the Amazon Channel and wetland areas. This project will provide pedestrian and bicycle access from a nearby well used multi-use path along the Amazon Channel that connects West Eugene with downtown Eugene. Workers and shoppers will find a convenient, scenic and safe off-street travel route while avoiding nearby roads with high average daily traffic. Eugene requests \$752,847 for the Fern Ridge Path-Commerce Street Connector path and bridges with a local match of \$86,167.
- **South A Pedestrian Enhancement – (*Springfield*)** This project is the eastbound part of a couplet that skirts the south edge of Springfield's historic Downtown business district. The width and character of the street is a barrier that discourages pedestrian travel on South A and hurts businesses on the south side of the street. In 2005 Lane Transit District opened its new Springfield Station on the south side of South A at 4th Street. Transit users must cross South A to access the station from the Downtown area. Two new developments are in site plan review on the north side of South A. Springfield is proposing to continue the planted curb extension on South A from the transit station to include two additional blocks, from 5th Street to 7th Street. Decorative pedestrian level lighting is also proposed for the curb extension and for a short distance north along intersecting streets between 4th and 7th. Continuing the

existing curb extension east to 7th street would extend the traffic calming effect through the heart of the Downtown business district, improving the pedestrian environment on South A and reducing a barrier to economic growth south of South A. The project will also benefit the anticipated 250 performing arts students and 75 residents of the mixed-use apartment complex who will make daily use of South A in the area covered by this project. Springfield requests \$556,326 and will commit \$63,674 in cash match for the project.

We strongly endorse these projects for funding through the Transportation Enhancement Program.

Sincerely,

Bobby Green Sr., Chair
Metropolitan Policy Committee