

## **Appendix E.2.: Summary of 1995 Public Comments**

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE		
Residence	Comment	Staff Response
	<b>Bicycle/Pedestrian Comments/Requests</b>	
Dorena	Need more Cottage Grove connections to Row River Trail	A logical route to provide a connection to the Row River Trail is improving Row River Road to accommodate bicycles. TSP Project #67 identifies an urban standards project from the Urban Growth Boundary to Row River. Beyond that, the road generally meets minimum design standards and does not necessitate a capital improvement project to bring it up to standard.
Eugene	Springfield needs bike/ped facility improvement	TransPlan, the Eugene-Springfield TSP, was adopted October, 2001. Specific requests not addressed by either TransPlan or the project list contained in the Lane County TSP can be forwarded to the City of Springfield for their consideration.
Eugene	Promote Lane County for recreation and livability by creating a network of bicycle routes.	See project list and bicycle/pedestrian section of TSP. Specific comments on gaps in the system are needed to more fully address this comment.
Oakridge	President Of Pathfinders Mountain Recreation Consultants; Tour de Lane concept of using timber-access roads, county and state roads linked into a mapped and signed system is a unique attraction to cyclists and a viable economic diversification tool for rural communities. Pave Thompson Creek Rd. in Mapleton to complete a loop that includes North Fork Siuslaw and Elk Tie Road. Paving gravel roads will attract more bicyclists to tour Lane County.	Thompson Creek Rd has a very low traffic volume. Thompson Creek Rd is partly paved and partly gravel, and it did not make the project list due to its very low ADT (40). Elk Tie Rd does not appear to be a county road. Generally the TSP supports bike facility improvements on roadways that access major destinations--roadway improvements designed only for recreational purposes have a lower priority.
Eugene	Better/secure bike parking	The City of Eugene has bike parking standards. The county TSP does not establish standards for bike parking in the areas under its jurisdiction. This is because the county road system is mostly rural. Bike parking security is more of an urban issue that can/should be addressed by individual city TSP's.
Eugene	Also requests access be created for bikes through construction projects so unanticipated detours are not needed.	In most cases, the nature of road construction projects makes this difficult. Signed detour routes are provided as needed.
Eugene	Improve bike shoulders, in particular: Crow Rd. is okay but could be a foot wider	A number of rural modernization projects on the TSP project list include the addition of or widening of paved shoulders for bicycle use (see project list). Crow Rd. was not identified for improvements--its width is not considered deficient to the point of necessitating a capital improvement project to bring it up to standard.
Eugene	Also supports extension of Fern Ridge bike path and supports having it go under or over Bailey Hill Rd. Bailey Hill is too heavily trafficked at grade for crossing bikes.	The bike path to the Fern Ridge reservoir is identified in TransPlan as Project Number 426 on the Future (beyond 20-years) Project List. Lane County does not have a source of revenue that can be used for "off-right-of-way" improvements. State law restricts the use of the county's Road Fund to only improvements within the public right-of-way. Projects listed in the TSP on Greenhill Road (#10 and 54) and Fir Butte Rd (#118) will improve shoulder bikeways, and in combination with existing shoulder bikeways on Clear Lake Rd provide an on-street bicycle route alternative.
Fall Creek	Most roads need better bike/ped facilities in this area, except for Pengra.	In the Fall Creek area, portions of Jasper-Lowell Rd have been identified for modernization, including paved shoulders for non-motorized use (projects 130 and 132). Projects in the Jasper-Lowell area include modernization of Parkway Rd to past Pengra Rd, to milepost 5.0. See the project list map for location.
Lowell	Add sidewalks along major routes near schools;	In Lowell, sidewalks were added in 2002 to Jasper-Lowell Rd. This provides connectivity with the existing sidewalk that accesses the school. Generally, the County requires sidewalks on its urban arterials and collectors and urban local roads. Improved rural collector roads typically receive paved shoulders for non-motorized travel. Staff considered rural bicycle-pedestrian needs by conducting field surveys of these facilities within 1/4 to 1/2 mile of local destinations, including schools, and made recommendations for improvements. The recommendations were added to the TSP 20-year project list.
Lowell	Lowell needs planning assistance with street design and location	County has developed new design standards that apply to county roads within established urban growth boundaries. City standards apply to county roads classified as local roads within urban growth boundaries. As needed, cities may refer to Lane County design standards and/or publications such as AASHTO's A Policy on Geometric Design of Highways and Streets as a resource for developing design standards. Planning the location of roadways inside Lowell falls outside the scope of the Lane County TSP.

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Lowell	Install stop signs and reduce speed limits; there are auto-ped conflicts on Pengra and Jasper-Lowell	This area was upgraded in 2002 with sidewalks, a school crosswalk, and connections to an existing off-road path to increase pedestrian safety. The intersection was studied and the two existing stop signs were found to be adequate. A speed zoning investigation was conducted and a state Speed Zone Order set new speed limits for this vicinity.
Marcola	Supports multi-modes; does not support widening of Marcola Rd. but supports widening bike lanes	The County recently modernized Marcola Rd., including widening and the addition of adequate paved shoulders for bike use as well as striped bike lanes through the developed portion of Marcola proper. The section below Parsons Creek Rd was completed in 2002. Construction in Marcola is scheduled for 2003.
Junction City	Bicyclists should face traffic	Bicycles are legally classified as vehicles and therefore must follow the regulations that govern vehicular movement in Oregon. Marked bike lanes therefore follow the direction of traffic and bicyclists must go with the traffic flow. According to the Oregon Bicycle and Pedestrian Plan, there are greater safety concerns when bicyclists travel against the flow of traffic on a roadway, whether in a marked bike lane or on a paved shoulder.
Eugene	Bicycles should be registered to pay for improvements.	This is a regulatory policy decision that rests with the Board of County Commissioners.
Eugene	Bikes are not required to be insured; only motorized vehicles are. Also, registrations would not cover costs of needed improvements. Instead, tax bike purchases like tubes and tires. Finally bicycles benefit everyone by reducing congestion, not using energy resources, and not using parking spaces. These benefits should be rewarded rather than taxed, although taxing at a slight rate would probably be hardly noticeable.	See response above.
<b>County Road Improvements</b>		
Cheshire	Improve 6th St. in Cheshire	6th St in Cheshire does not appear on maps, and does not appear to be a county road.
Cheshire	Widen High Pass and Dorsey Ln. as well for bike/ped facilities	Dorsey Lane is identified in the TSP project list for rural modernization, including the addition of paved shoulders to accommodate non-motorized travel (project# 110). High Pass Rd at Cheshire may be considered if additional demand for it is heard from the public.
Cheshire	Replace bridges with culverts	Generally, the environmental impact of replacing bridges with culverts is high and not supported by the county as a general practice. Lane County bridges, in general, are in good condition with very few having sufficiency ratings below 50 (9 out of 402). With this in mind, developing a program to replace bridges that are structurally and functionally sufficient is hard to justify for the public expense.
Dunes City	Clear Lake Rd. needs bike/walking lane	The section from Hwy 101 to Jensen Lane was improved by the County in 2001. The remaining section from Jensen Lane to Canary Rd is programmed in the CIP and scheduled for improvements within the next couple of years.
Eugene	Supports alternative modes; need more shoulders on high speed roads	See project list. A number of county roads are identified for modernization and shoulder improvements. Also see Lane County Road Design Standards, which provide for adequate shoulders on high-volume roadways when designing reconstruction and modernization projects..
Eugene	Promote bike safety; wider shoulders on Lorane Highway	Lorane Hwy was widened from Chambers St. to Spencer Creek in 1998. Variable width shoulders were provided from Chambers to McBeth. Full width shoulders were constructed from McBeth to Spencer Creek Rd. All other sections of Lorane Hwy have full width shoulders that meet standards.
Eugene	From bicyclists standpoint, road surfaces are superb-smooth and well drained. Shoulders need to be wide enough and maintained. Lorane Hwy, Coburg Rd., Jasper Road, Perkins road need safety improvements.	See Lorane Hwy response above. Bike lanes were added on Coburg Road north of Eugene from Kinney Loop to Armitage Park as part of an urban standards project in 2000. Jasper Road is under the jurisdiction of the City of Springfield as well as the State Department of Transportation. The respective agencies must be contacted regarding these facilities. Farther out from the metro area, Jasper-Lowell Rd is a county facility, and there are two projects identified in the Lane County project list (in addition to improvements made in 2002) that will provide paved shoulders for bicycle use (projects# 130, 132). Perkins Rd from the Veneta city limits to Central Rd is identified for the

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		addition of bike facilities in the TSP (project# 14).
Eugene	Improve bike shoulders, in particular: Territorial south of Crow Rd., Crow Rd. is okay but could be a foot wider;	Territorial Hwy is a state facility and out of Lane County's jurisdiction. However, staff has noted insufficient shoulders on Territorial and has included recommendations to the state for shoulder improvements in the TSP. Crow Rd currently has 3-4' shoulders and, as such, does not necessitate a capital improvement project to bring it up to standard.
Eugene	Wants wider shoulders on Sheffler Rd.	Sheffler Rd was noted as having inadequate width as part of the county's road needs assessment. However, the road was within 4 feet of having an adequate minimum width and was sufficient with regard to the other assessment criteria. Since the roadway is otherwise in good condition and its ADT of 950 is not considered high, the road was not recommended to the project list.
Fall Creek	Relieve traffic on Jasper-Lowell Rd., which is too narrow;	See previous staff responses related to Jasper-Lowell Rd. Jasper-Lowell Rd is identified for modernization in the Fall Creek area (projects# 130, 132). In terms of relieving traffic, Lane County supports providing bicycle facilities in these projects and encourages use of alternate modes of transportation along this route.
Fall Creek	Pengra needs realignment; better directional signage at Pengra and Jasper-Lowell	Road improvements were constructed at this intersection in 2002. There are currently no plans or identified need for realignment of Pengra.
Vida	Put in Bear Creek Bridge	From 1988 to 1994, the County undertook an effort to study and build a new bridge crossing over the McKenzie River to serve the Goodpasture Road area. In January 1990, the Board of Commissioners selected Bear Creek as the preferred location for the new bridge. The subsequent land use plan amendment was appealed by the Pacific Rivers Council and the Oregon Guides and Packers to the Oregon Land Use Board of Appeals (LUBA). LUBA remanded the application back to the Board of County Commissioners who then elected to remove the project from further consideration.
Eugene	From bicyclists standpoint, road surfaces are superb-smooth and well drained. Shoulders need to be wide enough and maintained. Lorane Hwy, Coburg Rd., Perkins road need safety improvements.	Comment addressed above.
Eugene	Add shoulders to Dillard, Lorane, and routes to Veneta/Elmira	Dillard Rd is identified for modernization and shoulder improvements in the project list (project# 86). Lorane Hwy has been improved. Some routes in the Veneta/Elmira area have been included in the project list, namely Perkins, Central, and Suttle Rds (projects# 14, 120, 134).
Eugene	As roads are improved/resurfaced, add 3-4' shoulders for bikes. Coburg Rd. for example needs wider shoulders.	See County Road Design Standards. The standards for the rural collector system provide for a minimum 4' shoulder on higher ADT roads. Only in lower ADT and mountainous terrain settings do the standards require lesser or in some cases no shoulders as the minimum. Coburg Rd from the City of Coburg to Eugene has shoulders and bike lanes that meet standards. See project# 82 in the TSP for the northern most section of Coburg Rd.
<b>County Road Maintenance</b>		
Eugene	Stop roadside spraying.	The County has an Integrated Vegetation Management Program (IVM) that uses a combination of manual, mechanical, chemical, and biological methods to manage vegetation along roadsides. Specific comments can be forwarded to the Vegetation Management Advisory Committee (meets monthly) or the Board of County Commissioners.
Eugene	Promote bike safety clean gravel from shoulders	The County currently sweeps about 4-5 times a year. Increasing this frequency is a matter of allocation of resources. Please comment if you feel a higher frequency of sweepings is necessary.
Lorane	Increase safety for bikes/peds on high speed roads; keep bike lanes swept	The county strives to provide adequate bike facilities (either marked lanes or paved shoulders) in its modernization projects on higher speed collector and arterial roads. Please identify specific roadways with perceived safety problems. The County currently sweeps about 4-5 times a year. Increasing this frequency is a matter of allocation of resources. Please comment if you feel a higher frequency of sweepings is necessary.

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	<b>Environment and Transportation</b>	
Cheshire	Develop an environmentally sound plan with public/private input to plan for less gas and more people.	The comment is taken to mean "reduce reliance on the automobile". This is a concept embraced in the state Transportation Planning Rule (TPR). In developing the Lane County TSP, our goal is to be in compliance with the TPR.
Eugene	Protect wetlands better during road projects.	The TSP includes policy language stating that Lane County shall follow all state and federal environmental regulations, and this has historically been the county's practice. Each project brings its own set of circumstances regarding environmental impact. The goal stated in the TSP is to meet the requirements of Federal and State law through coordination and authorization by the appropriate regulatory agencies. Additional discussion regarding this topic is found in the TSP Transportation and Land Use chapter.
Eugene	Concerned about road encroachment in wetland areas and too many roads.	See response above.
EWEB	Evaluate hazardous materials transportation, especially on McKenzie Hwy. Focus is on shipment of persistent toxic materials that are hard to remove from water.	Movement of hazardous materials on state highways is regulated by the Oregon DOT. Interstate movements of hazardous materials is regulated by the US DOT. McKenzie Hwy is an ODOT facility.
	<b>State Highway Maintenance</b>	
Elmira	Need more signage advertising the coast in Eugene	This comment relates more to economic development than the transportation system, and is beyond the scope of the county's TSP.
Florence	Hwy 126 needs phones and turnouts	Hwy 126 is a state facility and not under the jurisdiction of Lane County. ODOT should be contacted regarding this issue.
South of Florence	Need striping more often (it wears off); favors segregated bike/ped lanes	Separate multi-use paths are typically not provided with county road projects or as a stand-alone project, due to constitutional limits on the use of road funds.
Vida	Hwy 126 needs emergency turnouts	Hwy 126 is a state facility and not under Lane County jurisdiction. ODOT should be contacted regarding this issue.
	<b>State Highway Improvements</b>	
	<b>Highway 36</b>	
Cheshire	Need shoulders on Hwy 36; widen and resurface Territorial; better maintenance of road and ditches on Territorial	While state highways are not under the planning jurisdiction of Lane County, staff has created a partial list of recommendations for state highway improvements based upon a bike-pedestrian needs assessment of facilities near local destinations (such as schools and stores) in rural unincorporated communities. Highway 36 has been recommended for shoulder improvements in Cheshire. Territorial Hwy in Crow and Lorane has been recommended for shoulder improvements. These recommendations were given to ODOT and are discussed in the TSP Needs Assessment chapter.
Cheshire	Safer access for bikes/peds on Hwy 36, Territorial Rd.; put hwy fees back into this area	See above comment.
Junction City	Need more shoulders and improved safety on Hwy 36 near Blachly, Territorial, Laurence. Repair chipped blacktop edges; replace missing crushed rock on shoulders. Territorial too narrow for modern vehicles.	See also above comment. Hwy 36 near Blachly has relatively low traffic volumes, and was therefore not on the list of recommended improvements that was given to ODOT. Territorial in Crow and Lorane has been recommended for shoulder improvements. Safety and operational concerns may also be addressed to ODOT
	<b>Highway 101</b>	
Dunes City	Need wider shoulders for bikes/peds and emergencies north and south of Florence; need more traffic lights on Hwy 101	As part of an assessment of bike-ped facilities serving local destinations in unincorporated communities, Hwy 101 at Glenada was recommended to ODOT for shoulder improvements. The assessment was limited to a few sections of state roads and mainly focused on county facilities. Safety and operational concerns may also be addressed to ODOT.

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So. Of Florence	No traffic lights at crosswalks on Hwy 101; increase visibility of crosswalks with vivid colors; need protected turns; more emphasis on pedestrian facilities Hwy 126 Florence-Eugene Highway	See above comment.
Dunes City	keep Hwy 126 2-lane as a scenic highway	Hwy 126 is a state facility and not under Lane County jurisdiction. ODOT should be contacted regarding this issue. Currently, Hwy 126 is not officially designated as a scenic route.
Junction City	Widen W. 11th to 4 lanes to Veneta	W. 11th (Hwy 126W) to Veneta is a state facility and not under Lane County jurisdiction. ODOT should be contacted regarding this issue. West 11th, the urban section of Hwy 126W, is identified for improvements in the TransPlan project list--the TSP for the Eugene-Springfield metro area.
Veneta	Need a bypass between Eugene and Veneta; not Hwy 126 because of riparian areas; proposes different route	A bypass project is not included in the TSP. More support and analysis would be needed to warrant inclusion of this in the TSP.
Veneta	W. 11th is insufficient for large traffic volumes. Hwy 126 should be in CIP. To avoid riparian areas, construct bypass.	Hwy 126 is a state facility and therefore not considered for inclusion in the county CIP. A bypass project is not included in the TSP. West 11th, the urban section of Hwy 126 W, is identified for improvements in the TransPlan project list--the TSP for the Eugene-Springfield metro area.
Eugene	Promote bike safety; wider shoulders on W. 11th, Hwy 99/99W; clean gravel from shoulders	Hwy 99 is recommended to ODOT in the TSP for shoulder improvements in Goshen and Saginaw to allow better bicycle access to local destinations. West 11th is identified for urban standards (including bike facilities) from Greenhill to Danebo in TransPlan. This project has been incorporated into the TSP project list.
Eugene	left turn from W.11th to Beltline is hazardous.	W. 11th at Beltline is a state facility and not under Lane County jurisdiction. ODOT should be contacted regarding this issue.
Eugene	add shoulders to routes to Veneta/Elmira Territorial Highway	Some routes in the Veneta/Elmira area have been included in the project list, namely Perkins, Central, and Suttle Rds. See project list for descriptions.
Eugene	Improve bike shoulders, in particular: Territorial south of Crow Rd., Crow Rd. is okay but could be a foot wider;	Comment addressed above.
Lorane	Territorial needs shoulders; better brush removal	Comment addressed above.
Eugene	From bicyclists standpoint, road surfaces are superb-smooth and well drained. Shoulders need to be wide enough and maintained. Highway 99, Territorial, , Jasper Road need safety improvements. Highway 99 Goshen-Creswell	Comment addressed above.
Eugene	add shoulders to Hwy 99 (Goshen-Creswell) Hwy 126 McKenzie Highway	Comment addressed above.
Vida	By-pass Hwy 126 E. with a major highway that avoids riparian areas;	Comment addressed above.
Eugene	Add shoulders to McKenzie Hwy	The TSP recommends to ODOT shoulder improvements along McKenzie Hwy. See ODOT STIP for identified projects along McKenzie Hwy. The county encourages the completion of such projects.
	Other State	
Eugene	Supports alternative modes; need more shoulders on high speed roads	Comment addressed above.
Florence	I-5 is getting congested	Multi-jurisdictional efforts are underway to promote high speed rail serving the north-south Willamette Valley corridor as an alternative to driving. Public support for high-speed rail improvements assists in addressing this issue. Future I-5 corridor planning will focus on the highway--TransPlan includes improvement projects and studies for I-5 in the Eugene-Springfield area.

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	<b>Transit (LTD Buses, Vans, Paratransit)</b>	
Dorena	"From a rural person"; need transit to Cottage Grove and Creswell from Eugene	LTD now offers bus service to Cottage Grove with stop in Creswell, terminating at Eugene Station and also servicing UO and LCC.
Eugene	Transit to Cottage Grove and Florence; downtown trolleys; rail to Oakridge	LTD bus service is now offered to Cottage Grove, though not to Florence. Limited funding currently restricts the degree to which bus and new rail service can be provided throughout the county. Current Bus Rapid Transit initiatives will help in providing fluid transit service between major destinations in Eugene-Springfield.
Veneta	Need more frequent buses for Veneta, Junction City, and service to Cottage Grove; supports bike paths and more transit	See above comment.
Vida	Transit service needed for Cottage Grove	See above comment.
Junction City	More LTD routes through Junction City and Harrisburg;	See above comment.
Lorane	Commute service between Eugene, Creswell, Cottage Grove, Florence, Albany, Corvallis	See above comment.
Lorane	Vanpool or minivan between Lorane and Eugene via Territorial, Lorane Highway, Bailey Hill Rd; emphasize alternative modes to private auto;	Amount of travel between Lorane and Eugene may not warrant operation of a minivan. Carpool matches may be sought via Commuter Solutions, the regional transportation demand management program at LTD. Commuter Solutions promotes use of alternative modes. Alternative modes are encouraged through the County's CIP with the development of bicycle and pedestrian facilities on applicable roads.
Lorane	Bus service to Lorane that has bike racks	See above comments.
Marcola	Need bus/van service to Marcola	See above comments.
Dunes City	Expand FACT to Mapleton and Dunes City	Refer request to City of Florence.
So. Of Florence	Help Florence form an independent transportation district	This request should be directed to the City of Florence and the county Board of Commissioners. The Commissioners and City will also receive copies of these comments as part of the TSP adoption process.
So. Of Florence	More transit to rural areas; need to expand transit in general, including Deadwood, Canary, Ada, Dunes City; extend dial-a-ride service.	Funding for expanded transit is limited in part by the ability of communities to pay for the service. Lower demand in outlying areas also contributes to decisions not to serve these areas. The Public Transportation section of the TSP discusses this issue in more detail. Also contact LTD for additional information.
Florence	West Lane needs bus service to/from Eugene; Transit between Florence, Mapleton, and Eugene is needed; more safe rural bus service	See above comments.
Florence	Need transit between Florence and Eugene; interested in statewide rail system; increasing need for special transportation services for elderly	See above comments.
Eugene	Extend bus to Dillard Rd; bike racks on buses; better transit schedules	See above comments.
Eugene	Promote bike safety and transit; more bike racks and spaces on buses	See above comments.
Eugene	Supports tram downtown	See above comments.
Lorane	Transit to airport	See above comments.
	Make mass transit available to rural areas; offer "maxi-taxi" for a fee to rural areas;	See above comments.

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	<b>Rail, Passenger and Freight</b>	
Cheshire	Promote multi modes including "super trains".	The Pacific Northwest corridor from Eugene to Vancouver BC has been nationally authorized under the High-Speed Rail Investment Act. High-speed trains may be provided on this route as improvements are made to the tracks. Population growth and continued political support should improve and expand existing rail service in this direction.
Vida	Supports monorail or trolley in Eugene-Springfield.	These particular transportation options are not advocated in the TSP and are not currently included in the Eugene-Springfield TransPlan. Request should be directed at the respective cities.
Eugene	Downtown trolleys; rail to Oakridge	These particular transportation options are not advocated in the TSP and are not currently included in the Eugene-Springfield TransPlan. Requests should be directed at the respective cities.
Eugene	Offer more modes of travel, like rail and transit.	Passenger rail service has improved out of Eugene north to Portland and beyond. Lane County supports the mission of LTD and its provision of local transit service.
Lorane	Commute service between Eugene, Creswell, Cottage Grove, Florence, Albany, Corvallis; light rail between Eugene, Springfield, Junction City, Veneta;	Commute service may be sought through LTD's Commuter Solutions program. The Bus Rapid Transit (BRT) system being developed for Eugene-Springfield mimics a light-rail line at lower cost. No known plans to extend this service to JC or Veneta at this time.
Lorane	Improve and expand freight rail to reduce truck traffic	Freight truck traffic will only increase in the future, and diverting additional freight to rail is a cogent idea. Expanding rail to the dispersed settlements in Oregon would be highly capital intensive, and forces such as market demand would primarily drive these types of decisions.
Lorane	Rapid transit to Portland	The Pacific Northwest corridor from Eugene to Vancouver BC has been nationally authorized under the High-Speed Rail Investment Act. High-speed trains may be provided on this route as improvements are made to the tracks. Population growth and continued political support should improve and expand existing rail service in this direction.
Marcola	Supports train on I-5 corridor.	The Pacific Northwest corridor from Eugene to Vancouver BC has been nationally authorized under the High-Speed Rail Investment Act. High-speed trains may be provided on this route as improvements are made to the tracks. Population growth and continued political support should improve and expand existing rail service in this direction.
Vida	Supports high speed rail to Seattle	The Pacific Northwest corridor from Eugene to Vancouver BC has been nationally authorized under the High-Speed Rail Investment Act. High-speed trains may be provided on this route as improvements are made to the tracks. Population growth and continued political support should improve and expand existing rail service in this direction.
	<b>Land Use and Transportation</b>	
Dunes City	Move commercial uses off of Hwy 101 to move in-town traffic to smaller roads; beautify; require landscaped parking and no parking in front	See Dunes City Comprehensive Plan and development ordinance. Landscaping and parking requirement suggestions may be made to the City for their consideration in future ordinance changes.
Eugene	Better/secure bike parking; land use planning to reduce distance between work/home/shopping	This issue is primarily urban in nature and should be directed to the City.
Eugene	Supports land use planning that reduces VMT.	See TransPlan, which includes strategies to minimize VMT in metro area. The County follows state land use requirements that limit development in rural areas. Concentrating development in well-designed cities should, in effect, reduce VMT per capita.
	<b>Transportation Demand Management</b>	
Eugene	Create incentives for transit use and disincentives for private motor vehicle use, such as through taxes, education, employer incentives. Explore solar powered	The Transportation Planning Rule, which the county's TSP must comply, promotes alternatives to private motor vehicle use. Transit and transportation demand management (TDM) are promoted and supported in the county TSP. For example, TDM is promoted as a mitigation option as part of Traffic Impact Analysis

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	mass transit.	requirements related to proposed development. See Chapter 4.1 in the draft TSP.
Lorane	Provide employer financial incentives to encourage alternatives to single occupancy vehicles and disincentives to single occupancy vehicle use.	LTD's commuter solutions program provides opportunities for employers to encourage alternatives to single occupancy vehicle use. See also above comments.
	<b>Miscellaneous Transportation Policy Issues</b>	
Siuslaw RFPD	Concerned about road grades in residential areas.	Maximum grades on county roads are established in the draft road design standards that are being considered for adoption as part of the TSP.
Cheshire	Require seatbelts on school buses	This issue is beyond the scope of the County TSP.
Junction City	Raise age for drivers permits and licenses	
Junction City	Use prisoners for highway maintenance	Currently, the Lane County Sheriff's Office does operate work crews for some highway maintenance tasks. For more information, please contact the Lane County Sheriff's Office. For State facilities, the TSP does not address this comment as it is outside the scope of the document.
Lorane	Be aware of equestrian use of roads	While no longer a prominent use of the roads, equestrian travel is known to exist in part of the county. Shoulder areas can usually accommodate this use. In addition, some state and county parks are developed with equestrian facilities.