Eugene 20 Minute Neighborhoods
Eugene 20 Minute Neighborhoods: Background

“...where 90 percent of Eugene residents can safely walk or bicycle to meet most basic needs....”

“Make 20 minute neighborhoods a core component of Envision Eugene”
Eugene 20 Minute Neighborhoods: Background

“Plan...so that an increasing proportion of residents live in 20-Minute Neighborhoods.....”
A 20 minute neighborhood is...

Distance

Density

Destinations
Walkability

Not just about the ability to take a stroll
Making trips without a car
(Making it possible to make trips without a car)
Why?
Transportation cost savings
Reduced traffic congestion
Health
Why?
Environment
Access for all
Keep dollars local

What do we pay for in a gallon of Regular Grade gasoline?

2010 Average Retail Price: $2.78

- Distribution & Marketing: 10%
- Refining Costs & Profits: 7%
- Federal & State Taxes: 14%
- Crude Oil: 68%

Source: U.S. Energy Information Administration.
What does a 20 minute neighborhood feel like?

Downtown

And....
Whiteaker
24th and Hilyard
28th and Friendly
Full Composite
Population and employment plus all nine infrastructure and distance factors.

Full Composite
Equal Interval
- Low
- Medium
- High

Composites
The 20 minute criteria

- Distance
  - Intersection Density
  - Sidewalks
  - Bike Lanes
  - Transit
The 20 minute criteria

- **Distance**
  - Intersection Density
  - Sidewalks
  - Bike Lanes
  - Transit

- **Destinations**
  - Elementary schools
  - Parks
  - Full service grocery
  - Convenience stores
  - Other commercial (restaurants, salons, café’s, and more..)
The 20 minute criteria

- **Distance**
  - Intersection Density
  - Sidewalks
  - Bike Lanes
  - Transit

- **Destinations**
  - Elementary schools
  - Parks
  - Full service grocery
  - Convenience stores
  - Other commercial (restaurants, beauty)

- **Density**
  - Population density (at home)
  - Employment density (at work)
The 20 minute criteria

• Distance
  Intersection Density
  Sidewalks
  Bike Lanes
  Transit

• Destinations
  Elementary schools
  Parks
  Full service grocery
  Convenience stores
  Other commercial (restaurants, beauty shops, café’s)

• Density
  Population density (at home)
  Employment density (at work)
Intersection Density

Number of intersections within 1/4 mile radius of each 33' cell averaged to a 330' tile.

Urban Growth Boundary — Major Roads  Major Rivers

Intersection Density
Geometric Interval
- Low
- Medium
- High
Park Distance

Average distance within 330' tile to park based on 1/4, 1/2, & 1 mile service areas weighted on an equal interval (99, 66, 33).
Full Service Grocery Distance

Average distance within 330' tile to full service grocery (see appendix one for definition) based on 1/4, 1/2, & 1 mile service areas weighted on an equal interval (99, 66, 33).
Resident Density
Estimated number of residents per 330' tile; see Appendix A for estimate assumptions.

Population Density
Geometric interval
- Low
- Medium
- High

Urban Growth Boundary — Major Roads — Major Rivers
Full Composite

• Transportation elements
  Intersection Density
  Sidewalks
  Bike Lanes
  Transit

• Destination elements
  Elementary schools
  Parks
  Full service grocery
  Convenience stores
  Other commercial (restaurants, beauty shops, café’s)

• Population elements
  Population density (at home)
  Employment density (at work)
Full Composite

Population and employment plus all nine infrastructure and distance factors.

- Urban Growth Boundary
- Major Roads
- Major Rivers

Full Composite

Equal Interval
- Low
- Low
- Medium
- Medium
- High

Miles
Other influences

What’s not included in these maps but still important to understand?

Aesthetics
- Tree canopy cover
- Street width

Safety and security
- Auto traffic speeds
- Signaled crosswalks
- Crime rates
Other Considerations

What’s other factors do we need to understand in order to prioritize?

**Socioeconomics:**
- Income distribution
- Age
- Ethnicities

**Other factors:**
- Auto ownership
- Current biking and walking trends
Where are we headed?

• Mapping the opportunities
• Opportunity siting
• Connecting commercial and residential
Mapping Opportunity

Infrastructure Opportunity Areas
Estimated combined residents and employees

- 32 - 36
- 37 - 51
- 52 - 114
- 115 - 379
- 380 - 1500

0 1 2 Miles
Opportunity Siting

Opportunity Siting
A Program to Promote 20 Minute Living

Urban Housing, Vibrant Neighborhoods

City of Eugene
Untapped density: site design and the proliferation of suburban multifamily housing

Nico Laise*

*Department of Architecture, University of Oregon, Eugene, OR, USA.

Figure 1. Typical suburban multifamily developments from around the country: (clockwise from top left) Eugene, Oregon; Phoenix, Arizona; Pleasanton, California, and Sun Prairie, Wisconsin.

due to land cost, construction costs, and rental rates, these units are rarely less than two stories tall.

Based on housing density, these garden apartment/condominium developments are almost always in areas that have access to public sewer systems (US Census Bureau.
Linking homes and services
Questions?
Additional Maps of Interest
Mean Adult Body Mass Index 2009

Body mass index per block is calculated from Department of Motor Vehicles card holder renewal information for Lane County for the years 1999-2009. Data was not screened or verified save to match to current address file, and represents former as well as current residents of the area.

DMV BMI
Mean BMI per 330' block
- 16 - 25: Underweight to Normal Weight
- 26 - 30: Overweight
- 31 - 42: Obese