

RASOR PARK MIXED USE CENTER CONCEPT PLAN

Eugene, Oregon

TECHNICAL MEMORANDUM PRELIMINARY DRAFT TRANSPORTATION IMPROVEMENT CONCEPTS

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Figure 1: Study Area Traffic Control

● Traffic Signal ● ← Stop Sign



Figure 2: 2029 Daily Traffic Volumes
 2029 volume (2006 volume)

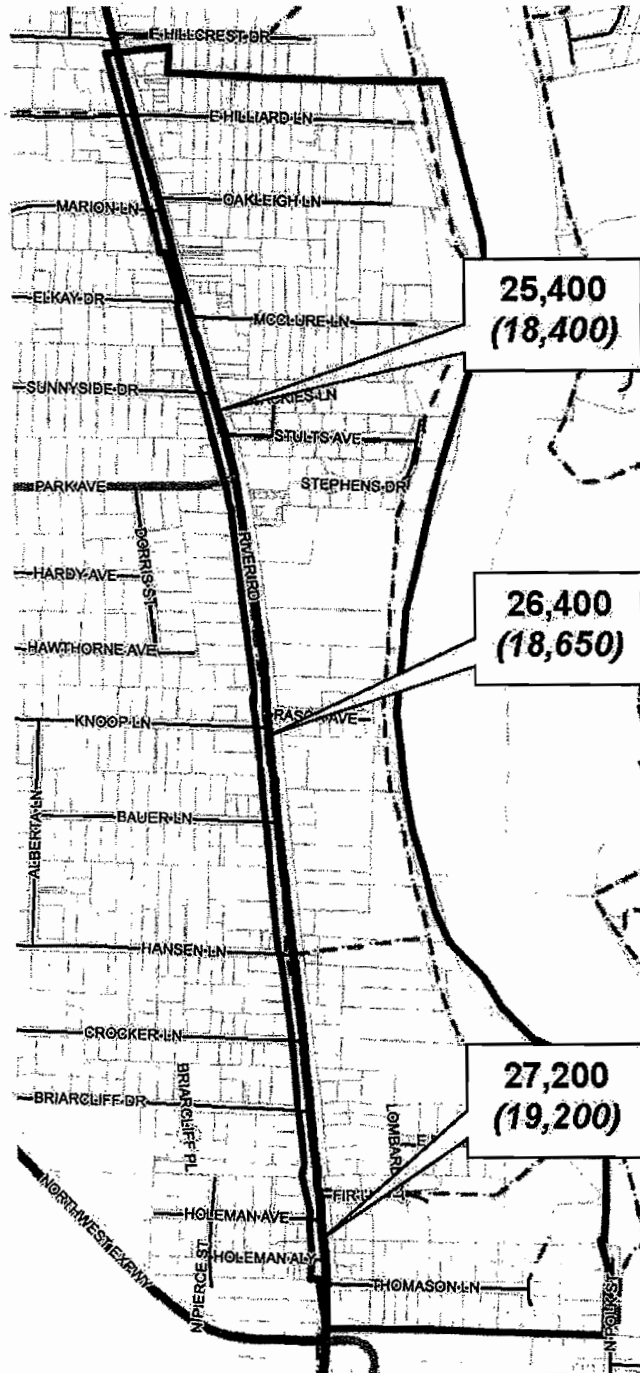
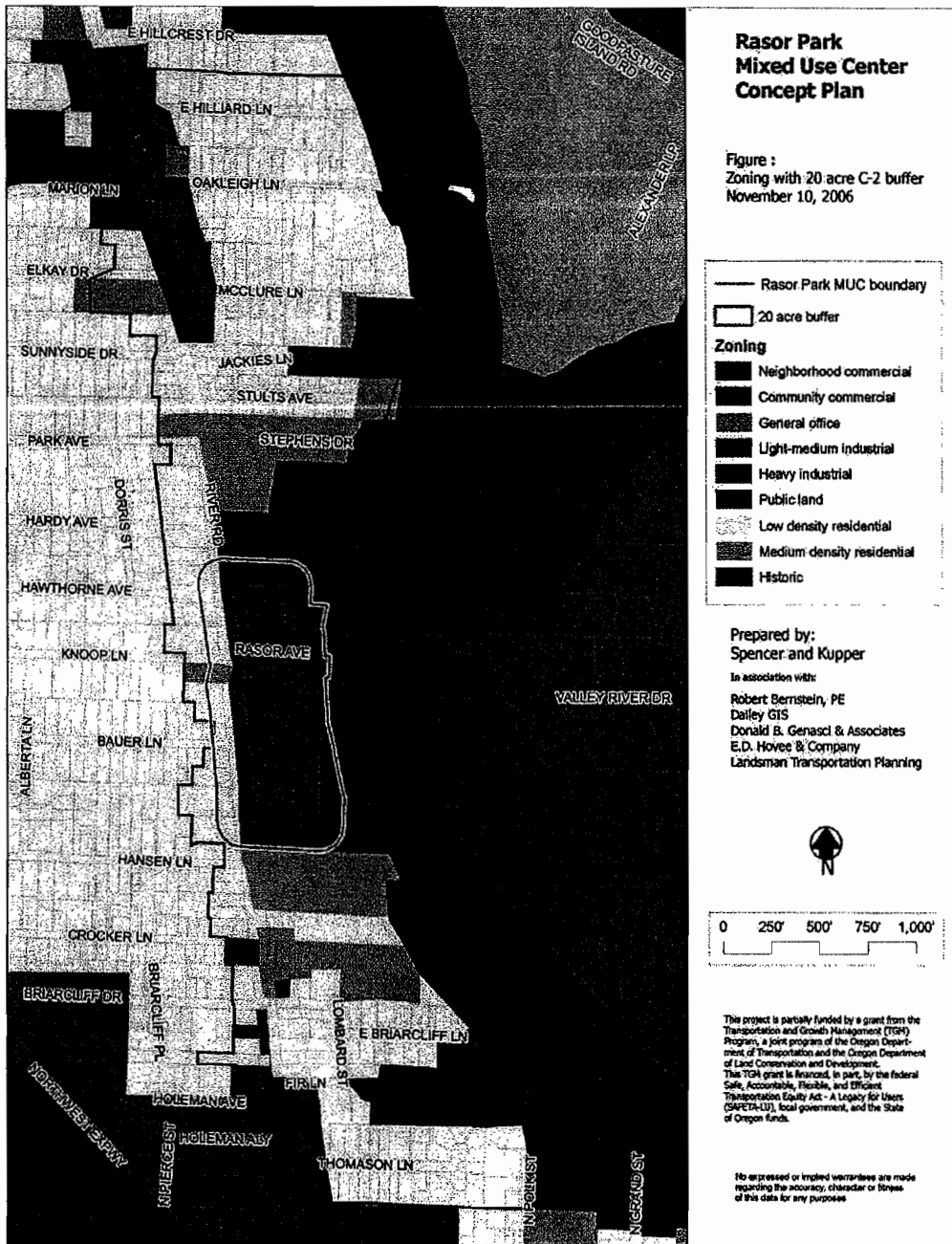


Figure 3
Potential Mixed Use Center Area



**Table 1
Razor Park MUC Trip Generation**

	ITE Code	size	Daily Trips	PM Peak Hour Trips		AM Peak Hour Trips	
				In	out	In	out
MUC Option 1							
Grocery	850	10 ksf	1,022	53	51	20	13
Restaurant	932	5 ksf	636	33	21	30	28
General Commercial	820	15 ksf	644	27	29	9	6
Apartments	220	25 units	168	10	5	3	10
Office	710	-	-	-	-	-	-
Multi-Family (35du/Ac)	230	150 units	879	52	26	11	55
TOTAL			3,349	178	133	73	111
MUC Option 2							
Grocery	850	20 ksf	2,045	107	102	40	25
Restaurant	932	5 ksf	636	33	21	30	28
General Commercial	820	35 ksf	1,503	63	68	22	14
Apartments	220	25 units	168	10	5	3	10
Office	710	30 ksf	330	8	37	41	6
Multi-Family (35du/Ac)	230	250 units	1,465	87	43	19	91
TOTAL			6,147	308	277	154	174
MUC Option 3							
Grocery	850	40 ksf	4,090	213	205	79	51
Restaurant	932	10 ksf	1,272	67	43	60	55
General Commercial	820	50 ksf	2,147	90	98	31	20
Apartments	220	40 units	269	16	9	4	16
Office	710	50 ksf	551	13	62	68	9
Multi-Family (50du/Ac)	230	300 units	1,758	105	51	22	110
TOTAL			10,085	503	467	265	261

Source: Trip Generation Manual, 7th Edition, Institute of Transportation Research Engineers, 2003

Note: Some trips will be internal to the MUC (e.g., a trip to the MUC grocery store from a residence in the MUC); these trips will not use River Rd

Note: Some trips will be "pass-by" trips (i.e., trips that already use River Rd); these trips will access the MUC via River Rd, but will not be "new" trips and will not increase River Rd volume.

The proposed River Road cross-section through the MUC (Knoop - Crocker) will retain two travel lanes and a bicycle lane in each direction, similar to the existing cross-section. However, in order to maintain smooth traffic flow and vehicular, pedestrian, and bicycle safety with the introduction of MUC traffic and its conflicts, "left-turn management" measures will be installed on River Road. The proposed left-turn management measures comprise the installation of a raised median with breaks and left turn pockets at Knoop Lane, Crocker Lane, Bauer Lane, and Hansen Lane.

Bus stops would be placed at two or more of the pedestrian crossing locations. Bus stop facilities (e.g., pads and shelters) will be identified, and configuration (i.e., in-lane or pull-out and near-side, far-side, or mid-block) will be determined later.

Options to be considered include the following:

- Retain River Road center two-way left turn lane (CTWLTL) in lieu of the proposed raised median
- Install pedestrian signals at Bauer Lane and Hansen Lane.
- Install on-street parking on the east (northbound) side of River Road in the MUC between Crocker and Knoop.
- Extend Bauer Lane and Hansen Lane from River Road to the MUC internal commercial street/"focal spine" as Local Access Streets. River Road access to/from the Bauer Lane and Hansen Lane east extensions would be right-in/right-out (RIRO).