



MEMORANDUM

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Copies: MovingAhead Project Files

Date: 7/07/2017

Subject: Addendum to MovingAhead Alternatives Analysis Technical Reports

This document is an addendum to the MovingAhead Project's Alternatives Analysis (AA) Draft Final Technical Reports, dated May 2017. This addendum serves to provide new options for mitigating potential adverse effects as related to the information gathered by the AA Technical Reports.

1. BACKGROUND

The purpose of MovingAhead is to determine which high-capacity transit corridors identified in the adopted *Emerald Express (EmX) System Plan* (Lane Transit District [LTD], 2014) and the Frequent Transit Network (FTN) are ready to advance to capital improvements programming in the near term. The City of Eugene (City) and LTD initiated the MovingAhead Project in 2014 to identify and examine alternatives for improving multimodal safety, mobility, and accessibility in key transit corridors in the City. A main theme of the City's vision is to concentrate new growth along and near the City's key transit corridors and within core commercial areas while protecting neighborhoods and increasing access to services for everyone. The City and LTD are jointly conducting the project to facilitate a more streamlined and cost-efficient process through concurrent planning, environmental review, and design and construction of multiple corridors.

The City and LTD examined multimodal transit alternatives in the following five key transit corridors identified in the Draft *Envision Eugene Comprehensive Plan* (City, 2016) and the *Eugene 2035 Transportation System Plan* (Central Lane Metropolitan Planning Organization, 2016):

- Highway 99 Corridor
- River Road Corridor
- 30th Avenue to Lane Community College Corridor
- Coburg Road Corridor
- Martin Luther King, Jr. Boulevard Corridor

No-Build, Enhanced Corridor, and EmX Alternatives were developed for each corridor except the Martin Luther King, Jr. Boulevard Corridor, for which only No-Build and Enhanced Corridor Alternatives were developed.

In fall 2016 and winter 2017, LTD and the City evaluated the potential effects of proposed alternatives being studied in the MovingAhead Project; these evaluations and potential effects were documented in discipline-specific technical reports. After review of the technical report findings, LTD and the City determined that additional mitigation options should be considered by policy makers when selecting preferred alternatives for each of the project corridors.

This addendum describes the new information and how this new information differs from the findings of the technical reports.

2. NEW MITIGATION OPTIONS

The following technical reports identified locations along corridor alternatives where additional mitigation options may be necessary to mitigate potential adverse effects:

- Transportation Technical Report
- Street and Landscape Trees Technical Report
- Acquisitions and Displacements Technical Report

The project team classified proposed mitigation options into the following two categories:

- Corridor-based mitigation options: As proposed in the design studied by the technical reports, lineal change to the cross section of a given roadway would result in potentially adverse impacts to multiple properties. Examples of design in areas requiring a corridor-based mitigation option include widening a roadway to construct exclusive or semi-exclusive bus lanes or re-allocating space on an existing facility for different modes than the existing cross section of that facility. Mitigation options for these cases often suggest changes to the overall proposed cross section of a large portion of the corridor.
- Localized mitigation options: As proposed in the design studied by the technical reports, small-scale “spot” changes to an existing site often related to a proposed enhanced bus stop or EmX station placement, improvements to bicycle or pedestrian infrastructure, or limited widening for intersection improvements would result in impacts to a single property or a small number of properties. Mitigation options in these locations suggest relocation of discrete portions of the proposed improvements in a given area such as relocation of proposed stops or stations.

Table 2.1-1 identifies corridor-based mitigation options by corridor alternative, describes the conflict(s) identified by the technical reports, describes the proposed mitigation option to alleviate the identified conflict(s), and summarizes the changes to the conflict(s) as a result of implementing the proposed mitigation option.

Table 2.1-2 identifies localized mitigation options by corridor alternative, describes the conflict(s) identified by the technical reports, describes the proposed mitigation option to alleviate the identified conflict(s), and summarizes the changes to the conflict(s) as a result of implementing the proposed mitigation option.

Figures referenced in the tables are found in the appendix to this addendum. The figures identify the conceptual design elements resulting in potential impacts which drive the need for a mitigation option and visually explain potential mitigation.

Table 2.1-1. Corridor-Based Mitigation Options Summary

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|--|--|---|---|---------------------|
| Highway 99 Corridor Enhanced Corridor Alternative | | | | |
| No corridor-based mitigation options identified for this alternative. | N/A | N/A | N/A | N/A |
| Highway 99 Corridor EmX Alternative | | | | |
| No corridor-based mitigation options identified for this alternative. | N/A | N/A | N/A | N/A |
| River Road Corridor Enhanced Corridor Alternative | | | | |
| Randy Papè Beltline Interchange with River Road; 300 feet south of the intersection of River Road and Silver Lane to 150 feet north of the intersection of River Road and Division Avenue. | Proposed widening of River Road in the interchange area to provide semi-exclusive Business Access and Transit (BAT) lanes on approach to congested ramp terminal intersections would result in strip acquisitions from abutting properties that would impact the drive-thru circulation of four businesses and off-street parking from other businesses in the area. | Eliminate the BAT lanes proposed in this section of the corridor, and focus efforts on efficient stop placement and siting, with a particular focus on finding a safer and more efficient stop to replace the existing northbound bus stop at the south ramp terminal intersection of River Road and the Randy Papè Beltline. | <ul style="list-style-type: none"> • Elimination of the proposed BAT lanes in this area would avoid the need to widen and acquire property from adjacent businesses. Some minor right-of-way acquisitions may be required depending on the selection of stop locations, but their scope would be smaller than the currently proposed acquisitions under this alternative. • The bus would travel in a congested segment of mixed traffic in the interchange area. Further study of bus travel delay | A-1a - A-1b |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|---|---|--|--|---------------------|
| | | | <p>due to selection of this mitigation option is needed.</p> <ul style="list-style-type: none"> • Pedestrian improvements proposed under the Enhanced Corridor Alternative would not be provided by this mitigation option. | |
| River Road Corridor EmX Alternative | | | | |
| Randy Papè Beltline Interchange with River Road; Corliss Lane to Division Avenue. | Proposed widening of River Road in the interchange area to provide semi-exclusive BAT lanes and exclusive bus-only lanes would result in strip acquisitions from abutting properties that would impact the drive-thru circulation of six businesses and off-street parking from other businesses in the area. | Option 1: Eliminate the BAT and EmX-exclusive lanes proposed in this area, and focus efforts on station placement and siting, with a particular focus on finding a safer and more efficient station to replace the existing northbound bus stop at the south ramp terminal intersection of River Road and the Randy Papè Beltline. | <ul style="list-style-type: none"> • Eliminating the proposed BAT and exclusive lanes in this area would avoid the need to widen and reduce property acquisition from adjacent businesses. Some minor acquisitions may be required depending on the selection of proposed station locations, but their scale would be smaller than the currently proposed acquisitions. • The EmX would travel in a congested segment of mixed traffic in the interchange area. Further study of the amount of delay incurred by the EmX due to selection of this mitigation option is required. | A-2a, A-2b |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|---|---|---|---|---------------------|
| | | <ul style="list-style-type: none"> Option 2: Alternatively, reduce the level of investment in this location to match the proposed Enhanced Corridor Alternative (non-mitigation option) in this area to gain some exclusivity for the EmX. | <ul style="list-style-type: none"> Choosing to construct the Enhanced Corridor Alternative in this area as it is currently proposed, while less impactful than the proposed EmX Alternative, is still impactful to business circulation and parking. Some travel time savings for the EmX would be preserved by selecting this option. | N/A |
| 30th/Lane Community College Corridor Enhanced Corridor Alternative | | | | |
| Oak Street between E. 11th Avenue and E. 19th Avenue | <ul style="list-style-type: none"> Proposed addition of a buffered bicycle lane on Oak Street would require removal of up to 60 on-street parking spaces on Oak Street. The City has indicated that construction of the High Street cycletrack facility may mitigate the need for a buffered bicycle facility on Oak Street. Construction of parking pullouts and stops in this location may also impact mature street trees within the Charter | Eliminate the buffered bicycle facility on Oak Street. Eliminate the proposed construction of parking pullouts. Construction activities on Oak Street under the Enhanced Corridor Alternative would focus on enhanced stop construction and transit signal priority only. | <ul style="list-style-type: none"> Eliminating the proposed buffered bicycle facility on Oak Street would avoid impacts to on-street parking. The existing condition with no continuous bicycle facility on Oak Street would be maintained. Enhanced stop construction would remain as proposed. Impacts to mature street trees would be avoided. | A-3a |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|---|--|---|--|---------------------|
| | Tree boundary of the City. | | | |
| Pearl Street between E. 11th Avenue and E. 19th Avenue | <ul style="list-style-type: none"> Proposed addition of a striped buffer for the existing bicycle lane on Pearl Street would require removal of up to 13 on-street parking spaces on Pearl Street. Construction of parking pullouts and stops in this location may also impact mature street trees within the Charter Tree boundary of the City. | Eliminate the proposed buffer for the existing bicycle lane on Pearl Street. Eliminate the proposed construction of parking pullouts. Construction activities on Pearl Street under the Enhanced Corridor Alternative would focus on enhanced stop construction and transit signal priority only. | <ul style="list-style-type: none"> Eliminating the proposed buffered bicycle facility on Oak Street and the proposed buffer on Pearl Street would avoid impacts to on-street parking. The existing condition with an existing non-buffered bicycle facility on Pearl Street would be maintained. Enhanced stop construction would remain as proposed. Impacts to mature street trees would be avoided. | A-b |
| 30th/Lane Community College Corridor EmX Alternative | | | | |
| Oak Street between E. 11th Avenue and E. 19th Avenue | <ul style="list-style-type: none"> Proposed addition of a BAT lane on Oak Street would result in removal of up to 76 on-street parking spaces on Oak Street. Proposed EmX stations at Oak Street and E. 13th Avenue and at E. 14th Avenue are too close together for efficient transit operations | <ul style="list-style-type: none"> Reduce the length of or eliminate the BAT lane proposed on Oak Street. Relocate the redundant station at E. 13th Avenue to Oak Street and E. 16th Avenue. Combine the sidewalk and station area of the proposed stations. | <ul style="list-style-type: none"> While this option would retain 76 on-street parking spaces, eliminating or reducing the length of the BAT lane on Oak Street would result in the EmX traveling in mixed traffic on Oak Street. Travel time savings due to proposed BAT lane would be reduced or eliminated. Relocating the station at Oak Street and E. 13th Avenue to Oak Street and E. 16th Avenue would avoid blocking access to the | A-4a |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|---|--|---|---|---------------------|
| | <ul style="list-style-type: none"> The proposed station at Oak Street and E. 13th Avenue potentially blocks access to a residential property and impacts mature street trees within the City's Charter Tree boundary. | | <p>residential property and avoid potential impacts to mature street trees within the Charter Tree boundary of the City. Transit performance would potentially improve due to increased stop spacing.</p> <ul style="list-style-type: none"> Combining the sidewalk and station area of the proposed station would reduce its overall width and reduce or avoid impacts to private property. | |
| Pearl Street between E. 11th Avenue and E. 19th Avenue. | <ul style="list-style-type: none"> Proposed EmX stations at Pearl Street and E. 13th Avenue and at E. 15th Avenue are too close together for efficient operations | <ul style="list-style-type: none"> Relocate the station at E. 13th Avenue to Pearl Street and E. 12th Avenue. Relocate the station at E. 15th Avenue to Pearl Street and E. 16th Avenue. Relocate the station at E. 18th Avenue to Pearl Street and E. 19th Avenue. Combine the sidewalk and station area of the proposed stations. | <ul style="list-style-type: none"> Transit performance would potentially improve due to increased stop spacing. Combining the sidewalk and station area of the proposed station would reduce its overall width and reduce or avoid impacts to private property that may occur as a result of relocating the stations listed. | A-4b |
| Coburg Road Corridor Enhanced Corridor Alternative | | | | |
| No corridor-based mitigation options are identified for this alternative. | N/A | N/A | N/A | N/A |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|--|---|--|--|---------------------|
| Coburg Road Corridor EmX Alternative | | | | |
| Randy Papé Beltline interchange with Coburg Road; Elysium Avenue to Crescent Avenue. | Proposed widening of Coburg Road in the interchange area to provide exclusive bus-only lanes would result in strip acquisitions from abutting properties including residences. Strip acquisitions would potentially impact drive-thru circulation of two businesses and off-street parking from other businesses. Left turns across Coburg Road would be heavily restricted compared to the existing condition. | <ul style="list-style-type: none"> Provide more refined design in the mitigation option area, including reducing or eliminating the proposed exclusive bus-only lanes. Refine the taper of general purpose lanes north of Crescent Avenue on Coburg Road so that the required right-of-way width roadway returns to existing conditions in less distance than currently designed. | <ul style="list-style-type: none"> Eliminating or reducing the proposed exclusive bus-only lanes would reduce or avoid strip acquisitions and impacts to businesses and residences. Some minor property acquisitions for right-of-way may still be required to construct station improvements. The EmX would travel in a congested segment of mixed traffic through the interchange area where the exclusive lanes are removed. This would result in a reduction in transit travel times and would require additional analysis to more fully understand the extent of the reduction. | A-5a, A-5b |
| | | <ul style="list-style-type: none"> Revise the design in this area to match the proposed Enhanced Corridor Alternative design. | <ul style="list-style-type: none"> Constructing the Enhanced Corridor Alternative in this area, while less impactful than the EmX Alternative, would still impact business circulation and parking. Some travel time savings for the EmX would be preserved by selecting this option. | N/A |
| Martin Luther King, Jr. Boulevard Corridor Enhanced Corridor Alternative | | | | |
| No corridor-based mitigation options are identified for this alternative. | N/A | N/A | N/A | N/A |

Table 2.1-2. Localized Mitigation Options Summary

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|--|---|---|---|---------------------|
| Highway 99 Corridor Enhanced Corridor Alternative | | | | |
| Previous location of Porky’s Palace – business on Highway 99 at the southwest corner of intersection with Royal Avenue (796 State Hwy 99 N, Eugene, OR 97402). | Proposed construction of an enhanced bus stop, a bus pullout, and pedestrian improvements in this location would result in removal of up to 12 off-street parking spaces and would impact circulation through the business parking lot. | <ul style="list-style-type: none"> Option 1: Utilize the existing bus stop and pullout near this location without constructing pedestrian zone improvements or widening the stop area. <hr/> <ul style="list-style-type: none"> Option 2: In final design, work with the business owner to balance length of stop design with a driveway in the taper of the pullout. | <ul style="list-style-type: none"> Utilizing the existing bus stop and pullout with no construction would avoid the circulation and parking impacts to the property. This mitigation option design change would eliminate the enhanced bus stop and the pedestrian improvements. A 60-foot articulated bus may not be able to fully pull out of traffic to serve the short existing stop. <hr/> <ul style="list-style-type: none"> A 60-foot articulated bus may not be able to fully pull out of traffic to serve a shortened stop. Final design detailing of a slightly longer than existing stop negotiated with the access needs of the property owner would balance operational and safety impacts with potential parking and circulation impacts. | A-6 |
| Battery X-Change – business on the east side of Highway 99, 1,500 feet north of Roosevelt Boulevard (539 State Hwy 99 N, Eugene, OR 97402). | Proposed construction of an enhanced bus stop, a bus pullout, and pedestrian improvements in this location would result in removal of up to | Utilize the existing bus stop and pullout near this location without constructing pedestrian zone improvements or widening the stop area. | <ul style="list-style-type: none"> Utilizing the existing bus stop and pullout with no construction would avoid the parking impacts to the property. | A-7 |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|---|--|--|---|---------------------|
| | six off-street parking spaces. | | <ul style="list-style-type: none"> A 60-foot articulated bus may not be able to fully pull out of traffic to service the short existing stop. This mitigation option design change would eliminate the enhanced bus stop and the pedestrian improvements. | |
| Wheeler Dealer – business on the east side of Highway 99, 1,000 feet south of Fairfield Avenue (1041 State Hwy 99 N, Eugene, OR 97402). | Proposed construction of an enhanced bus stop, a bus pullout, and pedestrian improvements in this location would result in removal of up to six off-street parking spaces. | Utilize the existing bus stop and pullout near this location without constructing pedestrian zone improvements or widening the stop area. | <ul style="list-style-type: none"> Utilizing the existing bus stop and pullout with no construction would avoid the circulation and off-street parking impacts to the property. A 60-foot articulated bus may not be able to fully pull out of traffic to serve the short existing stop. Final design detailing of a slightly longer than existing stop negotiated with the access needs of the property owner would balance operational and safety impacts with potential off-street parking impacts. This mitigation option design change would eliminate the enhanced bus stop and the pedestrian improvements. | A-8 |
| Northwest Self Storage – business on the west side of Highway 99, 1,000 feet south of Fairfield Avenue (3150 Hawthorne Ave, Eugene, OR 97402) | Proposed construction of an enhanced bus stop, a bus pullout, and pedestrian improvements in this location would result in impacts to | Shift the pullout to a new location on the site and reduce its overall length and width and the length and width of pedestrian zone improvements | <ul style="list-style-type: none"> Utilizing the existing bus stop and pullout with no construction would avoid the circulation and off-street parking impacts to the property. | A-8 |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|--|---|---|---|---------------------|
| | circulation around rows of storage units on the site. | as necessary to maintain existing circulation on the site. | <ul style="list-style-type: none"> • A 60-foot articulated bus may not be able to fully pull out of traffic to serve a shortened existing stop. Final design detailing of a slightly longer than existing stop negotiated with the access needs of the property owner would balance operational and safety impacts with potential site circulation impacts. • This mitigation option design change would reduce the scope of the enhanced bus stop and the pedestrian improvements. | |
| Gilbert Shopping Center on the southwest corner of the intersection of Highway 99 and Fairfield Avenue (1156-1171 State Hwy 99 N, Eugene, OR 97402). | Proposed construction of an enhanced bus stop, a bus pullout, and pedestrian improvements in this location would result in removal of up to 10 off-street parking spaces. | Utilize the existing bus stop and pullout near this location without constructing pedestrian zone improvements or widening the stop area. | <ul style="list-style-type: none"> • Utilizing the existing bus stop and pullout with no construction would avoid the circulation and off-street parking impacts to the property. • A 60-foot articulated bus may not be able to fully pull out of traffic to serve the short existing stop. Final design detailing of a slightly longer than existing stop negotiated with the access needs of the property owner would balance operational and safety impacts with potential off-street parking impacts. • This mitigation option design change would eliminate the enhanced bus stop and the pedestrian improvements. | A-9 |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|--|--|--|--|---------------------|
| Winco Foods – business at the intersection of Barger Drive and Cubit Street (4275 Barger Drive, Eugene, OR 97402). | Construction of a proposed on-street terminus facility would result in widening of Cubit Street that would remove approximately 12 off-street parking spaces. | Final design mitigation and negotiation with this property owner would include narrowing or reducing the number of lanes on Cubit Street. Other scaling of or movement of design elements in this area would include the operator restroom and boarding platforms. | <ul style="list-style-type: none"> Narrowing the travel lanes on Cubit Street to bring all terminus improvements inside of the existing right-of-way would potentially avoid impacts to Winco Foods’ off-street parking. Traffic impacts due to potential removal of or reduction in width of vehicular travel lanes would require further study to understand traffic operational trade-offs. | A-10 |
| Highway 99 Corridor EmX Alternative | | | | |
| Patty’s – business at the intersection of Highway 99 and Roosevelt Boulevard (241 State Hwy 99 N, Eugene, OR 97402). | Construction of EmX station and intersection improvements at Roosevelt Boulevard to provide BAT lane and pullout for northbound EmX vehicles would remove approximately two off-street parking spaces. | Final design mitigation and negotiation with this property owner would include narrowing of the pedestrian environment, station area, or travel lanes and coordination with the property owner to optimize existing site parking. | Mitigation alternatives would result in minimizing potential off-street parking impacts to the business, but would not completely avoid impacts to this property. | A-11 |
| Previous location of Porky’s Palace – business on Highway 99 at the southwest corner of intersection with Royal Avenue (796 State Hwy 99 N, Eugene, OR 97402). | Proposed construction of an EmX station in this location would result in removal of up to 12 off-street parking spaces and closure of driveway access to Highway 99. | Final design mitigation and negotiation with this property owner would include constructing a station with a smaller overall civil design footprint and/or combining the sidewalk and station area to | <ul style="list-style-type: none"> Narrowing of station dimensions and/or length may result in operational impacts including the EmX vehicle being unable to completely pull out of traffic to serve the station. | A-12 |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|---|--|---|--|---------------------|
| | | reduce the overall width of the impact. | <ul style="list-style-type: none"> Some, but not all, of the off-street parking impacts would be avoided. The impacted driveway would remain closed. | |
| Battery X-Change – business on the east side of Highway 99, 1,500 feet north of Roosevelt Boulevard (539 State Hwy 99 N, Eugene, OR 97402). | Proposed construction of an EmX station in this location would result in removal of up to six off-street parking spaces. | <ul style="list-style-type: none"> Option 1: Final design mitigation and negotiation with this property owner would include constructing a station with a smaller overall civil design footprint and/or combining the sidewalk and station area to reduce the overall width of the impact. | <ul style="list-style-type: none"> Narrowing of station dimensions and/or length may result in operational impacts including the EmX vehicle being unable to completely pull out of traffic to serve the station. Some, but not all, of the off-street parking impacts would be avoided. | A-13 |
| | | <ul style="list-style-type: none"> Option 2: Relocation of the station from its proposed location to adjacent parcels. | <ul style="list-style-type: none"> Negotiation with and outreach to other potentially impacted properties would be required if the station were relocated. Some, but not all, of the off-street parking impacts would be avoided. Off-street parking impacts may be incurred by other parcels if the station would be relocated. | |
| Ace Buyers – business at the northeast corner of the intersection of Highway 99 and Royal Avenue (823B State Hwy 99 N, Eugene, OR 97402). | Proposed construction of an EmX station in this location would result in removal of up to 12 off-street parking spaces. | Final design mitigation and negotiation with this property owner would include constructing a station with a smaller overall civil construction footprint and/or combining the | <ul style="list-style-type: none"> Narrowing of station dimensions and/or length may result in operational impacts including the EmX vehicle being unable to completely pull out of traffic to serve the station. | A-14 |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|--|---|--|---|---------------------|
| | | sidewalk and station area to reduce the overall impact width. | <ul style="list-style-type: none"> Some, but not all, of the off-street parking impacts would be avoided. | |
| Gilbert Shopping Center on the southwest corner of the intersection of Highway 99 and Fairfield Avenue (1156-1171 State Hwy 99 N, Eugene, OR 97402). | Proposed construction of an EmX station in this location would result in removal of up to nine off-street parking spaces. | Final design mitigation and negotiation with this property owner would include constructing a station with a smaller overall civil design footprint and/or combining the sidewalk and station area to reduce the overall width of the impact. | The proposed mitigation option would minimize the number of off-street parking impacts, but would not entirely avoid the proposed impact. | A-15 |
| Winco Foods – business at the intersection of Barger Drive and Cubit Street (4275 Barger Drive, Eugene, OR 97402). | Construction of a proposed on-street terminus facility would result in a widening of Cubit Street that would remove approximately 12 off-street parking spaces. | Final design mitigation and negotiation with this property owner would include narrowing or reducing the number of lanes on Cubit Street to reduce the number of parking spaces impacted on the property. Other scaling of or movement of design elements in this area would include the operator restroom and boarding platforms. | <ul style="list-style-type: none"> Narrowing the travel lanes on Cubit Street to bring all terminus improvements inside of the existing right-of-way would potentially avoid impacts to Winco Foods’ off-street parking. Traffic impacts due to potential removal of or reduction of vehicular travel lane widths would require further study to understand traffic operational trade-offs. | A-16 |
| River Road Corridor Enhanced Corridor Alternative | | | | |
| Proposed southbound stop location at W. 1st Avenue and Chambers Street (approximately 100 Chambers Street, Eugene, OR 97402). | City staff comment on this stop located inside of the City’s Charter Tree boundary indicates that an existing stop location at W. 2nd Avenue and | Relocate proposed enhanced stop to existing stop location at W. 2nd Avenue and Chambers Street. | <ul style="list-style-type: none"> Avoids impacts to trees within the Charter Tree boundary of the City. The at-grade stop location would better serve existing development and would be more | A-17 |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|---|--|---|--|---------------------|
| | Chambers would better serve land uses, be at grade, and potentially avoid impacts to trees. | | accessible for mobility device users. | |
| River Road Corridor EmX Alternative | | | | |
| Crescent Automotive – business at the northwest corner of the intersection of W. 6th Avenue and Chambers Street (1705 W. 6th Avenue, Eugene, OR 97402). | Constructing a proposed EmX station at this location would result in the removal of approximately 10 off-street parking spaces from this business. | Relocate station to the north, and shorten the platform so that it fits within the existing sidewalk and landscape and minimizes potential impacts to off-street parking. Maintain proposed bicycle circulation behind the station. | Shifting and narrowing the station in this location would avoid some or all impacts to the off-street parking at Crescent Automotive, but may result in partial property acquisitions from other businesses in the area. | A-18 |
| Residence at the intersection of River Road and Hansen Lane (480 River Road, Eugene, OR 97404). | Constructing a proposed EmX station at this location would result in blocking access to the lot by cutting off vehicular access to the property. | Relocate the station two properties to the north. | <ul style="list-style-type: none"> ● Shifting the station two properties to the north would avoid the driveway impact, but would potentially result in property acquisitions from a different property. ● Potential impacts to medium and large trees in the landscape strip along River Road would require further assessment by an International Society of Arboriculture-certified arborist prior to approval of tree removal. ● Additional final design refinement of the station length, width, and cross section would be required. ● The EmX station would be located at the near side of a | A-19 |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|--|--|--|---|---------------------|
| | | | proposed pedestrian crossing which is less ideal for bus operations and pedestrian safety than placement at the far side of the crossing. | |
| 30th/Lane Community College Corridor Enhanced Corridor Alternative | | | | |
| No localized mitigation options are identified for this corridor alternative. | N/A | N/A | N/A | N/A |
| 30th/Lane Community College Corridor EmX Alternative | | | | |
| KeyBank and alleyway at the intersection of Amazon Parkway and Hilyard Street (2995 Hilyard Street, Eugene OR 97405). | The proposed station with bicycle storage at this location would close an alley to residences. | Trim the overall platform length and shift station slightly in final design to avoid closure. | Trimming and shifting the station would avoid closing the public alley but it would also reduce station improvements and available bicycle storage at this location. | A-20 |
| Coburg Road Corridor Enhanced Corridor Alternative | | | | |
| Kendall Subaru—business in the southwest quadrant of the intersection of Coburg Road and Cedarwood Drive (20 Coburg Road, Eugene, OR 97401). | Proposed construction of a new southbound BAT lane and reconstruction of existing shared use path and landscape strip in this area would result in right-of-way widening and removal of approximately eight off-street parking spaces in this location plus potential reconstruction | Several mitigation options could be used alone or in combination: <ul style="list-style-type: none"> • Reduce the width of the landscape buffer between the BAT lane and shared use path • Reduce the width of the reconstructed shared use path, and/or | <ul style="list-style-type: none"> • Reducing the scale of proposed improvements by employing any combination of the techniques described would minimize or potentially avoid the number of off-street parking spaces potentially impacted at this business. • Reducing or eliminating the length of the BAT lane through this area requires further study to determine whether there are any reductions in travel time | A-21 |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|---|--|--|--|---------------------|
| | of the business' parking lot lighting. | <ul style="list-style-type: none"> Reduce or eliminate the length of the proposed southbound BAT lane. | <p>savings in a highly congested part of the Coburg Road corridor.</p> <ul style="list-style-type: none"> Reducing the width of the proposed landscape buffer and reconstructed shared use path would result in a pedestrian and bicycle area that is more constrained than the existing condition. | |
| The Hamptons Apartments—multi-family residential property in the southeast quadrant of the intersection of Harlow Road and Coburg Road (601 Coburg Road, Eugene, OR 97401). | Proposed construction of an extended right-turn lane for the northbound to eastbound turning movement and a wider pedestrian environment at the intersection of Harlow Road and Coburg Road would result in removal of approximately 15 off-street parking spaces and some potential removal of mature street and landscape trees. | <ul style="list-style-type: none"> Reduce the overall length of the proposed right-turn lane, and reduce the width of the proposed pedestrian environment. Work with the property owner to reconfigure the existing parking lot and landscaping to take advantage of open space and provide adequate off-street parking at The Hamptons. | <ul style="list-style-type: none"> Some or all of the parking loss induced by proposed construction would be avoided by reducing the construction proposed in the area, by reconfiguring the existing lot at The Hamptons, or by some combination of the two strategies. Reducing the length of the proposed right-turn lane at this intersection would reduce or eliminate travel time improvements and general traffic operational efficiency through the intersection at Harlow Road because right-turning vehicles would potentially block the through lane where the bus would travel. Reducing the width of the proposed pedestrian environment would result in a | A-22 |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|---|---|--|--|---------------------|
| Strip mall complex on the northeast corner of the intersection of Coburg Road and Frontier Drive (485 Coburg Road, Eugene, OR 97401). | Proposed construction of a new enhanced bus stop on the northeast corner of this intersection would result in the stop and pedestrian environment constructed directly adjacent to the building at this strip mall complex. | Coordinate and negotiate with the property owner during final design and construction to ensure that business operations and structure are not impacted. | less desirable sidewalk and/or landscape buffer width. <ul style="list-style-type: none"> • Coordination would ensure that impacts to business operations and structure at this location would be avoided. • May result in narrowing of pedestrian environment or stop relocation within the same parcel during final design. | A-23 |
| Papa’s Pizza—business on the east side of Coburg Road, 400 feet south of the intersection of Willakenzie Road and Coburg Road (1577 Coburg Road, Eugene, OR 97401). | Proposed construction of an extended right-turn lane for the northbound to eastbound turning movement at the intersection of Willakenzie Road and Coburg Road would result in removal of approximately 12 off-street parking spaces in this location. | Reduce the overall length of the proposed right-turn lane. | <ul style="list-style-type: none"> • Parking loss induced by proposed construction would be avoided or minimized by reducing the overall length of the right-turn lane proposed in the area. • Reducing the length of the proposed right-turn lane at this intersection would reduce or eliminate travel time improvements and general traffic operational efficiency through the intersection at Willakenzie Road because right-turning vehicles would potentially block the through lane where the bus would travel. | A-24 |
| Coburg Road Corridor EmX Alternative | | | | |
| Kendall Subaru—business in the southwest quadrant of the intersection of Coburg Road | Construction of new exclusive EmX-only lane and reconstruction of | Several mitigation options could be used alone or in combination: | <ul style="list-style-type: none"> • Reducing the scale of proposed improvements by employing any combination of the techniques | A-25 |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|---|--|--|---|---------------------|
| and Cedarwood Drive (20 Coburg Road, Eugene OR 97401). | existing shared use path and landscape strip in this area would result in right-of-way widening and removal of approximately eight off-street parking spaces in this location as well as potential reconstruction of the business' parking lot lighting. | <ul style="list-style-type: none"> • Reduce the width of the landscape buffer between the general traffic lanes and shared use path, • Reduce the width of the reconstructed shared use path, and/or • Reduce or eliminate the length of the proposed southbound exclusive bus-only lane. | <p>described would minimize or potentially avoid the number of off-street parking spaces potentially impacted at this business.</p> <ul style="list-style-type: none"> • Reducing or eliminating the length of the exclusive lanes for buses through this area requires further study to determine whether there are any reductions in travel time savings in a highly congested part of the Coburg Road corridor. • Reducing the width of the proposed landscape buffer and reconstructed shared use path would potentially result in a pedestrian and bicycle area that is less wide than the existing environment. | |
| <p>Intersection of Oakmont Way and Coburg Road</p> <p>Impacted businesses:</p> <ul style="list-style-type: none"> • MetroPCS (315 Coburg Road, Eugene, OR 97401). • Jiffy Lube (340 Coburg Road, Eugene, OR 97401). • H&R Block (390 Coburg Road, Eugene, OR 97401). • Hawaiian Time (333 Coburg Road, Eugene, OR 97401). | Construction of center-running exclusive EmX-only lane and reconstruction of existing roadway and bicycle and pedestrian environment to accommodate right-of-way widening would result in strip acquisition of property from these businesses as well as removal of off-street parking spaces. | Final design mitigation would include reduction of proposed lane widths, reduction of the width of the pedestrian environment, or proposed station width reduction. Coordination with the property owner would occur during final design to determine most appropriate methods to mitigate proposed impacts. | <ul style="list-style-type: none"> • Reducing the width and/or scope of proposed improvements would in turn avoid or minimize the number of parking spaces potentially impacted at these businesses. Refined final design would determine the exact combination of the suggested mitigations required to achieve the desired avoidance or minimization of impacts. • Reducing or eliminating the length of the exclusive lanes for | A-26 |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|---|--|--|--|---------------------|
| <ul style="list-style-type: none"> Reliable Credit Association (365 Coburg Road, Eugene, OR 97401). Farmers' Insurance (377 Coburg Road, Eugene, OR 97401). | | | <p>buses through this area would result in a reduction in transit travel times and would require additional analysis to more fully understand the extent of the reduction.</p> <ul style="list-style-type: none"> This mitigation option would reduce the quality of the proposed pedestrian, bicycle, and/or station environment compared to what is proposed under the EmX Alternative. | |
| <p>The Hamptons Apartments—multi-family residential property in the southeast quadrant of the intersection of Harlow Road and Coburg Road (601 Coburg Road, Eugene, OR 97401).</p> | <p>Construction of center-running exclusive EmX-only lane and station in this location requires widening of the intersection of Coburg Road and Harlow Road that would result in removal of approximately 15 off-street parking spaces in this location and some potential removal of mature street and landscape trees.</p> | <ul style="list-style-type: none"> Eliminate the proposed exclusive lane for EmX vehicles and let the northbound EmX travel in mixed traffic. Construct right side station. Reduce proposed width of pedestrian environment. Work with the property owner to reconfigure the existing parking lot and landscaping to take advantage of open space and provide adequate off-street parking at The Hamptons. | <ul style="list-style-type: none"> Some or all of the parking loss induced by proposed construction would be avoided either by reducing the construction proposed in the area, by reconfiguring the existing lot at The Hamptons, or by some combination of the two strategies. Eliminating the proposed exclusive bus-only lane at this intersection would eliminate travel time improvements for the EmX through the intersection at Harlow Road. This mitigation option would reduce the quality of the proposed pedestrian, bicycle, and/or station environment | <p>A-27</p> |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|--|--|--|---|---------------------|
| Westminster Presbyterian Church—church at the intersection of Harlow Road and Coburg Road (777 Coburg Road, Eugene, OR 97401). | Construction of center-running exclusive EmX-only lane and station in this location requires widening of the intersection of Coburg Road and Harlow Road that would result in potential removal of mature landscape trees. | Eliminate the proposed exclusive lane for EmX vehicles and let the northbound EmX travel in mixed traffic. Construct right side station. Reduce proposed width of pedestrian environment. | <p>compared to what is proposed under the EmX Alternative.</p> <ul style="list-style-type: none"> • Impacts to mature landscape trees would be avoided by eliminating the proposed exclusive lane for EmX vehicles and associated widening in this location. • Eliminating the proposed exclusive bus-only lane at this intersection would eliminate travel time improvements for the EmX through the intersection at Harlow Road. • This mitigation option would reduce the quality of the proposed pedestrian, bicycle, and/or station environment compared to what is proposed under the EmX Alternative. | A-28 |
| Fountain Villa Apartments—multi-family residential property on the east side of Coburg Road 550 feet north of Cal Young Road (1555 Coburg Road, Eugene, OR 97401). | Proposed construction of an EmX station with bicycle storage at this location would result in removal of approximately 10 off-street parking spaces. | <ul style="list-style-type: none"> • Shift this station, its southbound counterpart, and the associated pedestrian crossing of Coburg Road to the north, and shorten overall platform length. • Coordinate with the owner of this property during final design to reconfigure their parking lot layout and | <ul style="list-style-type: none"> • Parking loss induced by proposed construction would be avoided or minimized by reducing the overall platform length and shifting the platform farther to the north on the same property. • Reducing the overall length of the platform would reduce the quality of the station environment and room for bicycle storage. | A-29 |

| Location of Mitigation Option | Technical Report and Review Findings | Proposed Mitigation | Summary of Changes | Reference Figure(s) |
|---|---|--|---|---------------------|
| | | circulation to minimize impacts. | <ul style="list-style-type: none"> Shifting the station to the north may result in additional impacts to landscaping at the Fountain Villa Apartments. | |
| Papa’s Pizza—business on the east side of Coburg Road, 400 feet south of the intersection of Willakenzie Road and Coburg Road (1577 Coburg Road, Eugene, OR 97401). | Proposed construction of an extended right-turn lane for the northbound to eastbound turning movement at the intersection of Willakenzie Road and Coburg Road would result in removal of approximately 12 off-street parking spaces in this location. | Reduce the overall length of the proposed right-turn lane. | <ul style="list-style-type: none"> Parking loss induced by proposed construction would be avoided or minimized by reducing the overall length of the right-turn lane proposed in the area. Reducing the length of the proposed right-turn lane at this intersection would reduce or eliminate travel time improvements and general traffic operational efficiency through the intersection at Willakenzie Road because right-turning vehicles would potentially block the through lane in which the bus would travel. | A-30 |
| Martin Luther King, Jr. Boulevard Corridor Enhanced Corridor Alternative | | | | |
| No localized mitigation options are identified for this corridor alternative. | N/A | N/A | N/A | N/A |

3. CONCLUSIONS

As demonstrated in this memo, there are additional mitigation options available to reduce impacts on potentially affected property and business owners. These mitigation options will be reviewed during the Locally Preferred Alternative (LPA) selection process. If an LPA is advanced in conjunction with one or more of the mitigation options outlined in this addendum memo, then additional analysis of potential impacts and benefits caused by the mitigation option(s) would need to occur during the next phase of the MovingAhead Project. For example, eliminating proposed construction of a new travel lane could avoid previously identified noise impacts or eliminating a proposed turn lane could increase congestion and transit travel times.

4. REFERENCES

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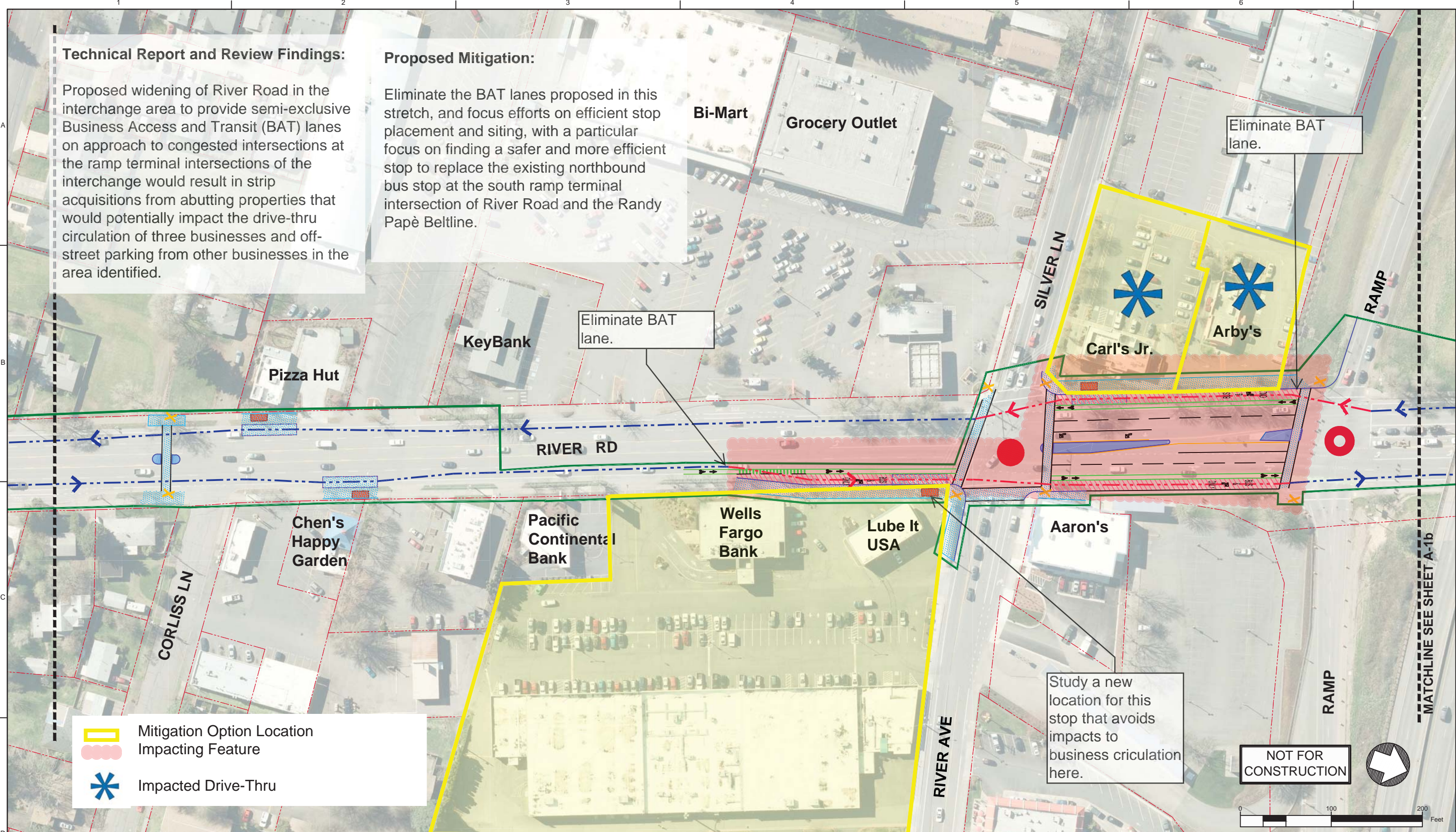
Lane Transit District (LTD), City of Eugene. 2017. *Acquisitions and Displacements Technical Report*. May 15.

Technical Report and Review Findings:

Proposed widening of River Road in the interchange area to provide semi-exclusive Business Access and Transit (BAT) lanes on approach to congested intersections at the ramp terminal intersections of the interchange would result in strip acquisitions from abutting properties that would potentially impact the drive-thru circulation of three businesses and off-street parking from other businesses in the area identified.

Proposed Mitigation:

Eliminate the BAT lanes proposed in this stretch, and focus efforts on efficient stop placement and siting, with a particular focus on finding a safer and more efficient stop to replace the existing northbound bus stop at the south ramp terminal intersection of River Road and the Randy Papè Beltline.



Eliminate BAT lane.

Eliminate BAT lane.

Study a new location for this stop that avoids impacts to business circulation here.

NOT FOR CONSTRUCTION

MATCHLINE SEE SHEET A-1b

Legend:

- Mitigation Option Location
- Impacting Feature
- Impacted Drive-Thru

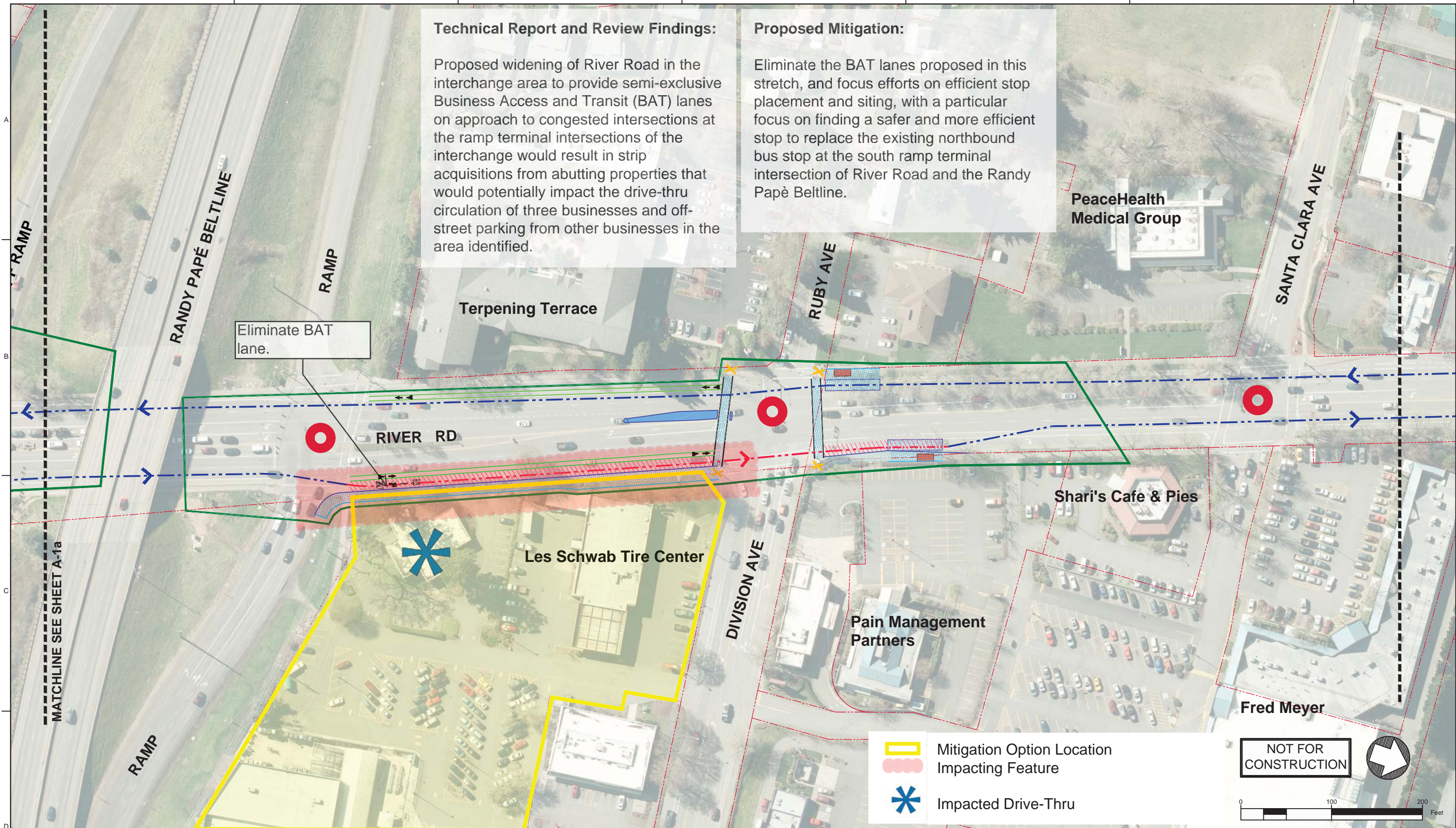
| | | | |
|---|--|--|--------------------|
| <p>Legend: Enhanced Corridor Alternative</p> <ul style="list-style-type: none"> Proposed Exclusive Bus Lane Proposed Business Access and Transit (BAT) Lane Proposed Protected Bike Lane Proposed Bike Crossing Proposed Crosswalk Proposed Median Proposed Sidewalk Proposed ADA Ramp Improvement Proposed On-Street Parking Proposed Concrete Bus Pad Proposed Pedestrian Bridge Proposed Stop Existing Stop Utilized by Route Existing EmX Station Existing Property Line Proposed Construction Footprint Proposed Curb Proposed New Full Signal Proposed Reconstructed Signal Proposed Reconfigured Signal Proposed New Pedestrian Signal Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane Proposed Bus Path of Travel in Mixed Traffic Proposed Lane Lines Proposed Striped or Buffered Bike Lane Proposed New or Modified Vehicle Turn Lane Proposed New Bike Lane Marking Proposed New Bus Only Lane Marking Proposed New BAT Lane Marking Construction By Others | <p>MovingAhead Concept Plans</p> <p>Multimodal Transit Corridor</p> <p>LANE TRANSIT DISTRICT EUGENE, OREGON</p> | <p>RIVER ROAD CORRIDOR ENHANCED CORRIDOR ALTERNATIVE Corridor-Based Mitigation</p> <p>DATE: 05/2017</p> | <p>A-1a</p> |
|---|--|--|--------------------|




Technical Report and Review Findings:


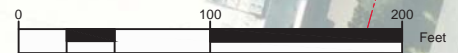
Proposed widening of River Road in the interchange area to provide semi-exclusive Business Access and Transit (BAT) lanes on approach to congested intersections at the ramp terminal intersections of the interchange would result in strip acquisitions from abutting properties that would potentially impact the drive-thru circulation of three businesses and off-street parking from other businesses in the area identified.

Proposed Mitigation:

Eliminate the BAT lanes proposed in this stretch, and focus efforts on efficient stop placement and siting, with a particular focus on finding a safer and more efficient stop to replace the existing northbound bus stop at the south ramp terminal intersection of River Road and the Randy Papé Beltline.



 Mitigation Option Location
 Impacted Feature
 Impacted Drive-Thru

NOT FOR CONSTRUCTION



Legend: Enhanced Corridor Alternative

| | | | | | |
|---|---|--|---|---|---|
|  Proposed Exclusive Bus Lane  Proposed Business Access and Transit (BAT) Lane  Proposed Protected Bike Lane  Proposed Bike Crossing  Proposed Crosswalk  Proposed Median |  Proposed Sidewalk  Proposed ADA Ramp Improvement  Proposed On-Street Parking  Proposed Concrete Bus Pad  Proposed Pedestrian Bridge |  Proposed Stop  Existing Stop Utilized by Route  Existing EmX Station  Existing Property Line  Proposed Construction Footprint  Proposed Curb |  Proposed New Full Signal  Proposed Reconstructed Signal  Proposed Reconfigured Signal  Proposed New Pedestrian Signal |  Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane  Proposed Bus Path of Travel in Mixed Traffic  Proposed Lane Lines  Proposed Striped or Buffered Bike Lane |  Proposed New or Modified Vehicle Turn Lane  Proposed New Bike Lane Marking  Proposed New Bus Only Lane Marking  Proposed New BAT Lane Marking  Construction By Others |
|---|---|--|---|---|---|

MovingAhead Concept Plans



Multimodal Transit Corridor
LANE TRANSIT DISTRICT
EUGENE, OREGON

**RIVER ROAD CORRIDOR
ENHANCED CORRIDOR ALTERNATIVE
Corridor-Based Mitigation**

DATE: 05/2017

A-1b

Technical Report and Review Findings:

Proposed widening of River Road in the interchange area to provide semi-exclusive BAT lanes and exclusive bus-only lanes would result in strip acquisitions from abutting properties that would potentially impact the drive-thru circulation of five businesses and off-street parking from other businesses in the area identified.

Proposed Mitigation:

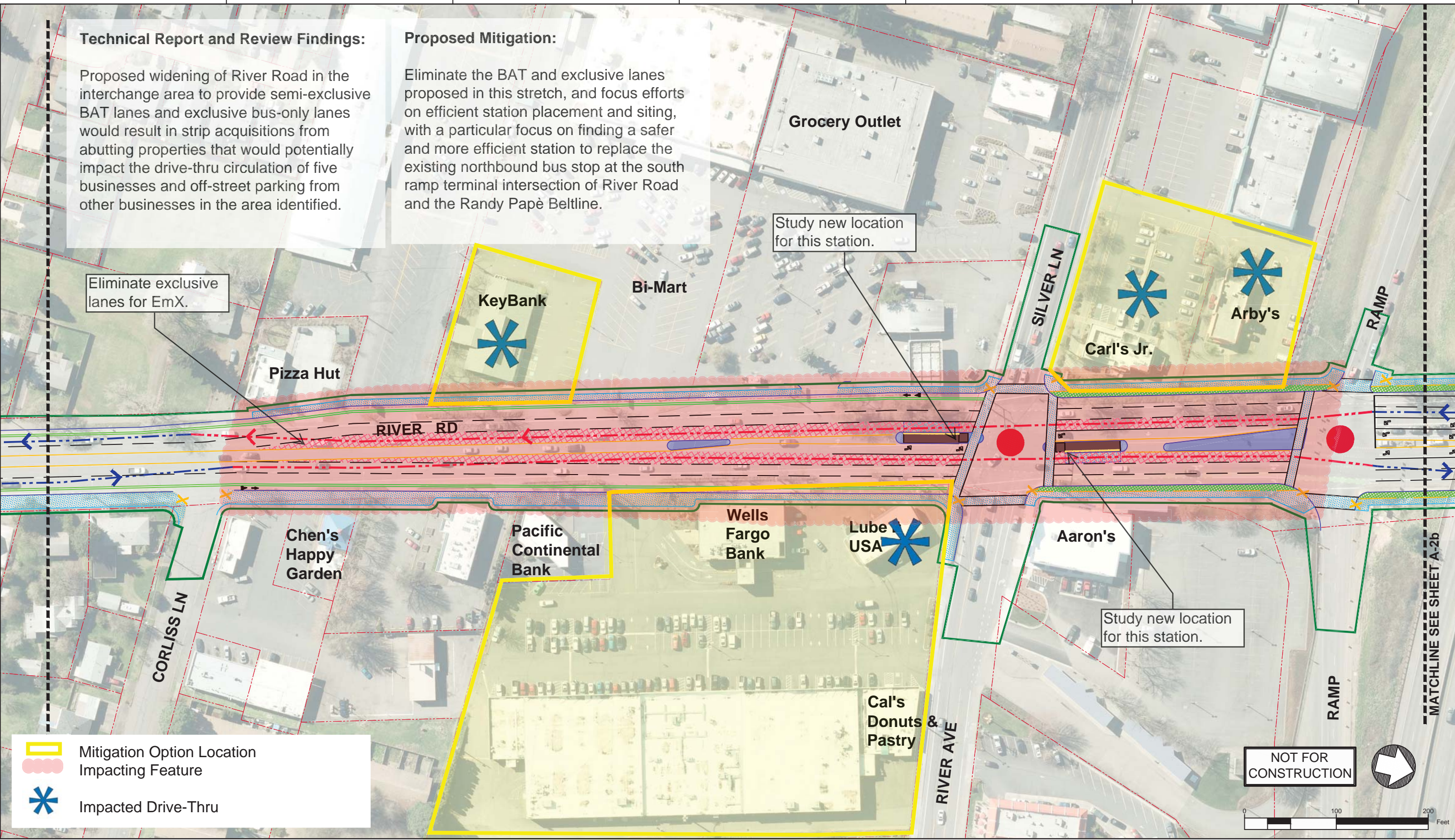
Eliminate the BAT and exclusive lanes proposed in this stretch, and focus efforts on efficient station placement and siting, with a particular focus on finding a safer and more efficient station to replace the existing northbound bus stop at the south ramp terminal intersection of River Road and the Randy Papè Beltline.

Eliminate exclusive lanes for EmX.

Study new location for this station.

Study new location for this station.

MATCHLINE SEE SHEET A-2b



Legend:

- Mitigation Option Location Impacting Feature
- Impacted Drive-Thru

Legend: EmX Alternative

| | | | | | |
|---|--|---|--------------------------------|--|--|
| Proposed Exclusive Bus Lane | Proposed Sidewalk | Proposed EmX Station | Proposed New Full Signal | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | Proposed New or Modified Vehicle Turn Lane |
| Proposed Business Access and Transit (BAT) Lane | Proposed ADA Ramp Improvement | Proposed EmX Station with Bicycle Storage | Proposed Reconstructed Signal | Proposed EmX Path of Travel in Mixed Traffic | Proposed New Bike Lane Marking |
| Proposed Protected Bike Lane | Proposed On-Street Parking | Existing EmX Station | Proposed Reconfigured Signal | Proposed EmX Path of Travel in Existing EmX Corridor | Proposed New Bus Only Lane Marking |
| Proposed Bike Crossing | Proposed Concrete Bus Pad | Existing Property Line | Proposed New Pedestrian Signal | Proposed Lane Lines | Proposed New BAT Lane Marking |
| Proposed Crosswalk | Proposed Curb | Proposed Construction Footprint | | | Construction By Others |
| Proposed Median | Proposed Striped or Buffered Bike Lane | Proposed Station Platform Edge | | | Proposed Pedestrian Bridge |

MovingAhead Concept Plans

RIVER ROAD CORRIDOR EmX ALTERNATIVE Corridor-Based Mitigation

LANE TRANSIT DISTRICT EUGENE, OREGON

DATE: 05/2017

A-2a

Technical Report and Review Findings:

Proposed widening of River Road in the interchange area to provide semi-exclusive BAT lanes and exclusive bus-only lanes would result in strip acquisitions from abutting properties that would potentially impact the drive-thru circulation of five businesses and off-street parking from other businesses in the area identified.

Proposed Mitigation:

Eliminate the BAT and exclusive lanes proposed in this stretch, and focus efforts on efficient station placement and siting, with a particular focus on finding a safer and more efficient station to replace the existing northbound bus stop at the south ramp terminal intersection of River Road and the Randy Papé Beltline.

Eliminate BAT lane.

Terpening Terrace

RIVER RD

Les Schwab Tire Center

Pain Management Partners

Shari's Cafe & Pies

PeaceHealth Medical Group

RANDY PAPÉ BELTLINE

SANTA CLARA AVE




RAMP

RUBY AVE

DIVISION AVE

RAMP

MATCHLINE SEE SHEET A-2a

-  Mitigation Option Location
-  Impacting Feature
-  Impacted Drive-Thru

NOT FOR CONSTRUCTION



Legend: EmX Alternative

- | | | | | | |
|---|--|--|--|--|--|
|  Proposed Exclusive Bus Lane |  Proposed Sidewalk |  Proposed EmX Station |  Proposed New Full Signal |  Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane |  Proposed New or Modified Vehicle Turn Lane |
|  Proposed Business Access and Transit (BAT) Lane |  Proposed ADA Ramp Improvement |  Proposed EmX Station with Bicycle Storage |  Proposed Reconstructed Signal |  Proposed EmX Path of Travel in Mixed Traffic |  Proposed New Bike Lane Marking |
|  Proposed Protected Bike Lane |  Proposed On-Street Parking |  Existing EmX Station |  Proposed Reconfigured Signal |  Proposed EmX Path of Travel in Existing EmX Corridor |  Proposed New Bus Only Lane Marking |
|  Proposed Bike Crossing |  Proposed Concrete Bus Pad |  Existing Property Line |  Proposed New Pedestrian Signal |  Proposed Lane Lines |  Proposed New BAT Lane Marking |
|  Proposed Crosswalk |  Proposed Curb |  Proposed Construction Footprint | | |  Construction By Others |
|  Proposed Median |  Proposed Striped or Buffered Bike Lane |  Proposed Station Platform Edge | | |  Proposed Pedestrian Bridge |

MovingAhead Concept Plans

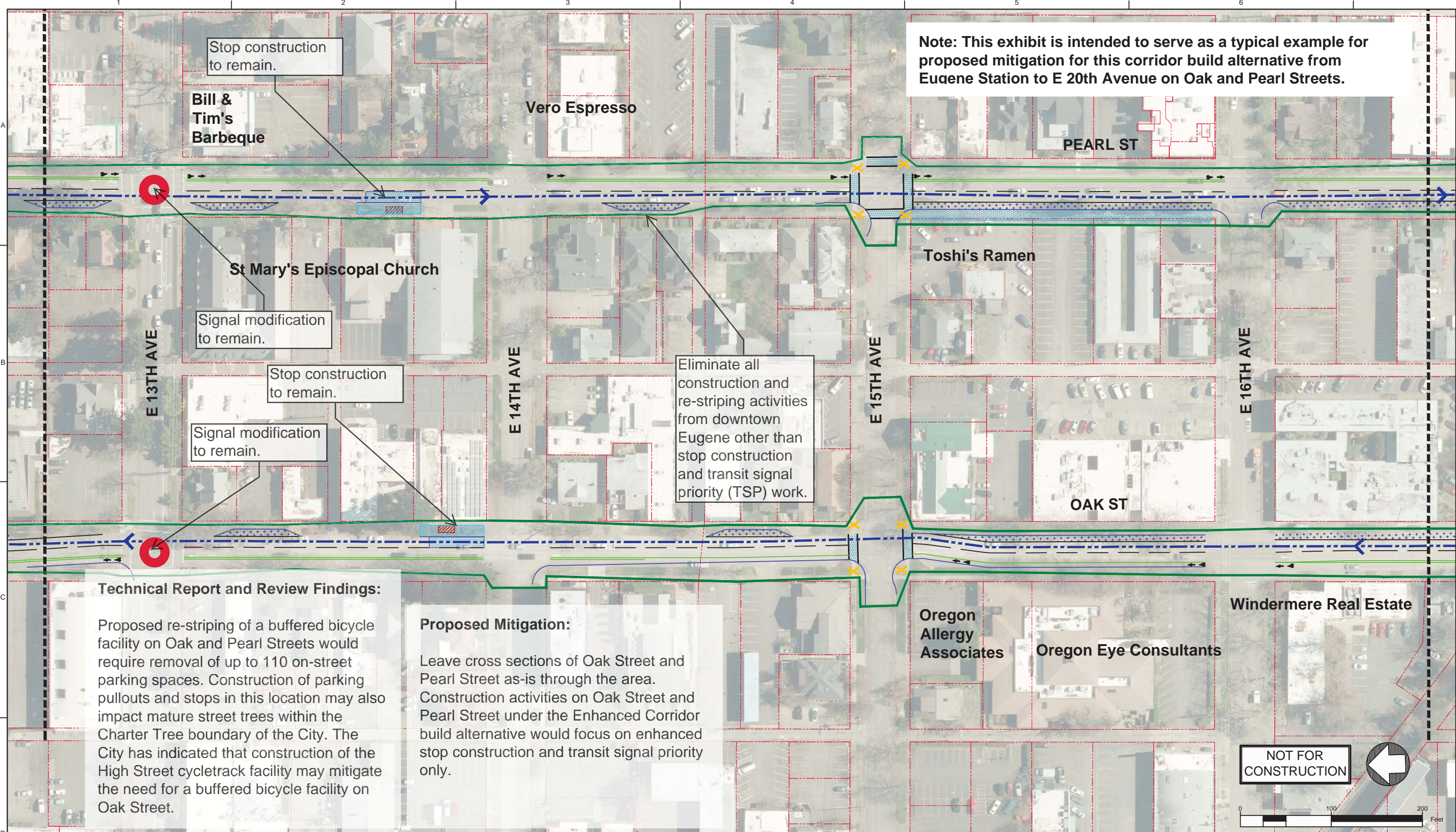


RIVER ROAD CORRIDOR
EmX ALTERNATIVE

DATE: 05/2017

A-2b

Note: This exhibit is intended to serve as a typical example for proposed mitigation for this corridor build alternative from Eugene Station to E 20th Avenue on Oak and Pearl Streets.



Technical Report and Review Findings:

Proposed re-striping of a buffered bicycle facility on Oak and Pearl Streets would require removal of up to 110 on-street parking spaces. Construction of parking pullouts and stops in this location may also impact mature street trees within the Charter Tree boundary of the City. The City has indicated that construction of the High Street cycletrack facility may mitigate the need for a buffered bicycle facility on Oak Street.

Proposed Mitigation:

Leave cross sections of Oak Street and Pearl Street as-is through the area. Construction activities on Oak Street and Pearl Street under the Enhanced Corridor build alternative would focus on enhanced stop construction and transit signal priority only.

NOT FOR CONSTRUCTION



Legend: Enhanced Corridor Alternative

- | | | | | | |
|---|-------------------------------|---------------------------------|--------------------------------|--|--|
| Proposed Exclusive Bus Lane | Proposed Sidewalk | Proposed Stop | Proposed New Full Signal | Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane | Proposed New or Modified Vehicle Turn Lane |
| Proposed Business Access and Transit (BAT) Lane | Proposed ADA Ramp Improvement | Existing Stop Utilized by Route | Proposed Reconstructed Signal | Proposed Bus Path of Travel in Mixed Traffic | Proposed New Bike Lane Marking |
| Proposed Protected Bike Lane | Proposed On-Street Parking | Existing EmX Station | Proposed Reconfigured Signal | Proposed Lane Lines | Proposed New Bus Only Lane Marking |
| Proposed Bike Crossing | Proposed Concrete Bus Pad | Existing Property Line | Proposed New Pedestrian Signal | Proposed Striped or Buffered Bike Lane | Proposed New BAT Lane Marking |
| Proposed Crosswalk | Proposed Pedestrian Bridge | Proposed Construction Footprint | | | Construction By Others |
| Proposed Median | | Proposed Curb | | | |

MovingAhead Concept Plans

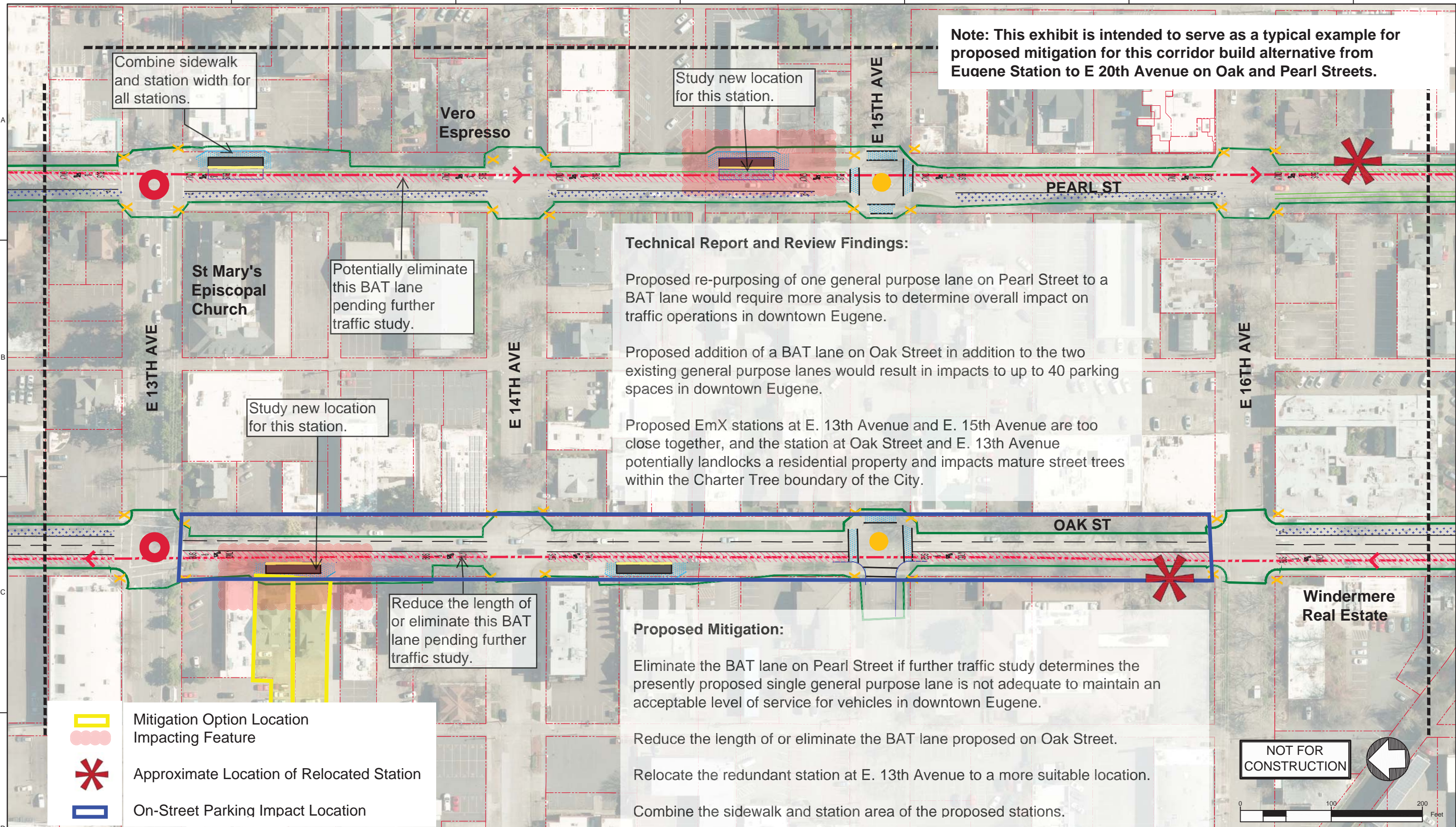


30TH AVE TO LANE COMMUNITY COLLEGE CORRIDOR
ENHANCED CORRIDOR ALTERNATIVE
Corridor-Based Mitigation

DATE: 05/2017

A3

Note: This exhibit is intended to serve as a typical example for proposed mitigation for this corridor build alternative from Eugene Station to E 20th Avenue on Oak and Pearl Streets.



Technical Report and Review Findings:

Proposed re-purposing of one general purpose lane on Pearl Street to a BAT lane would require more analysis to determine overall impact on traffic operations in downtown Eugene.

Proposed addition of a BAT lane on Oak Street in addition to the two existing general purpose lanes would result in impacts to up to 40 parking spaces in downtown Eugene.

Proposed EmX stations at E. 13th Avenue and E. 15th Avenue are too close together, and the station at Oak Street and E. 13th Avenue potentially landlocks a residential property and impacts mature street trees within the Charter Tree boundary of the City.

Proposed Mitigation:

Eliminate the BAT lane on Pearl Street if further traffic study determines the presently proposed single general purpose lane is not adequate to maintain an acceptable level of service for vehicles in downtown Eugene.

Reduce the length of or eliminate the BAT lane proposed on Oak Street.

Relocate the redundant station at E. 13th Avenue to a more suitable location.

Combine the sidewalk and station area of the proposed stations.

Combine sidewalk and station width for all stations.

Study new location for this station.

Potentially eliminate this BAT lane pending further traffic study.

Study new location for this station.

Reduce the length of or eliminate this BAT lane pending further traffic study.

Legend:

- Mitigation Option Location
- Impacting Feature
- Approximate Location of Relocated Station
- On-Street Parking Impact Location

NOT FOR CONSTRUCTION

0 100 200 Feet

Legend: EmX Alternative

| | | | | | |
|---|--|---|--------------------------------|--|--|
| Proposed Exclusive Bus Lane | Proposed Sidewalk | Proposed EmX Station | Proposed New Full Signal | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | Proposed New or Modified Vehicle Turn Lane |
| Proposed Business Access and Transit (BAT) Lane | Proposed ADA Ramp Improvement | Proposed EmX Station with Bicycle Storage | Proposed Reconstructed Signal | Proposed EmX Path of Travel in Mixed Traffic | Proposed New Bike Lane Marking |
| Proposed Protected Bike Lane | Proposed On-Street Parking | Existing EmX Station | Proposed Reconfigured Signal | Proposed EmX Path of Travel in Existing EmX Corridor | Proposed New Bus Only Lane Marking |
| Proposed Bike Crossing | Proposed Concrete Bus Pad | Existing Property Line | Proposed New Pedestrian Signal | Proposed Lane Lines | Proposed New BAT Lane Marking |
| Proposed Crosswalk | Proposed Curb | Proposed Construction Footprint | | | Construction By Others |
| Proposed Median | Proposed Striped or Buffered Bike Lane | Proposed Station Platform Edge | | | Proposed Pedestrian Bridge |

MovingAhead Concept Plans

Multimodal Transit Corridor
LANE TRANSIT DISTRICT
EUGENE, OREGON

30TH AVE TO LANE COMMUNITY COLLEGE CORRIDOR
EmX ALTERNATIVE

DATE: 05/2017

A-4

RANDY PAPÉ BELTLINE

Technical Report and Review Findings:

Proposed widening of Coburg Road in the interchange area to provide exclusive bus-only lanes would result in strip acquisitions from abutting properties including residences. Strip acquisitions would potentially impact drive-thru circulation of two businesses and off-street parking from other businesses. Left turns across Coburg Road would be heavily restricted compared to the existing condition.

Proposed Mitigation:

Provide more refined design solutions in the mitigation option area, including reduction or elimination of the proposed exclusive bus-only lanes. Refine the taper of lanes back to existing on Coburg Road north of Crescent so that the roadway returns to its existing cross section width more quickly than currently designed.

MATCHLINE SEE SHEET A5-b

RAMP

RAMP

COBURG RD

CHAD DR

Taco Bell

Oregon Community Credit Union

Costco Wholesale

NOT FOR CONSTRUCTION



0 100 200 Feet

- Mitigation Option Location
- Impacting Feature
- Impacted Drive-Thru

Legend: EmX Alternative

- | | | | | | |
|---|--|---|--------------------------------|--|--|
| Proposed Exclusive Bus Lane | Proposed Sidewalk | Proposed EmX Station | Proposed New Full Signal | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | Proposed New or Modified Vehicle Turn Lane |
| Proposed Business Access and Transit (BAT) Lane | Proposed ADA Ramp Improvement | Proposed EmX Station with Bicycle Storage | Proposed Reconstructed Signal | Proposed EmX Path of Travel in Mixed Traffic | Proposed New Bike Lane Marking |
| Proposed Protected Bike Lane | Proposed On-Street Parking | Existing EmX Station | Proposed Reconfigured Signal | Proposed EmX Path of Travel in Existing EmX Corridor | Proposed New Bus Only Lane Marking |
| Proposed Bike Crossing | Proposed Concrete Bus Pad | Existing Property Line | Proposed New Pedestrian Signal | Proposed Lane Lines | Proposed New BAT Lane Marking |
| Proposed Crosswalk | Proposed Curb | Proposed Construction Footprint | | | Construction By Others |
| Proposed Median | Proposed Striped or Buffered Bike Lane | Proposed Station Platform Edge | | | Proposed Pedestrian Bridge |

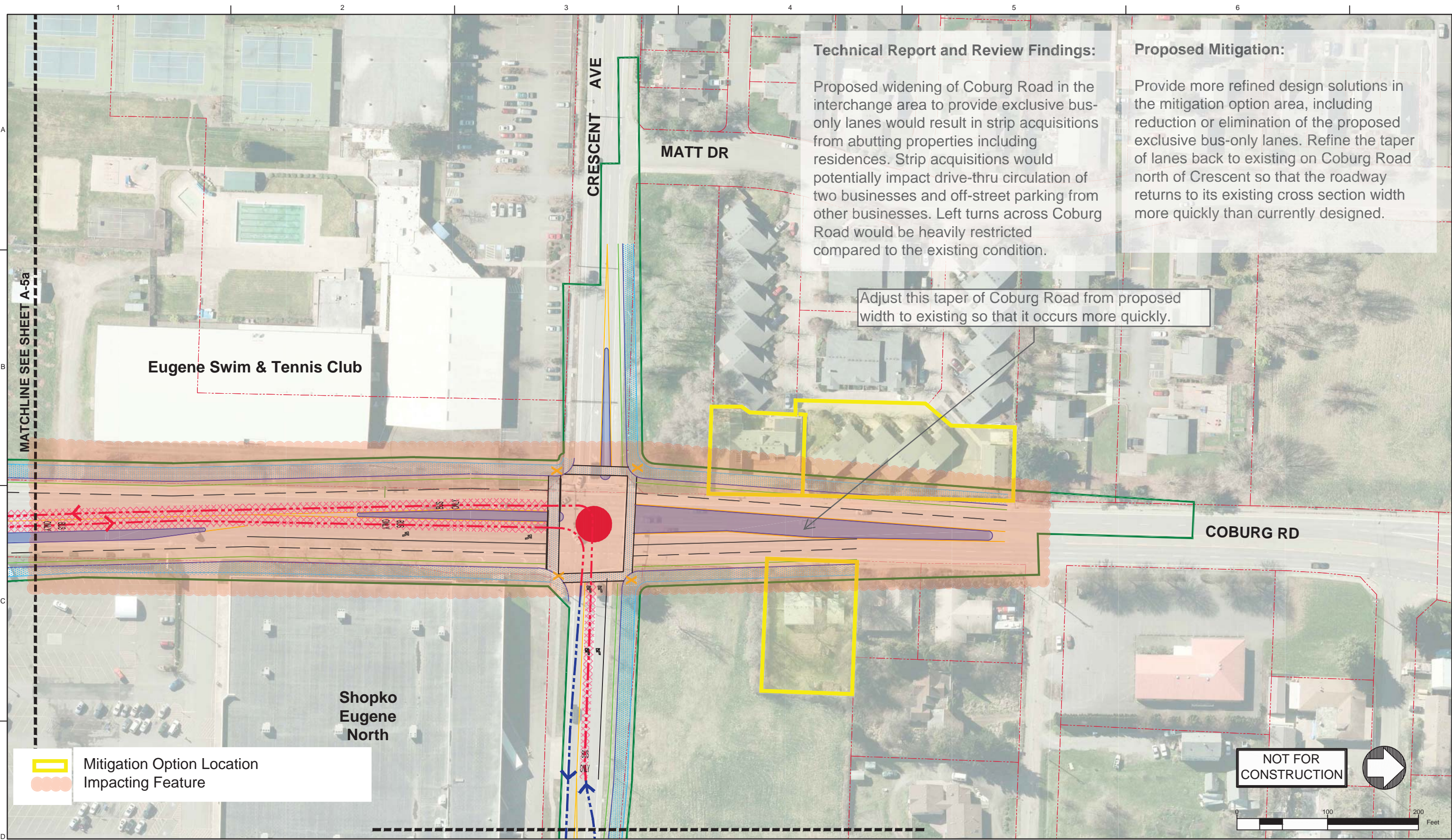
MovingAhead Concept Plans

Multimodal Transit Corridor
LANE TRANSIT DISTRICT
EUGENE, OREGON

COBURG ROAD CORRIDOR
EmX ALTERNATIVE
Corridor-Based Mitigation

DATE: 05/2017

A-5a



Technical Report and Review Findings:

Proposed widening of Coburg Road in the interchange area to provide exclusive bus-only lanes would result in strip acquisitions from abutting properties including residences. Strip acquisitions would potentially impact drive-thru circulation of two businesses and off-street parking from other businesses. Left turns across Coburg Road would be heavily restricted compared to the existing condition.

Proposed Mitigation:

Provide more refined design solutions in the mitigation option area, including reduction or elimination of the proposed exclusive bus-only lanes. Refine the taper of lanes back to existing on Coburg Road north of Crescent so that the roadway returns to its existing cross section width more quickly than currently designed.

Adjust this taper of Coburg Road from proposed width to existing so that it occurs more quickly.

MATCHLINE SEE SHEET A-5a

Mitigation Option Location
 Impacting Feature

NOT FOR CONSTRUCTION



Legend: EmX Alternative

- | | | | | | |
|---|--|---|--------------------------------|--|--|
| Proposed Exclusive Bus Lane | Proposed Sidewalk | Proposed EmX Station | Proposed New Full Signal | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | Proposed New or Modified Vehicle Turn Lane |
| Proposed Business Access and Transit (BAT) Lane | Proposed ADA Ramp Improvement | Proposed EmX Station with Bicycle Storage | Proposed Reconstructed Signal | Proposed EmX Path of Travel in Mixed Traffic | Proposed New Bike Lane Marking |
| Proposed Protected Bike Lane | Proposed On-Street Parking | Existing EmX Station | Proposed Reconfigured Signal | Proposed EmX Path of Travel in Existing EmX Corridor | Proposed New Bus Only Lane Marking |
| Proposed Bike Crossing | Proposed Concrete Bus Pad | Existing Property Line | Proposed New Pedestrian Signal | Proposed Lane Lines | Proposed New BAT Lane Marking |
| Proposed Crosswalk | Proposed Curb | Proposed Construction Footprint | | | Construction By Others |
| Proposed Median | Proposed Striped or Buffered Bike Lane | Proposed Station Platform Edge | | | Proposed Pedestrian Bridge |

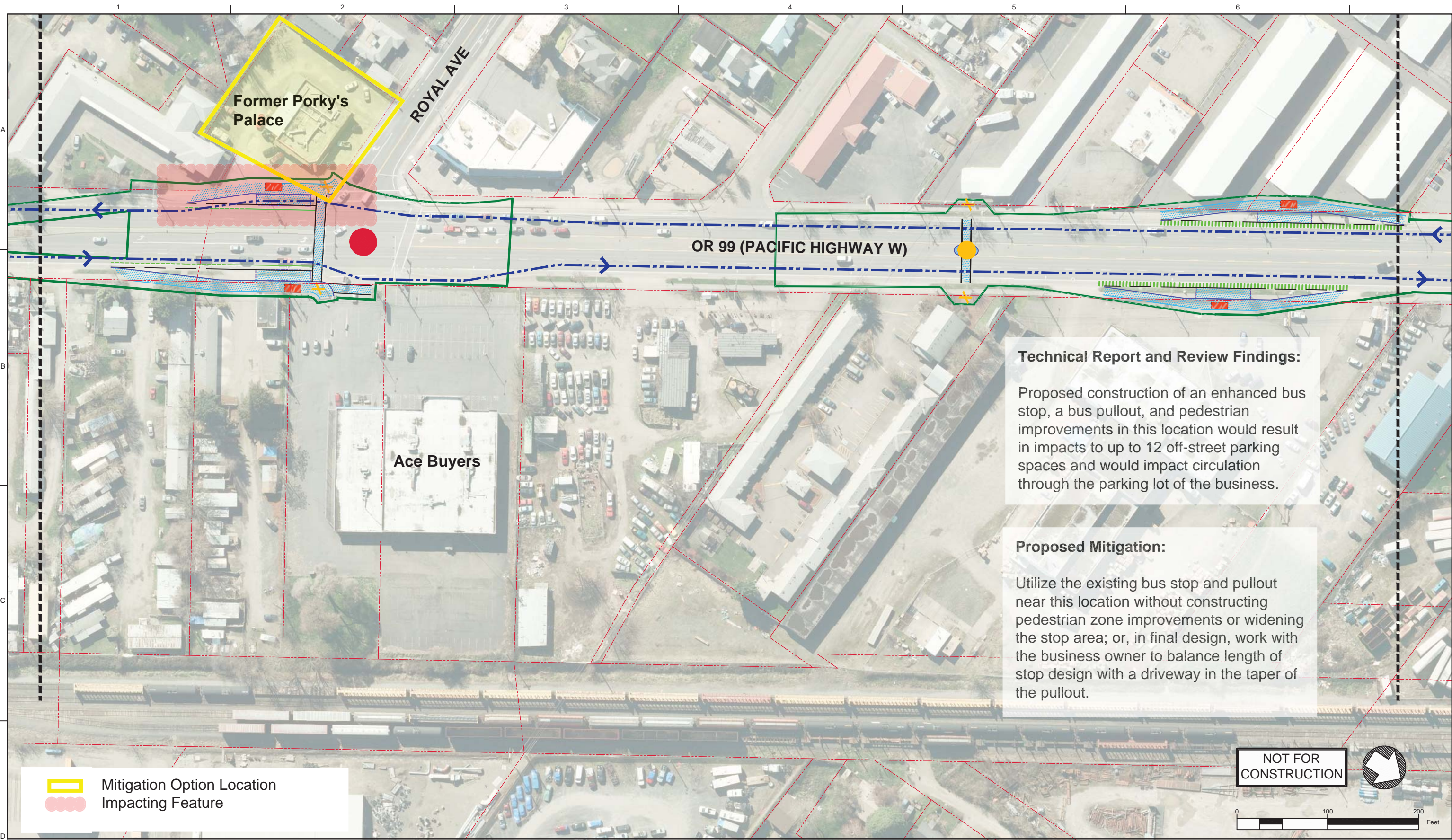
MovingAhead Concept Plans



COBURG ROAD CORRIDOR
EmX ALTERNATIVE
Corridor-Based Mitigation

DATE: 05/2017

A-5b



Technical Report and Review Findings:

Proposed construction of an enhanced bus stop, a bus pullout, and pedestrian improvements in this location would result in impacts to up to 12 off-street parking spaces and would impact circulation through the parking lot of the business.

Proposed Mitigation:

Utilize the existing bus stop and pullout near this location without constructing pedestrian zone improvements or widening the stop area; or, in final design, work with the business owner to balance length of stop design with a driveway in the taper of the pullout.

Mitigation Option Location
 Impacting Feature

NOT FOR CONSTRUCTION

| Legend: Enhanced Corridor Alternative | | Proposed Stop | | Proposed New Full Signal | | Proposed Bus Path of Travel | | Proposed New Modified Vehicle Turn Lane | |
|---------------------------------------|---|---------------|---------------------------------|--------------------------|--------------------------------|-----------------------------|--|---|---|
| | Proposed Exclusive Bus Lane | | Proposed Stop | | Proposed New Full Signal | | Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane | | Proposed New Modified Vehicle Turn Lane |
| | Proposed Business Access and Transit Lane | | Existing Stop Utilized by Route | | Proposed Reconstructed Signal | | Proposed Bus Path of Travel in Mixed Traffic | | Proposed New Bike Lane Marking |
| | Proposed Protected Bike Lane | | Existing EmX Station | | Proposed Reconfigured Signal | | Proposed Lane Lines | | Proposed New Bus Only Lane Marking |
| | Proposed Bike Crossing | | Proposed Construction Footprint | | Proposed New Pedestrian Signal | | Proposed Striped Bike Lane | | Construction By Others |
| | Proposed Crosswalk | | Proposed Curb | | | | Proposed Pedestrian Bridge | | |
| | Proposed Median | | | | | | | | |
| | Proposed Sidewalk | | | | | | | | |
| | Proposed ADA Ramp Improvement | | | | | | | | |
| | Proposed On-Street Parking | | | | | | | | |
| | Proposed Concrete Bus Pad | | | | | | | | |
| | Proposed Station Platform Edge | | | | | | | | |
| | Existing Property Line | | | | | | | | |

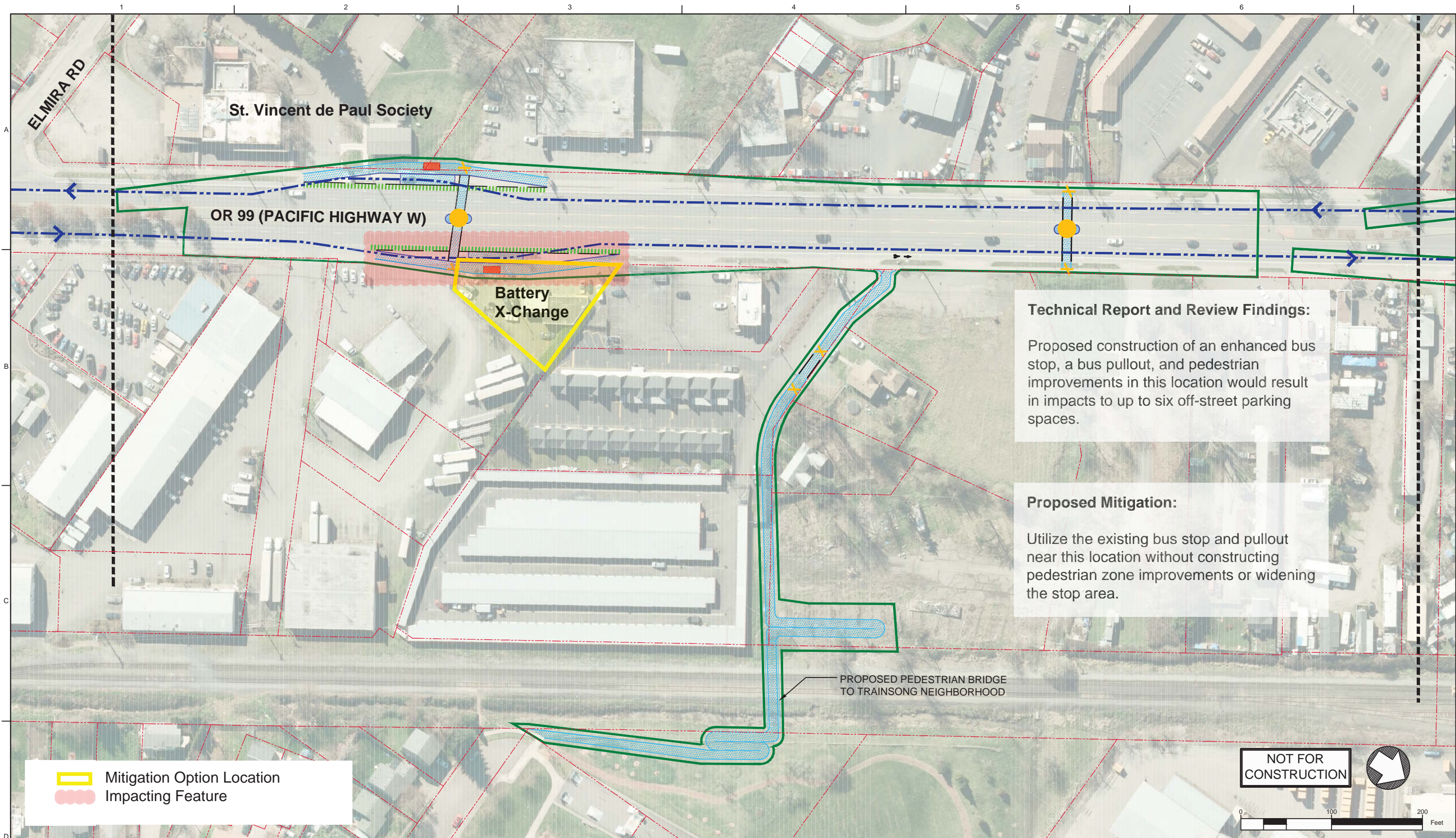
MovingAhead Concept Plans

Multimodal Transit Corridor
 LANE TRANSIT DISTRICT
 EUGENE, OREGON

**HIGHWAY 99 CORRIDOR
 ENHANCED CORRIDOR ALTERNATIVE
 Local Mitigation: Porky's Palace**

DATE: 04/15/2017

A-6



Technical Report and Review Findings:

Proposed construction of an enhanced bus stop, a bus pullout, and pedestrian improvements in this location would result in impacts to up to six off-street parking spaces.

Proposed Mitigation:

Utilize the existing bus stop and pullout near this location without constructing pedestrian zone improvements or widening the stop area.

Mitigation Option Location
 Impacting Feature

NOT FOR CONSTRUCTION

0 100 200 Feet

| Legend: Enhanced Corridor Alternative | | | | | |
|---------------------------------------|---|--|--------------------------------|--|--|
| | Proposed Exclusive Bus Lane | | Proposed Sidewalk | | Proposed Stop |
| | Proposed Business Access and Transit Lane | | Proposed ADA Ramp Improvement | | Existing Stop Utilized by Route |
| | Proposed Protected Bike Lane | | Proposed On-Street Parking | | Existing EmX Station |
| | Proposed Bike Crossing | | Proposed Concrete Bus Pad | | Existing Property Line |
| | Proposed Crosswalk | | Proposed Station Platform Edge | | Proposed Construction Footprint |
| | Proposed Median | | | | Proposed Curb |
| | | | | | Proposed New Full Signal |
| | | | | | Proposed Reconstructed Signal |
| | | | | | Proposed Reconfigured Signal |
| | | | | | Proposed New Pedestrian Signal |
| | | | | | Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane |
| | | | | | Proposed Bus Path of Travel in Mixed Traffic |
| | | | | | Proposed Lane Lines |
| | | | | | Proposed Striped Bike Lane |
| | | | | | Proposed Pedestrian Bridge |
| | | | | | Proposed New Modified Vehicle Turn Lane |
| | | | | | Proposed New Bike Lane Marking |
| | | | | | Proposed New Bus Only Lane Marking |
| | | | | | Construction By Others |

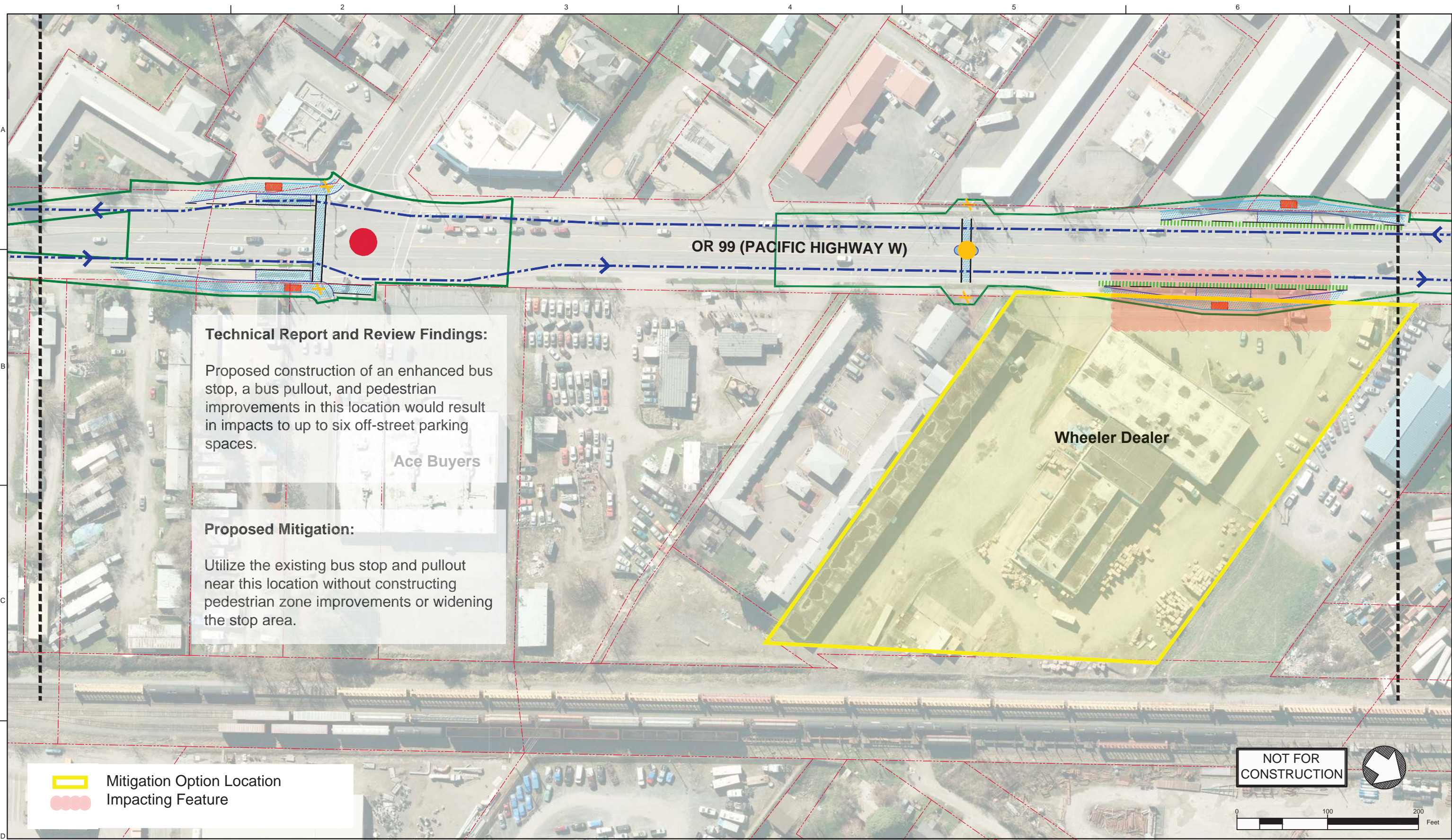
MovingAhead Concept Plans

Multimodal Transit Corridor
 LANE TRANSIT DISTRICT
 EUGENE, OREGON

**HIGHWAY 99 CORRIDOR
 ENHANCED CORRIDOR ALTERNATIVE
 Local Mitigation: Battery X-Change**

DATE: 04/15/2017

A-7



Technical Report and Review Findings:

Proposed construction of an enhanced bus stop, a bus pullout, and pedestrian improvements in this location would result in impacts to up to six off-street parking spaces.

Proposed Mitigation:

Utilize the existing bus stop and pullout near this location without constructing pedestrian zone improvements or widening the stop area.

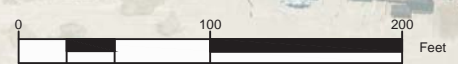
Ace Buyers

Wheeler Dealer

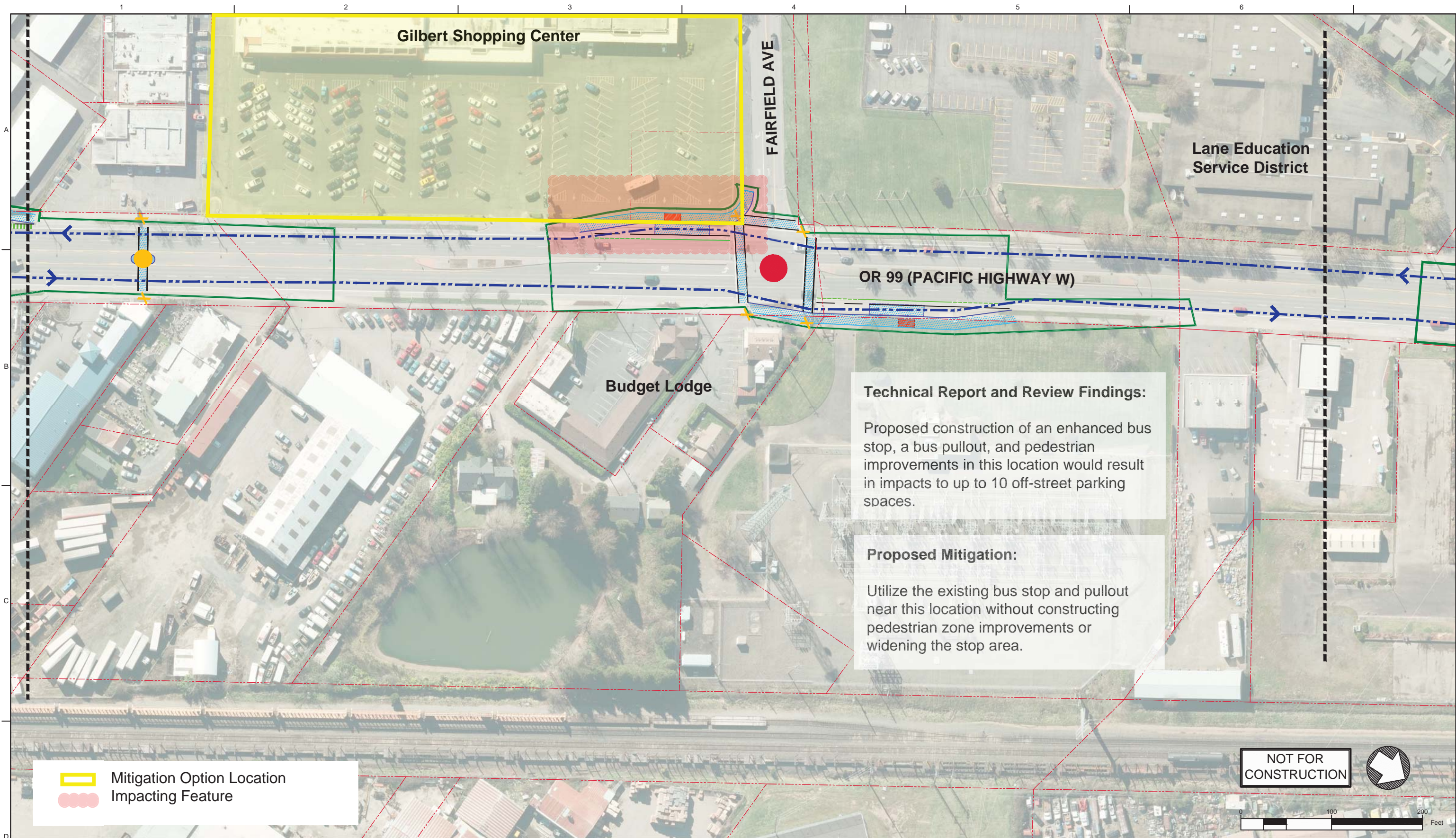
OR 99 (PACIFIC HIGHWAY W)



Mitigation Option Location
 Impacting Feature

NOT FOR CONSTRUCTION



| | | | | | | | | |
|--|--|---|--|--|--|--|---|------------|
| Legend: Enhanced Corridor Alternative Proposed Exclusive Bus Lane Proposed Business Access and Transit Lane Proposed Protected Bike Lane Proposed Bike Crossing Proposed Crosswalk Proposed Median Proposed Sidewalk Proposed ADA Ramp Improvement Proposed On-Street Parking Proposed Concrete Bus Pad Proposed Station Platform Edge | | Proposed Stop Existing Stop Utilized by Route Existing EmX Station Existing Property Line Proposed Construction Footprint Proposed Curb Proposed New Full Signal Proposed Reconstructed Signal Proposed Reconfigured Signal Proposed New Pedestrian Signal | | Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane Proposed Bus Path of Travel in Mixed Traffic Proposed Lane Lines Proposed Striped Bike Lane Proposed Pedestrian Bridge Proposed New Modified Vehicle Turn Lane Proposed New Bike Lane Marking Proposed New Bus Only Lane Marking Construction By Others | | MovingAhead Concept Plans Multimodal Transit Corridor LANE TRANSIT DISTRICT EUGENE, OREGON | HIGHWAY 99 CORRIDOR ENHANCED CORRIDOR ALTERNATIVE Local Mitigation: Wheeler Dealer | A-8 |
| DATE: 04/15/2017 | | | | | | | | |



 Mitigation Option Location
 Impacting Feature

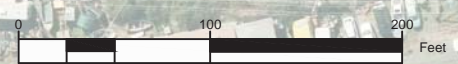
Technical Report and Review Findings:







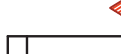

















Proposed construction of an enhanced bus stop, a bus pullout, and pedestrian improvements in this location would result in impacts to up to 10 off-street parking spaces.

Proposed Mitigation:

Utilize the existing bus stop and pullout near this location without constructing pedestrian zone improvements or widening the stop area.

NOT FOR CONSTRUCTION



| Legend: Enhanced Corridor Alternative | | | | | |
|---|---|---|--------------------------------|---|--|
|  | Proposed Exclusive Bus Lane |  | Proposed Sidewalk |  | Proposed Stop |
|  | Proposed Business Access and Transit Lane |  | Proposed ADA Ramp Improvement |  | Existing Stop Utilized by Route |
|  | Proposed Protected Bike Lane |  | Proposed On-Street Parking |  | Existing EmX Station |
|  | Proposed Bike Crossing |  | Proposed Concrete Bus Pad |  | Existing Property Line |
|  | Proposed Crosswalk |  | Proposed Station Platform Edge |  | Proposed Construction Footprint |
|  | Proposed Median | | |  | Proposed Curb |
| | | | |  | Proposed New Full Signal |
| | | | |  | Proposed Reconstructed Signal |
| | | | |  | Proposed Reconfigured Signal |
| | | | |  | Proposed New Pedestrian Signal |
| | | | |  | Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane |
| | | | |  | Proposed Bus Path of Travel in Mixed Traffic |
| | | | |  | Proposed Lane Lines |
| | | | |  | Proposed Striped Bike Lane |
| | | | |  | Proposed Pedestrian Bridge |
| | | | |  | Proposed New Modified Vehicle Turn Lane |
| | | | |  | Proposed New Bike Lane Marking |
| | | | |  | Proposed New Bus Only Lane Marking |
| | | | |  | Construction By Others |

MovingAhead Concept Plans

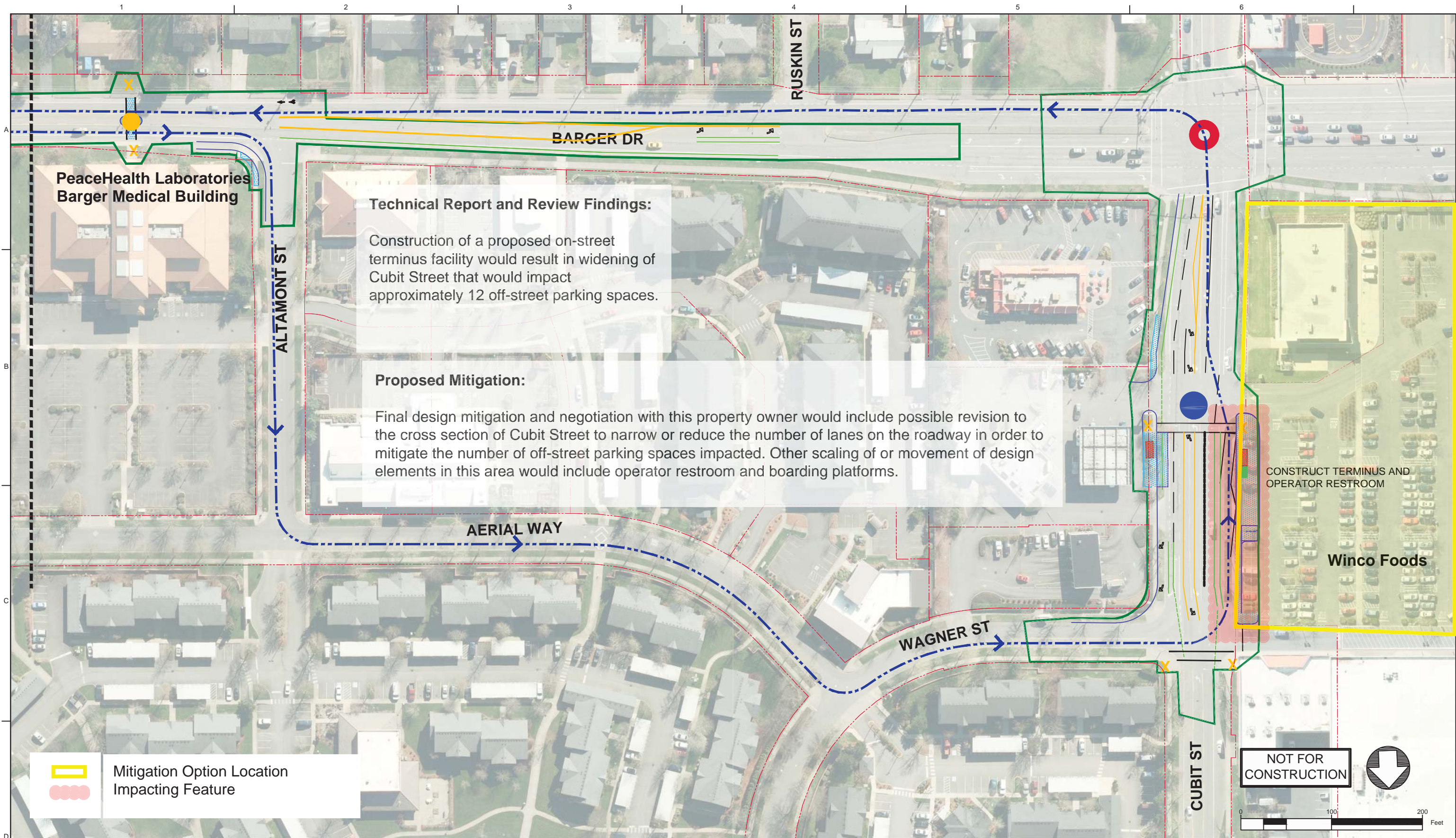


Multimodal Transit Corridor
LANE TRANSIT DISTRICT
EUGENE, OREGON

**HIGHWAY 99 CORRIDOR
ENHANCED CORRIDOR ALTERNATIVE**
Local Mitigation: Gilbert Shopping Center

DATE: 04/15/2017

A-9



| Legend: Enhanced Corridor Alternative | |
|--|--|
| Proposed Exclusive Bus Lane | Proposed Sidewalk |
| Proposed Business Access and Transit Lane | Proposed ADA Ramp Improvement |
| Proposed Protected Bike Lane | Proposed On-Street Parking |
| Proposed Bike Crossing | Proposed Concrete Bus Pad |
| Proposed Crosswalk | Proposed Station Platform Edge |
| Proposed Median | Proposed Stop |
| Existing Property Line | Existing Stop Utilized by Route |
| Proposed Construction Footprint | Proposed New Full Signal |
| Proposed Curb | Proposed Reconfigured Signal |
| Proposed Lane Lines | Proposed New Pedestrian Signal |
| Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane | Proposed Bus Path of Travel in Mixed Traffic |
| Proposed New Modified Vehicle Turn Lane | Proposed New Bike Lane Marking |
| Proposed New Bus Only Lane Marking | Proposed Lane Lines |
| Construction By Others | Proposed Striped Bike Lane |
| | Proposed Pedestrian Bridge |

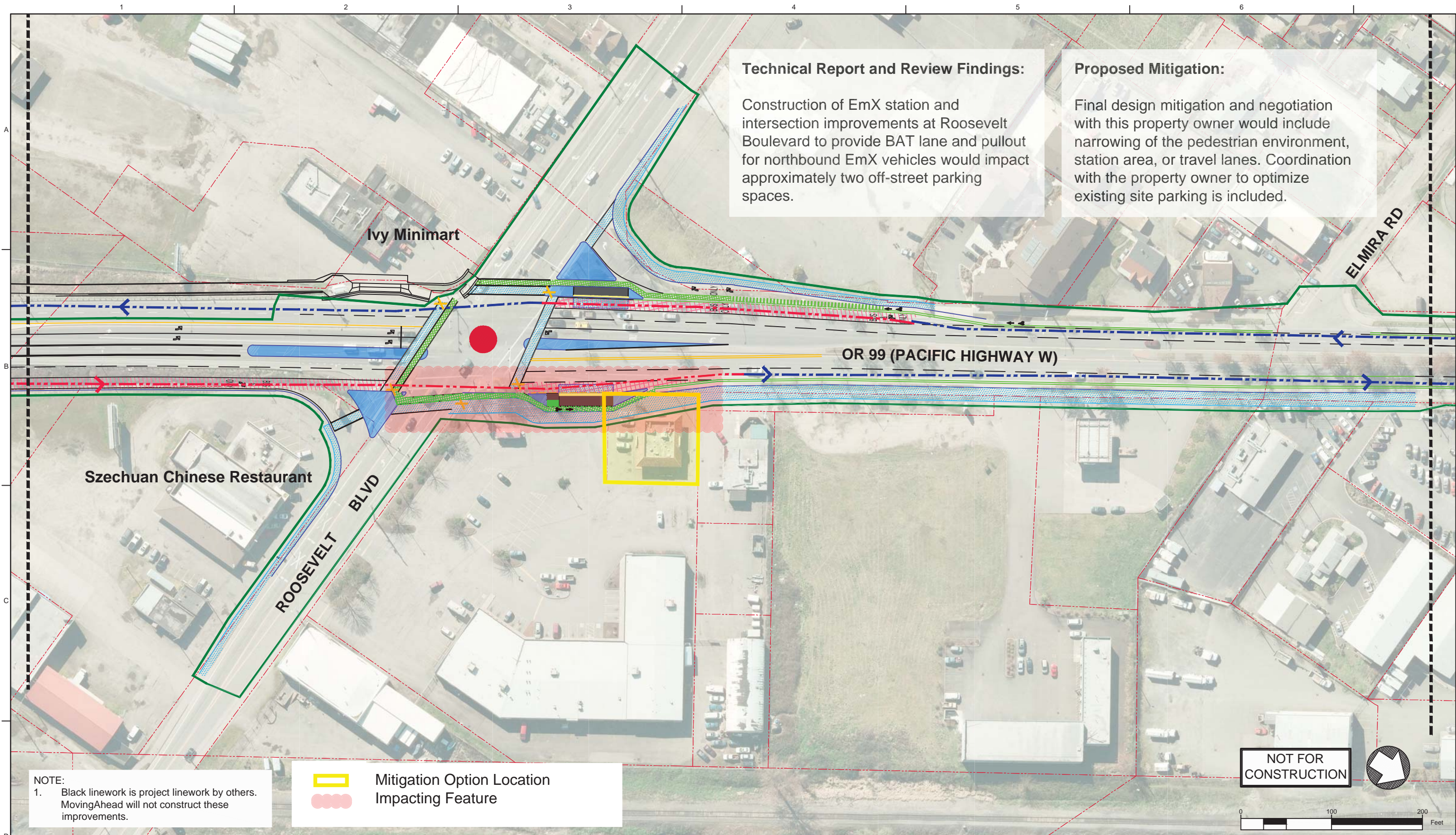
MovingAhead Concept Plans

Multimodal Transit Corridor
LANE TRANSIT DISTRICT
EUGENE, OREGON

**HIGHWAY 99 CORRIDOR
ENHANCED CORRIDOR ALTERNATIVE
Local Mitigation: Winco Foods**

DATE: 04/15/2017

A-10



Technical Report and Review Findings:

Construction of EmX station and intersection improvements at Roosevelt Boulevard to provide BAT lane and pullout for northbound EmX vehicles would impact approximately two off-street parking spaces.

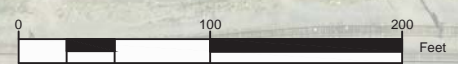
Proposed Mitigation:

Final design mitigation and negotiation with this property owner would include narrowing of the pedestrian environment, station area, or travel lanes. Coordination with the property owner to optimize existing site parking is included.

NOTE:
1. Black linework is project linework by others. MovingAhead will not construct these improvements.

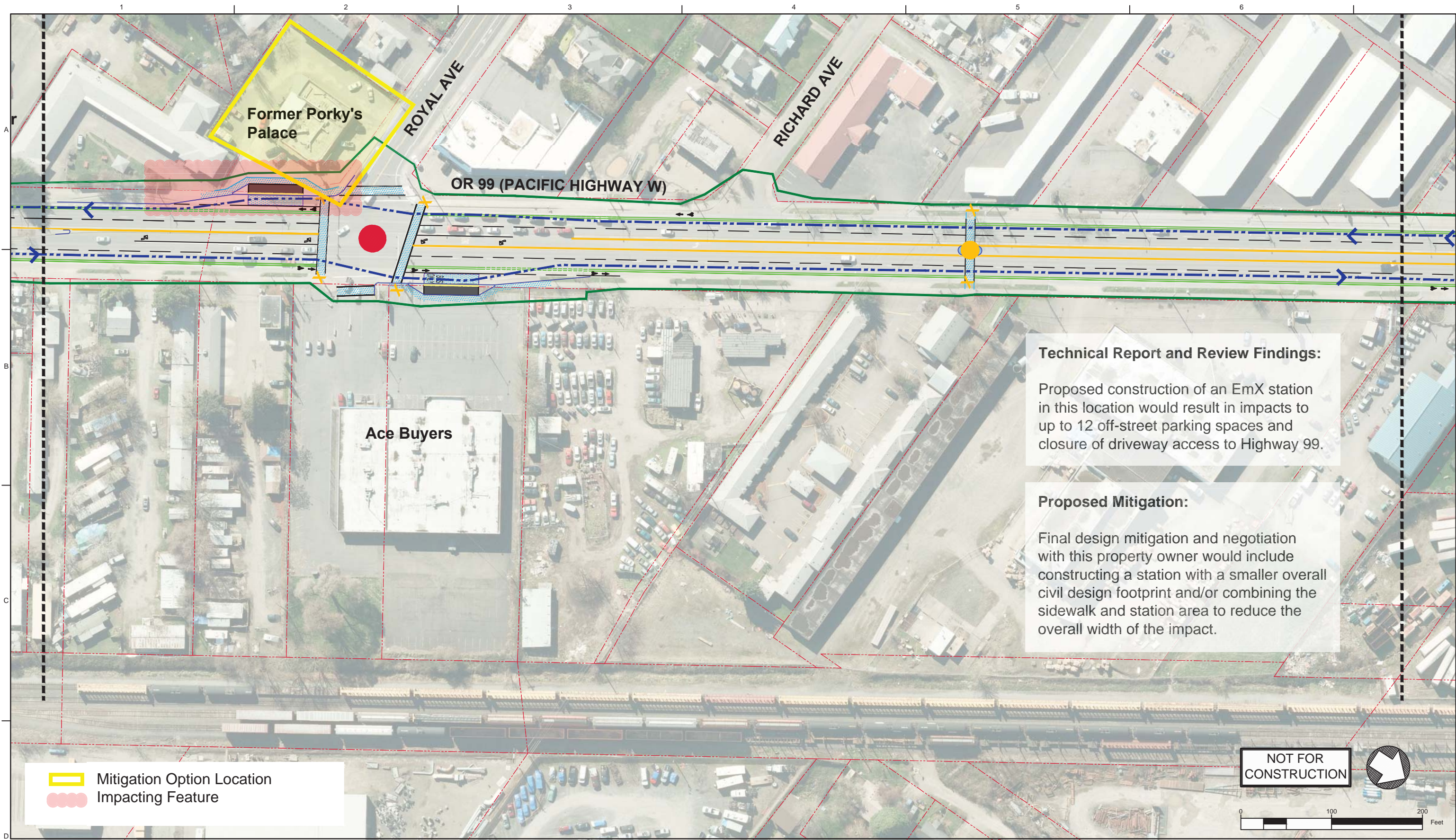
Mitigation Option Location
 Impacting Feature

NOT FOR CONSTRUCTION



| Legend: EmX Alternative | | Legend: EmX Alternative | | Legend: EmX Alternative | | Legend: EmX Alternative | |
|-------------------------|---|-------------------------|--|-------------------------|---|-------------------------|--------------------------------|
| | Proposed Exclusive Bus Lane | | Proposed Sidewalk | | Proposed EmX Station | | Proposed New Full Signal |
| | Proposed Business Access and Transit (BAT) Lane | | Proposed ADA Ramp Improvement | | Proposed EmX Station with Bicycle Storage | | Proposed Reconstructed Signal |
| | Proposed Protected Bike Lane | | Proposed On-Street Parking | | Existing EmX Station | | Proposed Reconfigured Signal |
| | Proposed Bike Crossing | | Proposed Concrete Bus Pad | | Existing Property Line | | Proposed New Pedestrian Signal |
| | Proposed Crosswalk | | Proposed Curb | | Proposed Construction Footprint | | Proposed Lane Lines |
| | Proposed Median | | Proposed Striped or Buffered Bike Lane | | Proposed Station Platform Edge | | |

| | | | |
|---|--|--|--|
| MovingAhead Concept Plans | | HIGHWAY 99 CORRIDOR EmX ALTERNATIVE Local Mitigation: Patty's | |
| | | | |
| Multimodal Transit Corridor LANE TRANSIT DISTRICT EUGENE, OREGON | | A-11 | |
| | | DATE: 05/2017 | |



Technical Report and Review Findings:

Proposed construction of an EmX station in this location would result in impacts to up to 12 off-street parking spaces and closure of driveway access to Highway 99.

Proposed Mitigation:

Final design mitigation and negotiation with this property owner would include constructing a station with a smaller overall civil design footprint and/or combining the sidewalk and station area to reduce the overall width of the impact.

Mitigation Option Location
 Impacting Feature

| Legend: EmX Alternative | |
|--|--|
| Proposed Exclusive Bus Lane | Proposed Sidewalk |
| Proposed Business Access and Transit (BAT) Lane | Proposed ADA Ramp Improvement |
| Proposed Protected Bike Lane | Proposed On-Street Parking |
| Proposed Bike Crossing | Proposed Concrete Bus Pad |
| Proposed Crosswalk | Proposed Curb |
| Proposed Median | Proposed Striped or Buffered Bike Lane |
| Proposed EmX Station | Proposed EmX Station with Bicycle Storage |
| Existing EmX Station | Existing Property Line |
| Proposed Construction Footprint | Proposed Station Platform Edge |
| Proposed New Full Signal | Proposed Reconstructed Signal |
| Proposed Reconfigured Signal | Proposed New Pedestrian Signal |
| Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | Proposed EmX Path of Travel in Mixed Traffic |
| Proposed EmX Path of Travel in Existing EmX Corridor | Proposed Lane Lines |
| Proposed New or Modified Vehicle Turn Lane | Proposed New Bike Lane Marking |
| Proposed New Bus Only Lane Marking | Proposed New BAT Lane Marking |
| Construction By Others | Proposed Pedestrian Bridge |

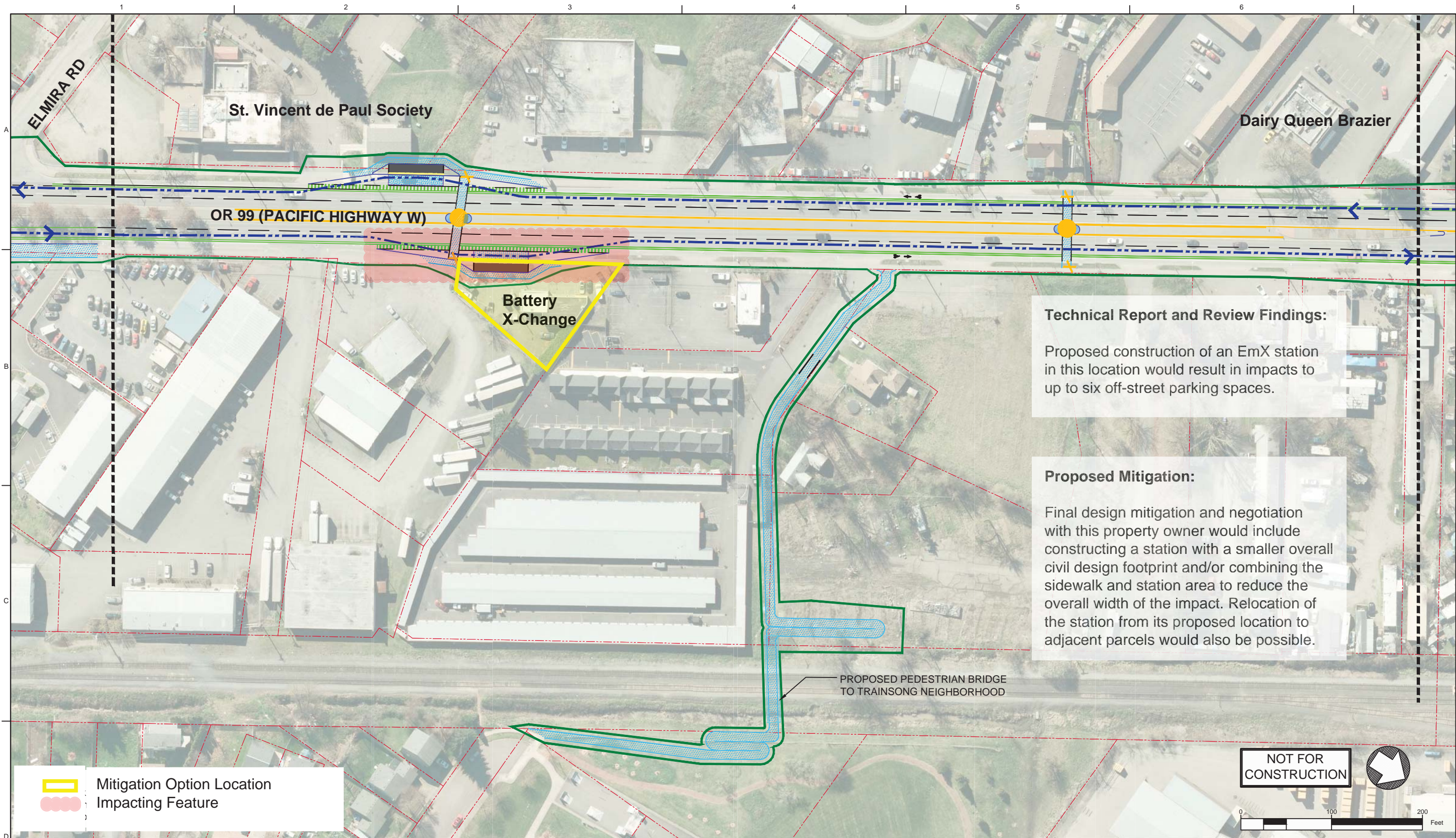
MovingAhead Concept Plans

Multimodal Transit Corridor
 LANE TRANSIT DISTRICT
 EUGENE, OREGON

HIGHWAY 99 CORRIDOR
 EmX ALTERNATIVE
 Local Mitigation: Porky's Palace

DATE: 05/2017

A-12



Technical Report and Review Findings:

Proposed construction of an EmX station in this location would result in impacts to up to six off-street parking spaces.

Proposed Mitigation:

Final design mitigation and negotiation with this property owner would include constructing a station with a smaller overall civil design footprint and/or combining the sidewalk and station area to reduce the overall width of the impact. Relocation of the station from its proposed location to adjacent parcels would also be possible.

Mitigation Option Location
 Impacting Feature

NOT FOR CONSTRUCTION

| Legend: EmX Alternative | | Proposed EmX Station | | Proposed New Full Signal | | Proposed EmX Path of Travel | | Proposed New or Modified Vehicle Turn Lane | |
|-------------------------|---|----------------------|---|--------------------------|--------------------------------|-----------------------------|--|--|--|
| | Proposed Exclusive Bus Lane | | Proposed EmX Station | | Proposed New Full Signal | | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | | Proposed New or Modified Vehicle Turn Lane |
| | Proposed Business Access and Transit (BAT) Lane | | Proposed EmX Station with Bicycle Storage | | Proposed Reconstructed Signal | | Proposed EmX Path of Travel in Mixed Traffic | | Proposed New Bike Lane Marking |
| | Proposed Protected Bike Lane | | Existing EmX Station | | Proposed Reconfigured Signal | | Proposed EmX Path of Travel in Existing EmX Corridor | | Proposed New Bus Only Lane Marking |
| | Proposed Bike Crossing | | Proposed Construction Footprint | | Proposed New Pedestrian Signal | | Proposed Lane Lines | | Proposed New BAT Lane Marking |
| | Proposed Crosswalk | | Existing Property Line | | | | | | Proposed New BAT Lane Marking |
| | Proposed Median | | Proposed Construction Footprint | | | | | | Construction By Others |
| | | | Proposed Station Platform Edge | | | | | | Proposed Pedestrian Bridge |
| | | | | | | | | | |

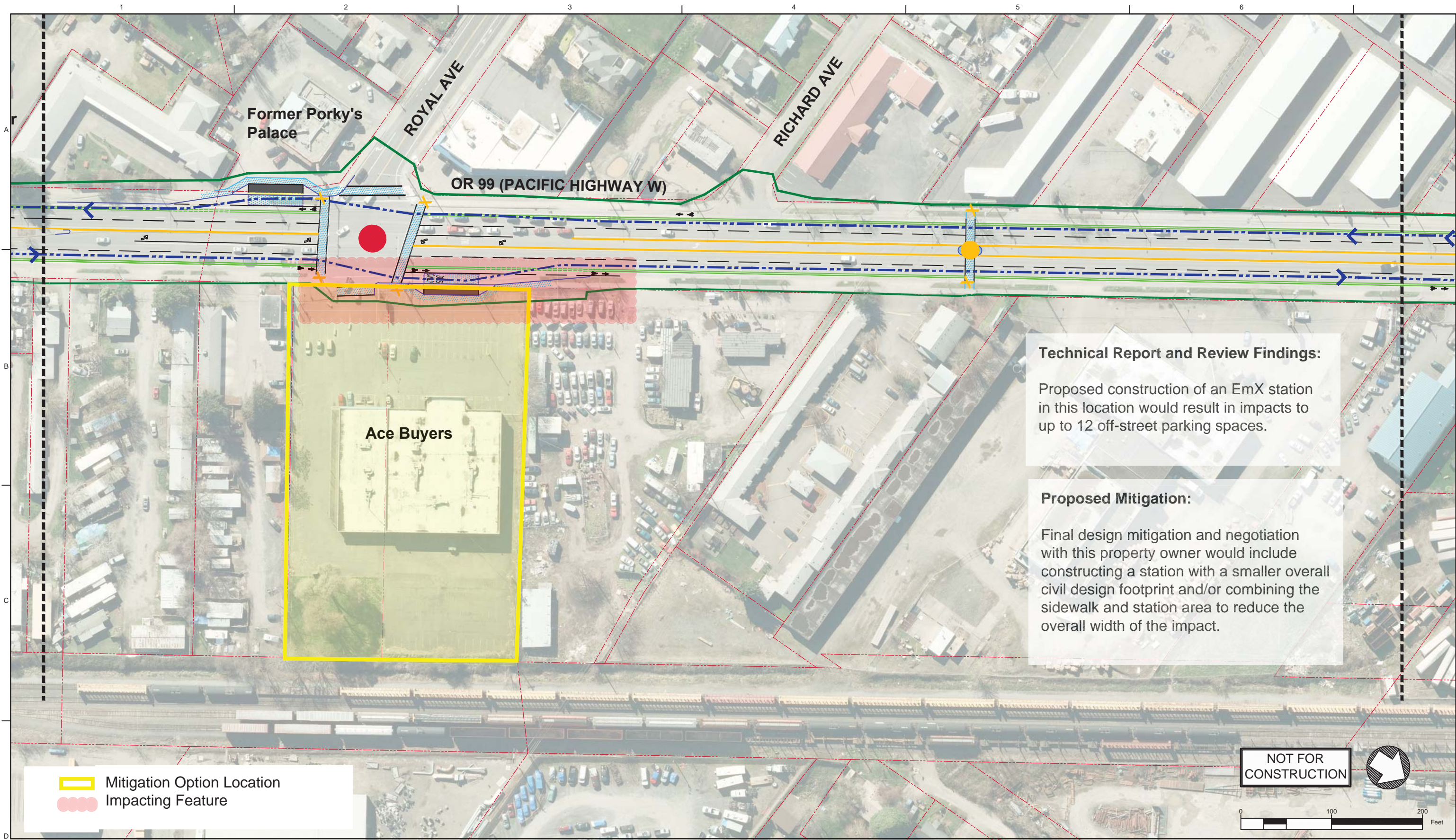
MovingAhead Concept Plans

Multimodal Transit Corridor
 LANE TRANSIT DISTRICT
 EUGENE, OREGON

HIGHWAY 99 CORRIDOR
EmX ALTERNATIVE
 Local Mitigation: Battery X-Change

DATE: 05/2017

A-13



Technical Report and Review Findings:

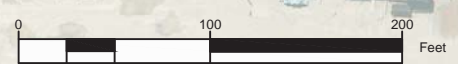
Proposed construction of an EmX station in this location would result in impacts to up to 12 off-street parking spaces.

Proposed Mitigation:

Final design mitigation and negotiation with this property owner would include constructing a station with a smaller overall civil design footprint and/or combining the sidewalk and station area to reduce the overall width of the impact.

Mitigation Option Location
 Impacting Feature

NOT FOR CONSTRUCTION



| Legend: EmX Alternative | | Proposed EmX Station | | Proposed New Full Signal | | Proposed EmX Path of Travel | | Proposed New or Modified Vehicle Turn Lane | |
|-------------------------|---|----------------------|---|--------------------------|--------------------------------|-----------------------------|--|--|--|
| | Proposed Exclusive Bus Lane | | Proposed EmX Station | | Proposed New Full Signal | | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | | Proposed New or Modified Vehicle Turn Lane |
| | Proposed Business Access and Transit (BAT) Lane | | Proposed EmX Station with Bicycle Storage | | Proposed Reconstructed Signal | | Proposed EmX Path of Travel in Mixed Traffic | | Proposed New Bike Lane Marking |
| | Proposed Protected Bike Lane | | Existing EmX Station | | Proposed Reconfigured Signal | | Proposed EmX Path of Travel in Existing EmX Corridor | | Proposed New Bus Only Lane Marking |
| | Proposed Bike Crossing | | Proposed Construction Footprint | | Proposed New Pedestrian Signal | | Proposed Lane Lines | | Proposed New BAT Lane Marking |
| | Proposed Crosswalk | | Proposed Station Platform Edge | | | | | | Proposed New BAT Lane Marking |
| | Proposed Median | | | | | | | | Construction By Others |
| | | | | | | | | | Proposed Pedestrian Bridge |
| | | | | | | | | | |

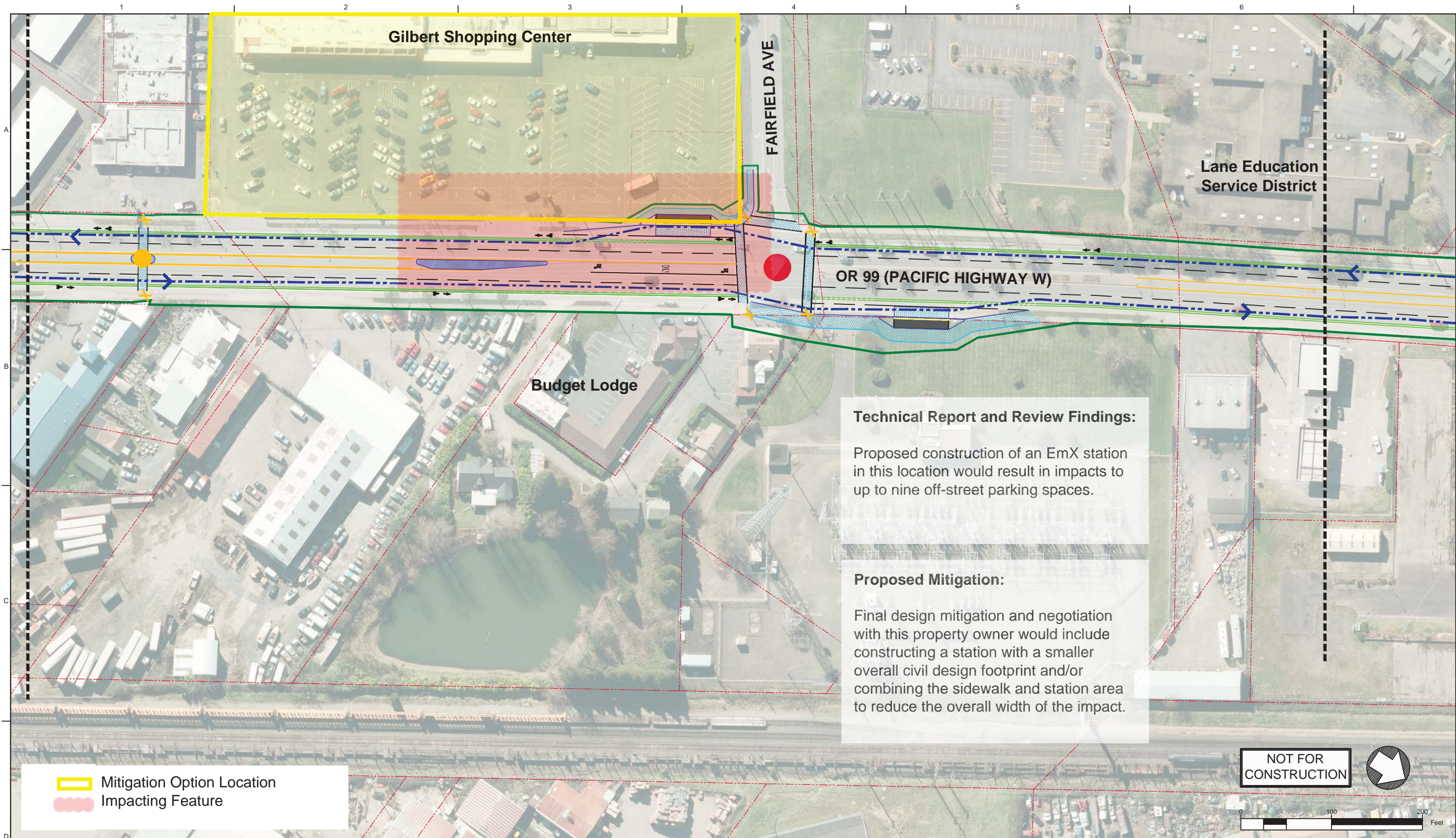
MovingAhead Concept Plans

Multimodal Transit Corridor
 LANE TRANSIT DISTRICT
 EUGENE, OREGON

HIGHWAY 99 CORRIDOR
 EmX ALTERNATIVE
 Local Mitigation: Ace Buyers

DATE: 05/2017

A-14



Technical Report and Review Findings:

Proposed construction of an EmX station in this location would result in impacts to up to nine off-street parking spaces.

Proposed Mitigation:

Final design mitigation and negotiation with this property owner would include constructing a station with a smaller overall civil design footprint and/or combining the sidewalk and station area to reduce the overall width of the impact.

Mitigation Option Location
 Impacting Feature

NOT FOR CONSTRUCTION

0 100 200 Feet

| Legend: EmX Alternative | | Proposed EmX Station | | Proposed New Full Signal | | Proposed EmX Path of Travel | | Proposed New or Modified Vehicle Turn Lane | |
|-------------------------|---|----------------------|---|--------------------------|--------------------------------|-----------------------------|--|--|--|
| | Proposed Exclusive Bus Lane | | Proposed EmX Station | | Proposed New Full Signal | | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | | Proposed New or Modified Vehicle Turn Lane |
| | Proposed Business Access and Transit (BAT) Lane | | Proposed EmX Station with Bicycle Storage | | Proposed Reconstructed Signal | | Proposed EmX Path of Travel in Mixed Traffic | | Proposed New Bike Lane Marking |
| | Proposed Protected Bike Lane | | Existing EmX Station | | Proposed Reconfigured Signal | | Proposed EmX Path of Travel in Existing EmX Corridor | | Proposed New Bus Only Lane Marking |
| | Proposed Bike Crossing | | Proposed Construction Footprint | | Proposed New Pedestrian Signal | | Proposed Lane Lines | | Proposed New BAT Lane Marking |
| | Proposed Crosswalk | | Existing Property Line | | | | | | Proposed New BAT Lane Marking |
| | Proposed Median | | Proposed Construction Footprint | | | | | | Construction By Others |
| | | | Proposed Station Platform Edge | | | | | | Proposed Pedestrian Bridge |
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MovingAhead Concept Plans

Multimodal Transit Corridor

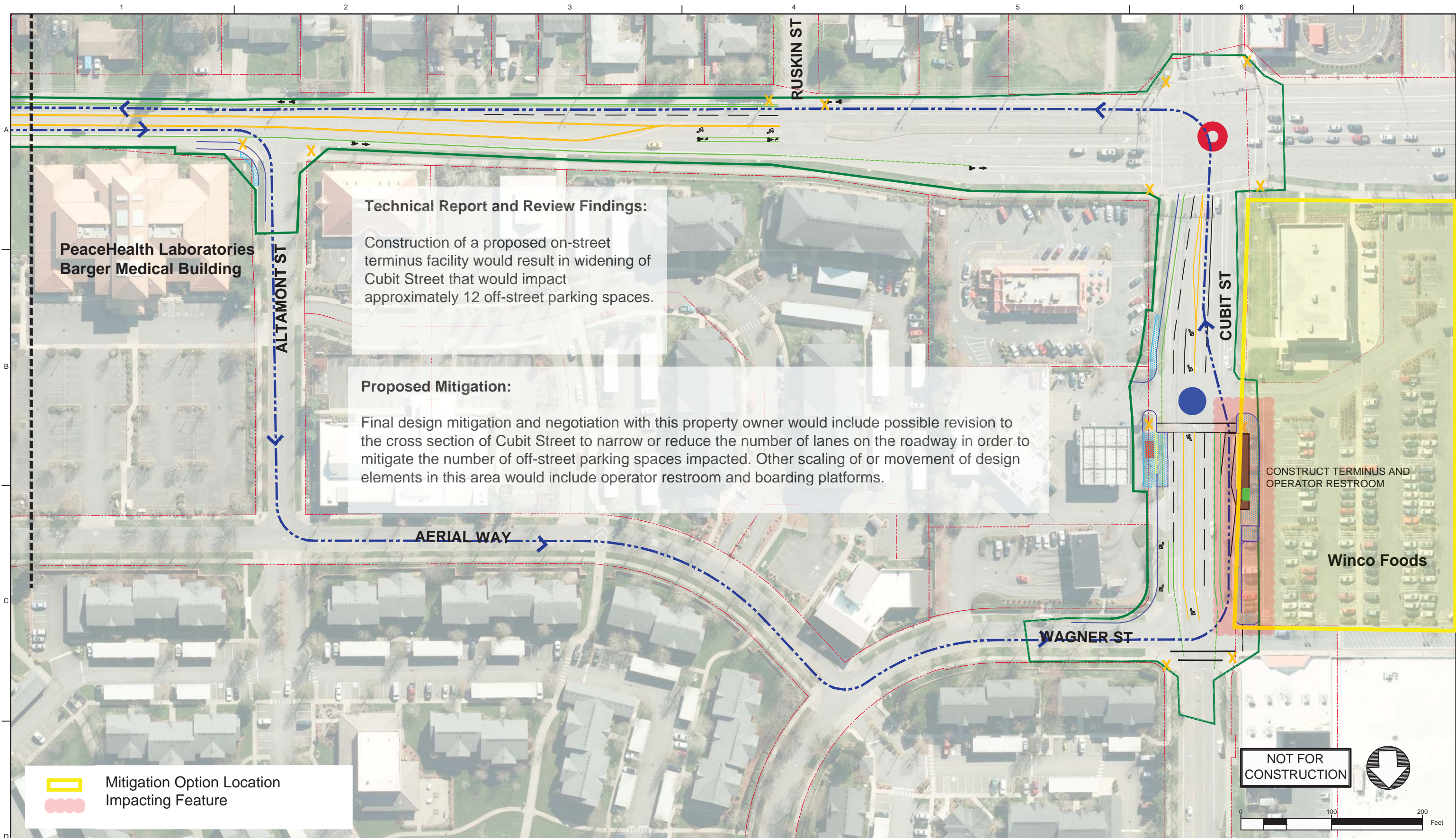
LANE TRANSIT DISTRICT
EUGENE, OREGON

HIGHWAY 99 CORRIDOR
EmX ALTERNATIVE

Local Mitigation: Gilbert Shopping Center

DATE: 05/2017

A-15



Legend: EmX Alternative

- | | | | | | |
|---|--|---|--------------------------------|--|--|
| Proposed Exclusive Bus Lane | Proposed Sidewalk | Proposed EmX Station | Proposed New Full Signal | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | Proposed New or Modified Vehicle Turn Lane |
| Proposed Business Access and Transit (BAT) Lane | Proposed ADA Ramp Improvement | Proposed EmX Station with Bicycle Storage | Proposed Reconstructed Signal | Proposed EmX Path of Travel in Mixed Traffic | Proposed New Bike Lane Marking |
| Proposed Protected Bike Lane | Proposed On-Street Parking | Existing EmX Station | Proposed Reconfigured Signal | Proposed EmX Path of Travel in Existing EmX Corridor | Proposed New Bus Only Lane Marking |
| Proposed Bike Crossing | Proposed Concrete Bus Pad | Existing Property Line | Proposed New Pedestrian Signal | Proposed Lane Lines | Proposed New BAT Lane Marking |
| Proposed Crosswalk | Proposed Curb | Proposed Construction Footprint | | | Construction By Others |
| Proposed Median | Proposed Striped or Buffered Bike Lane | Proposed Station Platform Edge | | | Proposed Pedestrian Bridge |

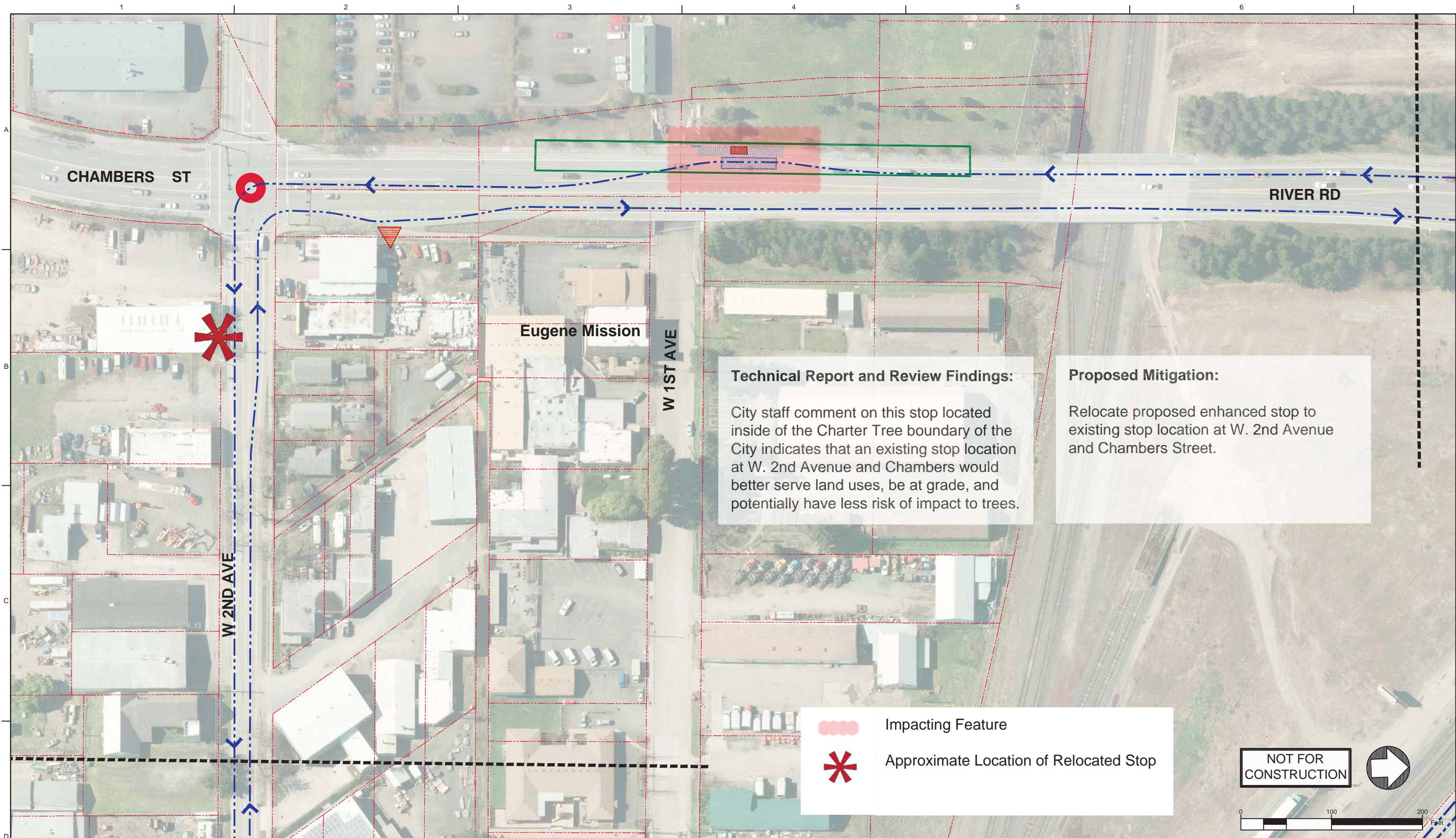
MovingAhead Concept Plans

Multimodal Transit Corridor
 LANE TRANSIT DISTRICT
 EUGENE, OREGON

**HIGHWAY 99 CORRIDOR
 EmX ALTERNATIVE
 Local Mitigation: Winco Foods**

DATE: 05/2017

A-16



Technical Report and Review Findings:

City staff comment on this stop located inside of the Charter Tree boundary of the City indicates that an existing stop location at W. 2nd Avenue and Chambers would better serve land uses, be at grade, and potentially have less risk of impact to trees.

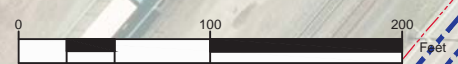
Proposed Mitigation:

Relocate proposed enhanced stop to existing stop location at W. 2nd Avenue and Chambers Street.

● Impacting Feature

* Approximate Location of Relocated Stop

NOT FOR CONSTRUCTION



| Legend: Enhanced Corridor Alternative | | | |
|---------------------------------------|--|--|---------------------------------|
| | Proposed Exclusive Bus Lane | | Proposed Sidewalk |
| | Proposed Business Access and Transit (BAT) Lane | | Proposed ADA Ramp Improvement |
| | Proposed Protected Bike Lane | | Proposed On-Street Parking |
| | Proposed Bike Crossing | | Proposed Concrete Bus Pad |
| | Proposed Crosswalk | | Proposed Pedestrian Bridge |
| | Proposed Median | | Proposed Stop |
| | Existing Property Line | | Existing Stop Utilized by Route |
| | Proposed Construction Footprint | | Existing EmX Station |
| | Proposed Curb | | Proposed New Full Signal |
| | Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane | | Proposed Reconstructed Signal |
| | Proposed Bus Path of Travel in Mixed Traffic | | Proposed Reconfigured Signal |
| | Proposed Lane Lines | | Proposed New Pedestrian Signal |
| | Proposed Striped or Buffered Bike Lane | | |
| | Construction By Others | | |
| | | | |

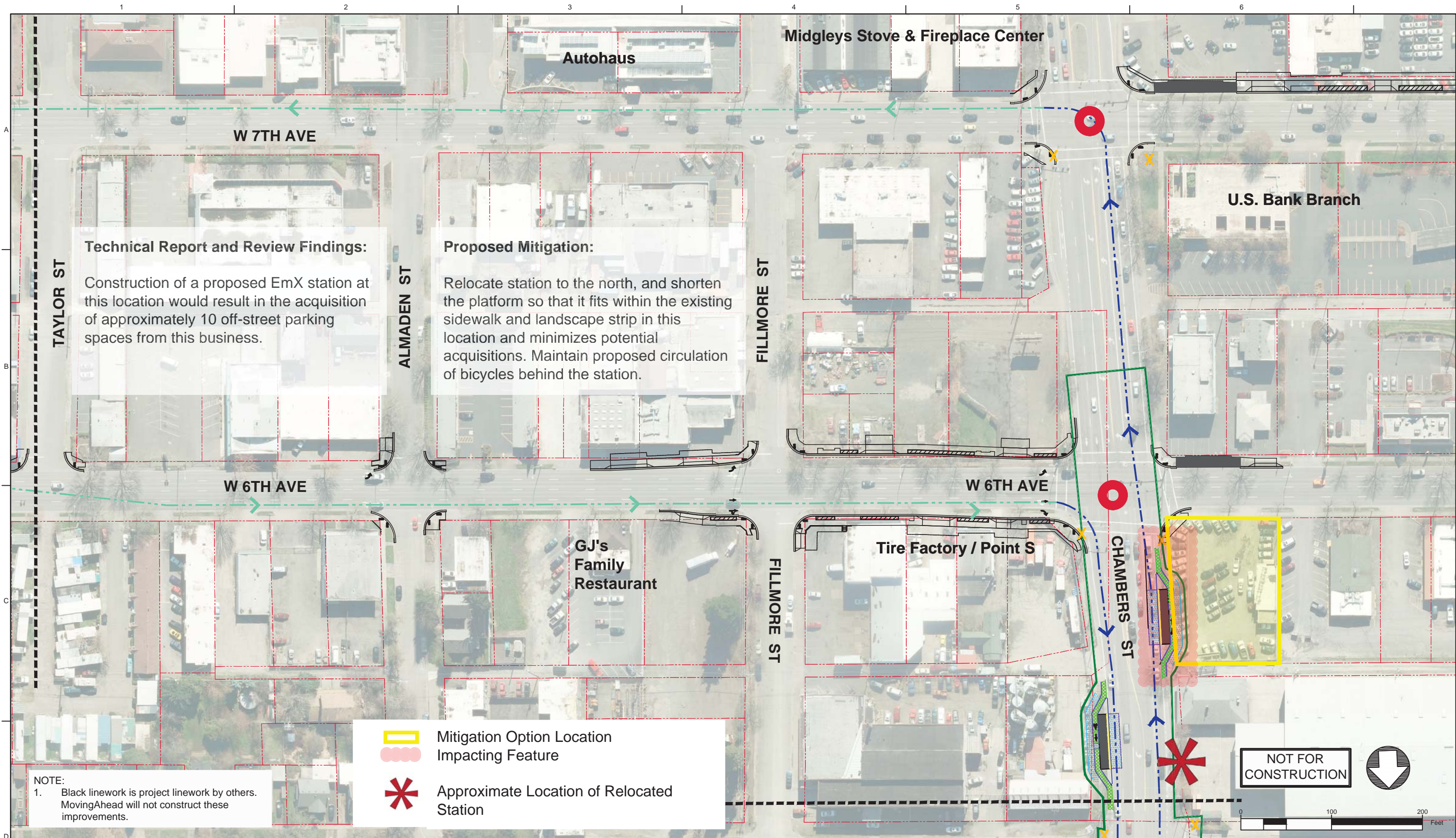
MovingAhead Concept Plans

Multimodal Transit Corridor
LANE TRANSIT DISTRICT
EUGENE, OREGON

**RIVER ROAD CORRIDOR
ENHANCED CORRIDOR ALTERNATIVE
Local Mitigation: W 1st Ave and Chambers
St**

DATE: 05/2017

A-17



Technical Report and Review Findings:

Construction of a proposed EmX station at this location would result in the acquisition of approximately 10 off-street parking spaces from this business.

Proposed Mitigation:

Relocate station to the north, and shorten the platform so that it fits within the existing sidewalk and landscape strip in this location and minimizes potential acquisitions. Maintain proposed circulation of bicycles behind the station.

NOTE:
1. Black linework is project linework by others. MovingAhead will not construct these improvements.

- Mitigation Option Location
- Impacting Feature
- Approximate Location of Relocated Station

Legend: EmX Alternative

- | | | | | | |
|---|--|---|--------------------------------|--|--|
| Proposed Exclusive Bus Lane | Proposed Sidewalk | Proposed EmX Station | Proposed New Full Signal | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | Proposed New or Modified Vehicle Turn Lane |
| Proposed Business Access and Transit (BAT) Lane | Proposed ADA Ramp Improvement | Proposed EmX Station with Bicycle Storage | Proposed Reconstructed Signal | Proposed EmX Path of Travel in Mixed Traffic | Proposed New Bike Lane Marking |
| Proposed Protected Bike Lane | Proposed On-Street Parking | Existing EmX Station | Proposed Reconfigured Signal | Proposed EmX Path of Travel in Existing EmX Corridor | Proposed New Bus Only Lane Marking |
| Proposed Bike Crossing | Proposed Concrete Bus Pad | Existing Property Line | Proposed New Pedestrian Signal | Proposed Lane Lines | Proposed New BAT Lane Marking |
| Proposed Crosswalk | Proposed Curb | Proposed Construction Footprint | | | Construction By Others |
| Proposed Median | Proposed Striped or Buffered Bike Lane | Proposed Station Platform Edge | | | Proposed Pedestrian Bridge |

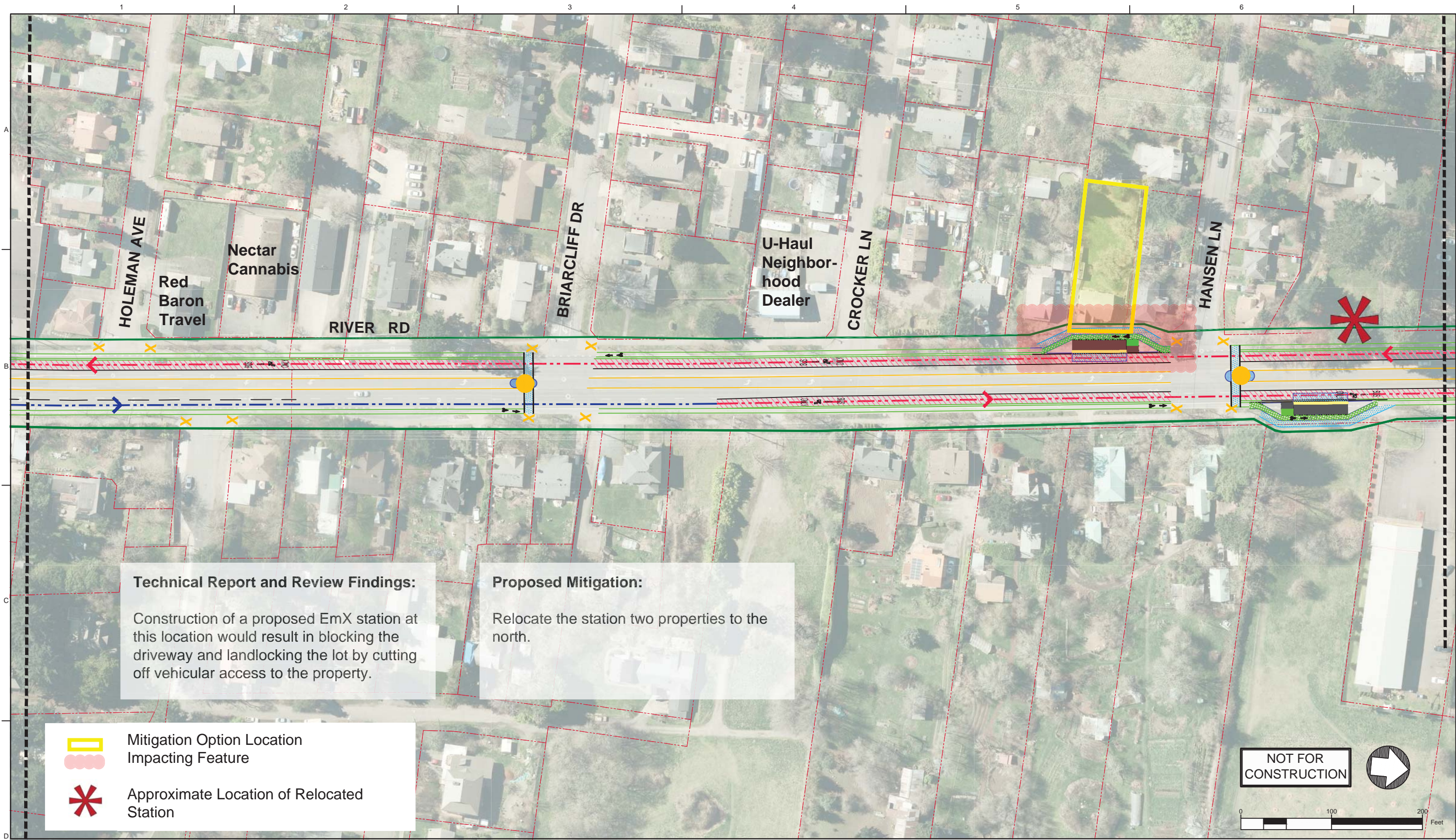
MovingAhead Concept Plans

Multimodal Transit Corridor
LANE TRANSIT DISTRICT
EUGENE, OREGON

**RIVER ROAD CORRIDOR
EmX ALTERNATIVE**
Local Mitigation: Crescent Automotive

DATE: 05/2017

A-18



Technical Report and Review Findings:

Construction of a proposed EmX station at this location would result in blocking the driveway and landlocking the lot by cutting off vehicular access to the property.

Proposed Mitigation:

Relocate the station two properties to the north.

Mitigation Option Location

Impacting Feature

Approximate Location of Relocated Station

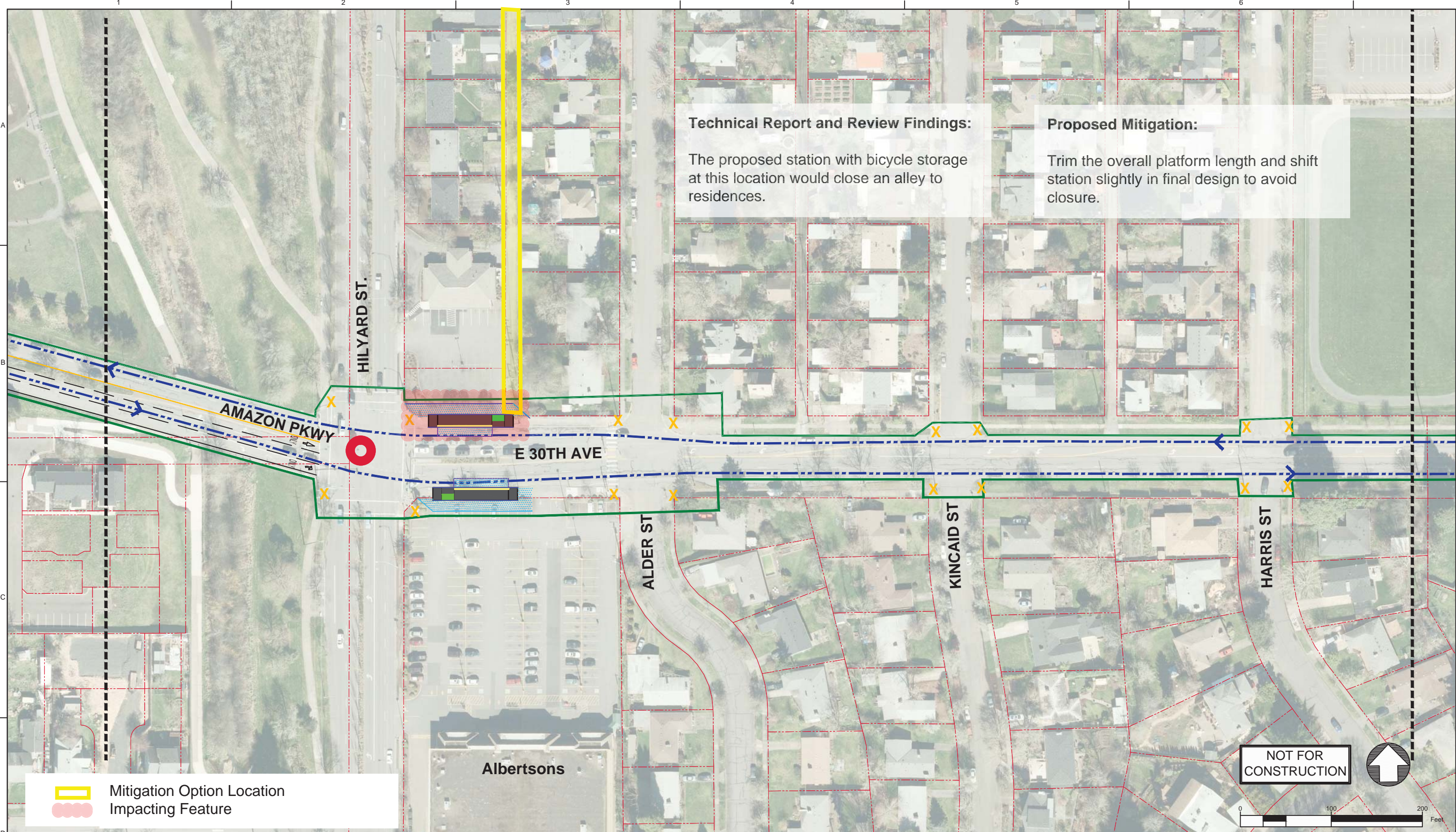
NOT FOR CONSTRUCTION

0 100 200 Feet

| | | | | | | | | |
|---|--|---|--|--|--|--|---|-------------|
| Legend: EmX Alternative Proposed Exclusive Bus Lane Proposed Business Access and Transit (BAT) Lane Proposed Protected Bike Lane Proposed Bike Crossing Proposed Crosswalk Proposed Median Proposed Sidewalk Proposed ADA Ramp Improvement Proposed On-Street Parking Proposed Concrete Bus Pad Proposed Curb Proposed Striped or Buffered Bike Lane | | Proposed EmX Station Proposed EmX Station with Bicycle Storage Existing EmX Station Existing Property Line Proposed Construction Footprint Proposed Station Platform Edge Proposed New Full Signal Proposed Reconstructed Signal Proposed Reconfigured Signal Proposed New Pedestrian Signal | | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane Proposed EmX Path of Travel in Mixed Traffic Proposed EmX Path of Travel in Existing EmX Corridor Proposed Lane Lines Proposed New or Modified Vehicle Turn Lane Proposed New Bike Lane Marking Proposed New Bus Only Lane Marking Proposed New BAT Lane Marking Construction By Others Proposed Pedestrian Bridge | | MovingAhead Concept Plans Multimodal Transit Corridor LANE TRANSIT DISTRICT EUGENE, OREGON | RIVER ROAD CORRIDOR EmX ALTERNATIVE Local Mitigation: Hansen Lane Residence DATE: 05/2017 | A-19 |
|---|--|---|--|--|--|--|---|-------------|

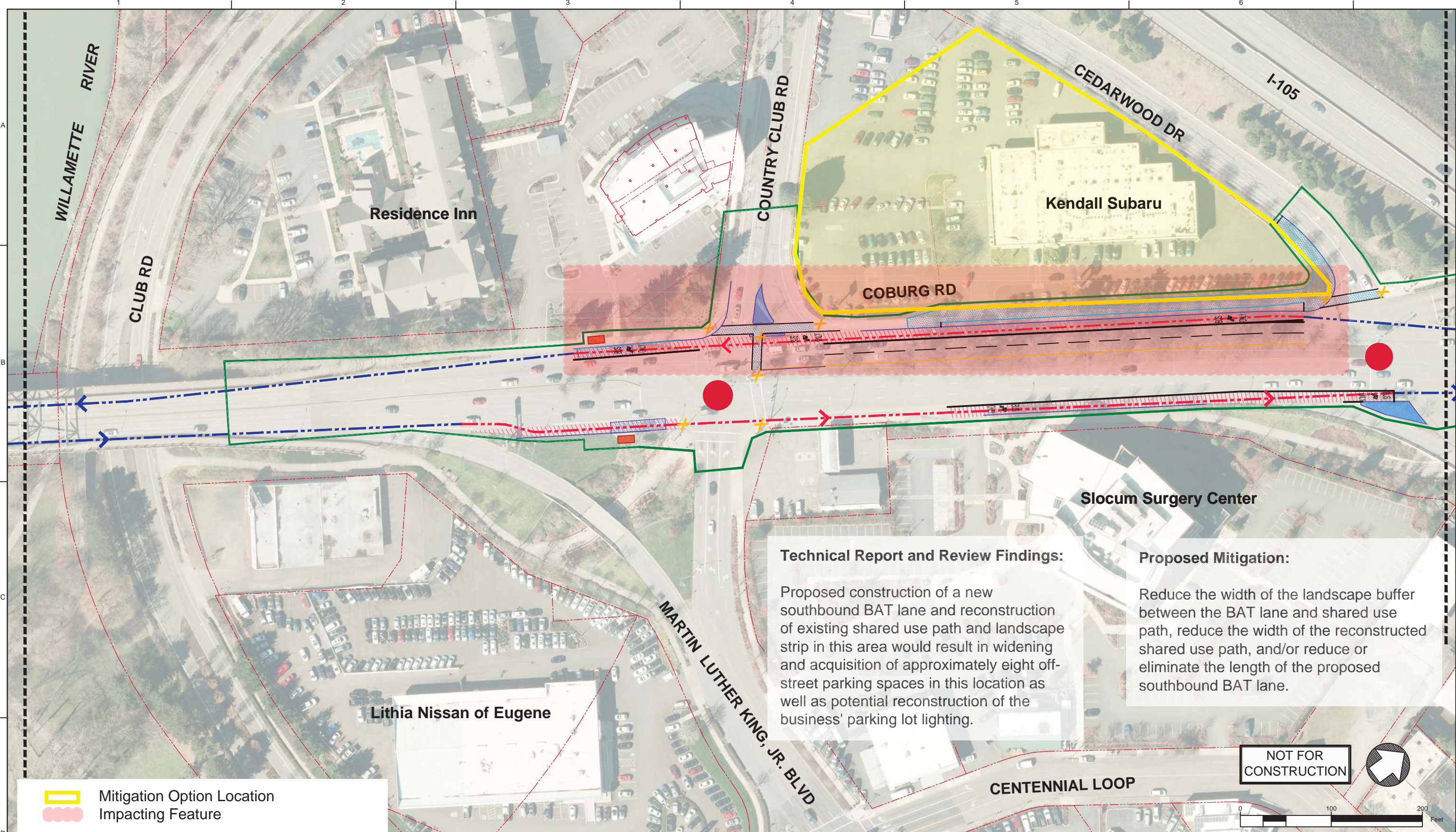
Technical Report and Review Findings:
 The proposed station with bicycle storage at this location would close an alley to residences.

Proposed Mitigation:
 Trim the overall platform length and shift station slightly in final design to avoid closure.



Mitigation Option Location
 Impacting Feature

| | | | | | | | |
|---|--|---|--|---|--|---|--|
| Legend: EmX Alternative Proposed Exclusive Bus Lane Proposed Business Access and Transit (BAT) Lane Proposed Protected Bike Lane Proposed Bike Crossing Proposed Crosswalk Proposed Median Proposed Sidewalk Proposed ADA Ramp Improvement Proposed On-Street Parking Proposed Concrete Bus Pad Proposed Curb Proposed Striped or Buffered Bike Lane | | Proposed EmX Station Proposed EmX Station with Bicycle Storage Existing EmX Station Existing Property Line Proposed Construction Footprint Proposed Station Platform Edge Proposed New Full Signal Proposed Reconstructed Signal Proposed Reconfigured Signal Proposed New Pedestrian Signal | | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane Proposed EmX Path of Travel in Mixed Traffic Proposed EmX Path of Travel in Existing EmX Corridor Proposed Lane Lines | | Proposed New or Modified Vehicle Turn Lane Proposed New Bike Lane Marking Proposed New Bus Only Lane Marking Proposed New BAT Lane Marking Construction By Others Proposed Pedestrian Bridge | |
| MovingAhead Concept Plans Multimodal Transit Corridor LANE TRANSIT DISTRICT EUGENE, OREGON | | | | 30TH AVE TO LANE COMMUNITY COLLEGE CORRIDOR EmX ALTERNATIVE Local Mitigation: KeyBank DATE: 05/2017 | | | |
| | | | | A-20 | | | |



Technical Report and Review Findings:

Proposed construction of a new southbound BAT lane and reconstruction of existing shared use path and landscape strip in this area would result in widening and acquisition of approximately eight off-street parking spaces in this location as well as potential reconstruction of the business' parking lot lighting.

Proposed Mitigation:

Reduce the width of the landscape buffer between the BAT lane and shared use path, reduce the width of the reconstructed shared use path, and/or reduce or eliminate the length of the proposed southbound BAT lane.

Mitigation Option Location
 Impacting Feature

| Legend: Enhanced Corridor Alternative | | | |
|---------------------------------------|--|--|--|
| | Proposed Exclusive Bus Lane | | Proposed Sidewalk |
| | Proposed Business Access and Transit (BAT) Lane | | Proposed ADA Ramp Improvement |
| | Proposed Protected Bike Lane | | Proposed On-Street Parking |
| | Proposed Bike Crossing | | Proposed Concrete Bus Pad |
| | Proposed Crosswalk | | Proposed Pedestrian Bridge |
| | Proposed Median | | Existing Property Line |
| | Proposed Stop | | Proposed Construction Footprint |
| | Existing Stop Utilized by Route | | Proposed Curb |
| | Proposed New Full Signal | | Proposed Reconfigured Signal |
| | Proposed Reconstructed Signal | | Proposed New Pedestrian Signal |
| | Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane | | Proposed Bus Path of Travel in Mixed Traffic |
| | Proposed Bus Path of Travel in Mixed Traffic | | Proposed Lane Lines |
| | Proposed Bus Path of Travel in Mixed Traffic | | Proposed Striped or Buffered Bike Lane |
| | Proposed New or Modified Vehicle Turn Lane | | Construction By Others |
| | Proposed New Bike Lane Marking | | |
| | Proposed New Bus Only Lane Marking | | |
| | Proposed New BAT Lane Marking | | |

MovingAhead Concept Plans

Multimodal Transit Corridor
 LANE TRANSIT DISTRICT
 EUGENE, OREGON

**COBURG ROAD CORRIDOR
 ENHANCED CORRIDOR ALTERNATIVE
 Local Mitigation: Kendall Subaru**

DATE: 05/2017

A-21

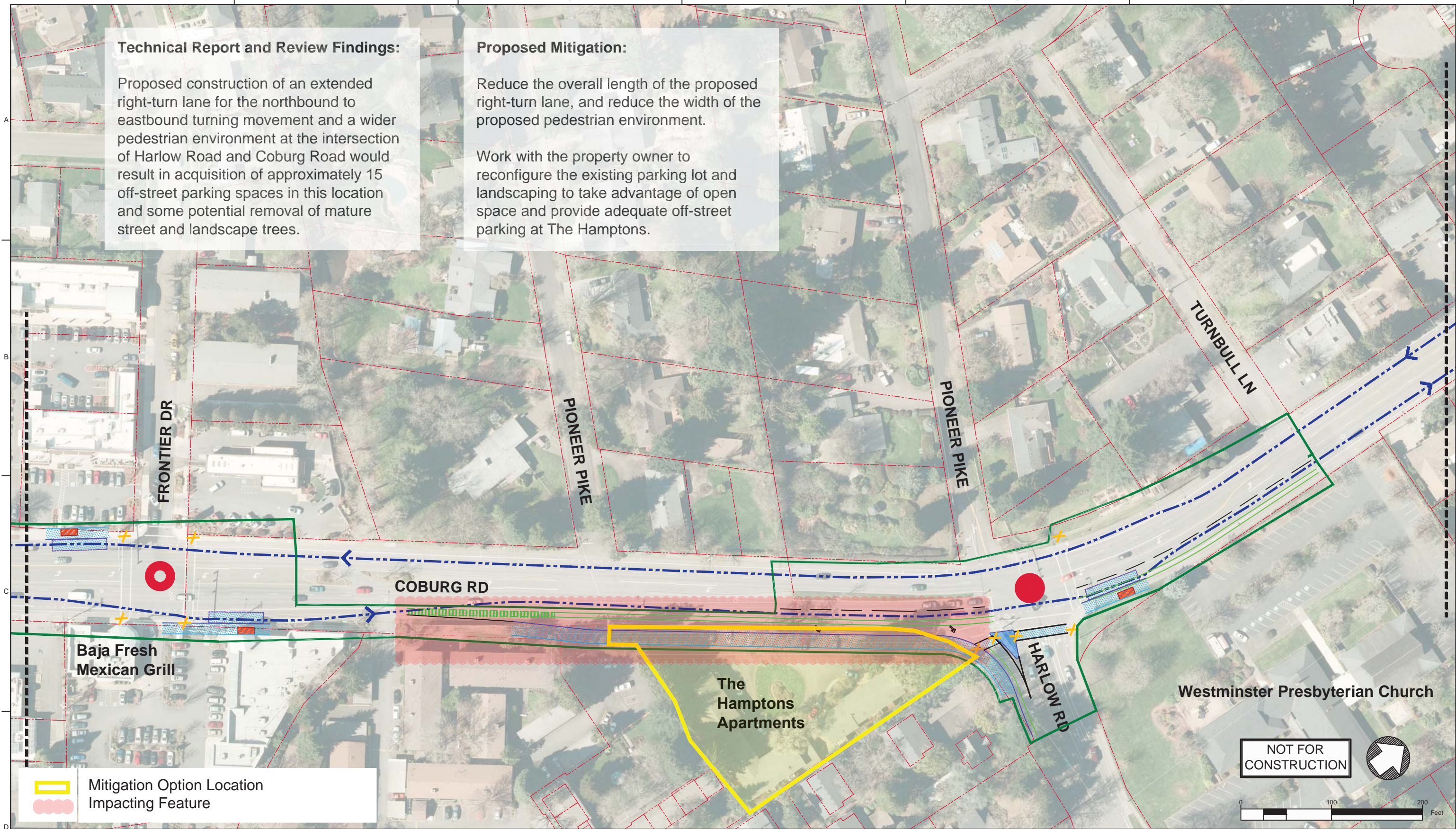
Technical Report and Review Findings:

Proposed construction of an extended right-turn lane for the northbound to eastbound turning movement and a wider pedestrian environment at the intersection of Harlow Road and Coburg Road would result in acquisition of approximately 15 off-street parking spaces in this location and some potential removal of mature street and landscape trees.

Proposed Mitigation:

Reduce the overall length of the proposed right-turn lane, and reduce the width of the proposed pedestrian environment.

Work with the property owner to reconfigure the existing parking lot and landscaping to take advantage of open space and provide adequate off-street parking at The Hamptons.



| Legend: Enhanced Corridor Alternative | | Proposed Stop | | Proposed New Full Signal | | Proposed Bus Path of Travel | | Proposed New or Modified Vehicle Turn Lane | |
|---------------------------------------|---|---------------|---------------------------------|--------------------------|--------------------------------|-----------------------------|--|--|--|
| | Proposed Exclusive Bus Lane | | Proposed Stop | | Proposed New Full Signal | | Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane | | Proposed New or Modified Vehicle Turn Lane |
| | Proposed Business Access and Transit (BAT) Lane | | Existing Stop Utilized by Route | | Proposed Reconstructed Signal | | Proposed Bus Path of Travel in Mixed Traffic | | Proposed New Bike Lane Marking |
| | Proposed Protected Bike Lane | | Existing EmX Station | | Proposed Reconfigured Signal | | Proposed Lane Lines | | Proposed New Bus Only Lane Marking |
| | Proposed Bike Crossing | | Existing Property Line | | Proposed New Pedestrian Signal | | Proposed Striped or Buffered Bike Lane | | Proposed New BAT Lane Marking |
| | Proposed Crosswalk | | Proposed Construction Footprint | | | | | | |
| | Proposed Median | | Proposed Curb | | | | | | |
| | Proposed Sidewalk | | | | | | | | |
| | Proposed ADA Ramp Improvement | | | | | | | | |
| | Proposed On-Street Parking | | | | | | | | |
| | Proposed Concrete Bus Pad | | | | | | | | |
| | Proposed Pedestrian Bridge | | | | | | | | |

MovingAhead Concept Plans

Multimodal Transit Corridor
LANE TRANSIT DISTRICT
EUGENE, OREGON

**COBURG ROAD CORRIDOR
ENHANCED CORRIDOR ALTERNATIVE**
Local Mitigation: The Hamptons Apartments

DATE: 05/2017

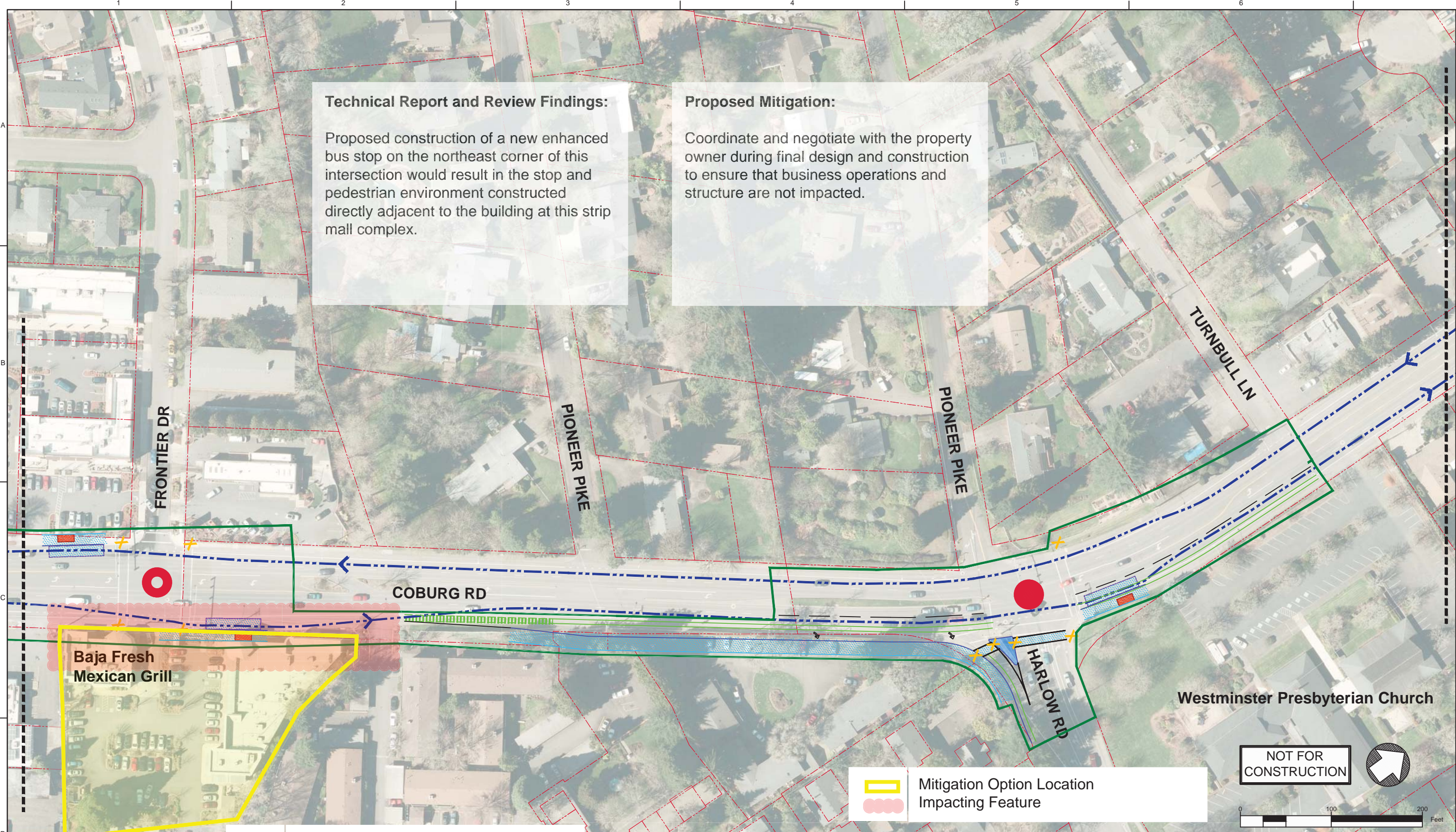
A-22

Technical Report and Review Findings:

Proposed construction of a new enhanced bus stop on the northeast corner of this intersection would result in the stop and pedestrian environment constructed directly adjacent to the building at this strip mall complex.

Proposed Mitigation:

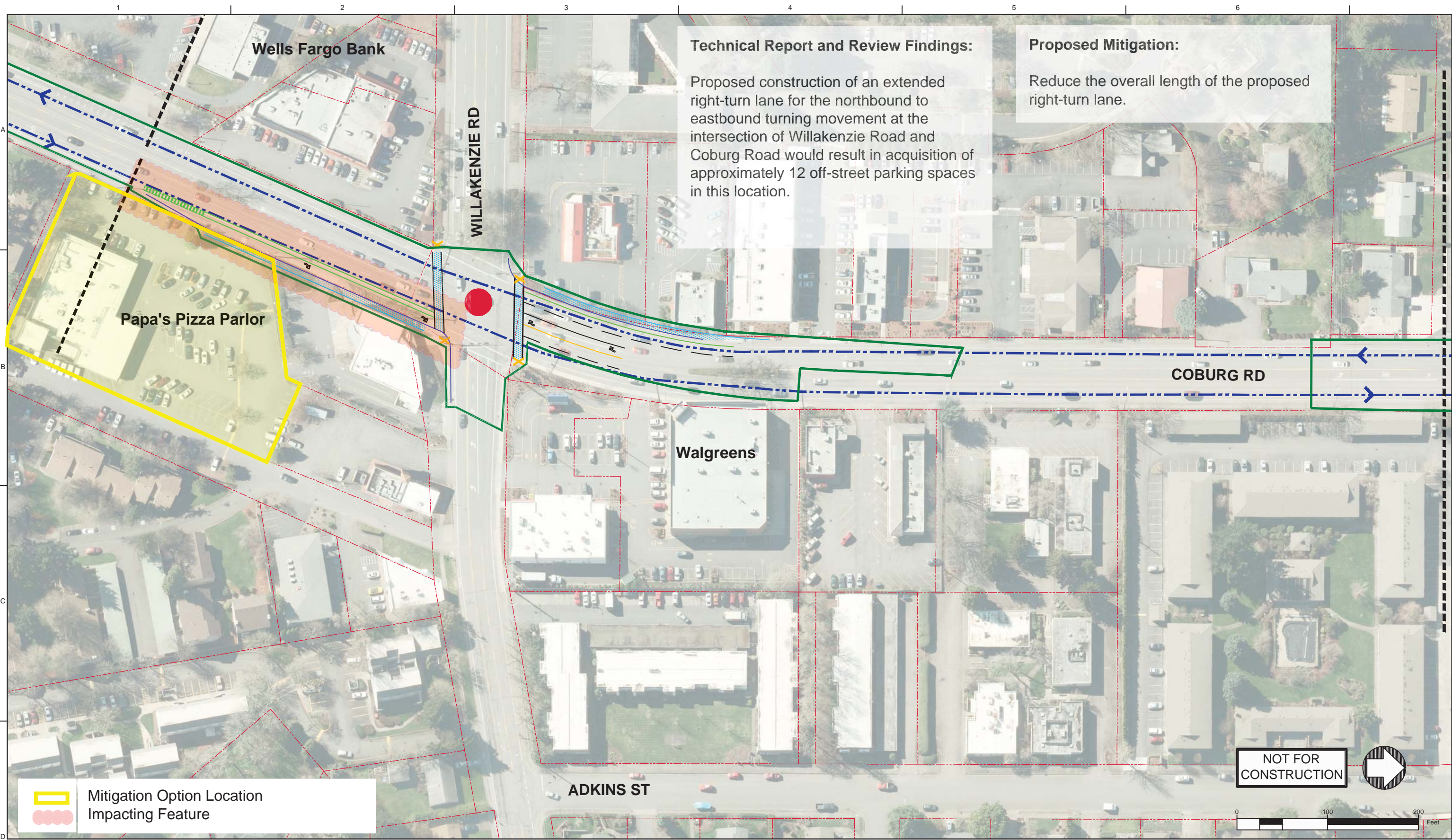
Coordinate and negotiate with the property owner during final design and construction to ensure that business operations and structure are not impacted.



NOT FOR CONSTRUCTION

0 100 200 Feet

| | | | | | | | | | | | |
|---|--|---|--|---|--|---|--|---|--|---|--|
| <p>Legend: Enhanced Corridor Alternative</p> <ul style="list-style-type: none"> Proposed Exclusive Bus Lane Proposed Business Access and Transit (BAT) Lane Proposed Protected Bike Lane Proposed Bike Crossing Proposed Crosswalk Proposed Median | | <p>Mitigation Option Location Impacting Feature</p> <ul style="list-style-type: none"> Proposed ADA Ramp Improvement Proposed On-Street Parking Proposed Concrete Bus Pad Proposed Pedestrian Bridge | | <ul style="list-style-type: none"> Existing Stop Utilized by Route Existing EmX Station Existing Property Line Proposed Construction Footprint Proposed Curb | | <ul style="list-style-type: none"> Proposed New Full Signal Proposed Reconstructed Signal Proposed Reconfigured Signal Proposed New Pedestrian Signal | | <ul style="list-style-type: none"> Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane Proposed Bus Path of Travel in Mixed Traffic Proposed Lane Lines Proposed Striped or Buffered Bike Lane | | <ul style="list-style-type: none"> Proposed New or Modified Vehicle Turn Lane Proposed New Bike Lane Marking Proposed New Bus Only Lane Marking Proposed New BAT Lane Marking Construction By Others | |
| <p>MovingAhead Concept Plans</p> <p>Multimodal Transit Corridor LANE TRANSIT DISTRICT EUGENE, OREGON</p> | | | | | | <p>COBURG ROAD CORRIDOR ENHANCED CORRIDOR ALTERNATIVE Local Mitigation: Strip Mall Complex</p> | | <p>DATE: 05/2017</p> | | <p>A-23</p> | |



Technical Report and Review Findings:

Proposed construction of an extended right-turn lane for the northbound to eastbound turning movement at the intersection of Willakenzie Road and Coburg Road would result in acquisition of approximately 12 off-street parking spaces in this location.

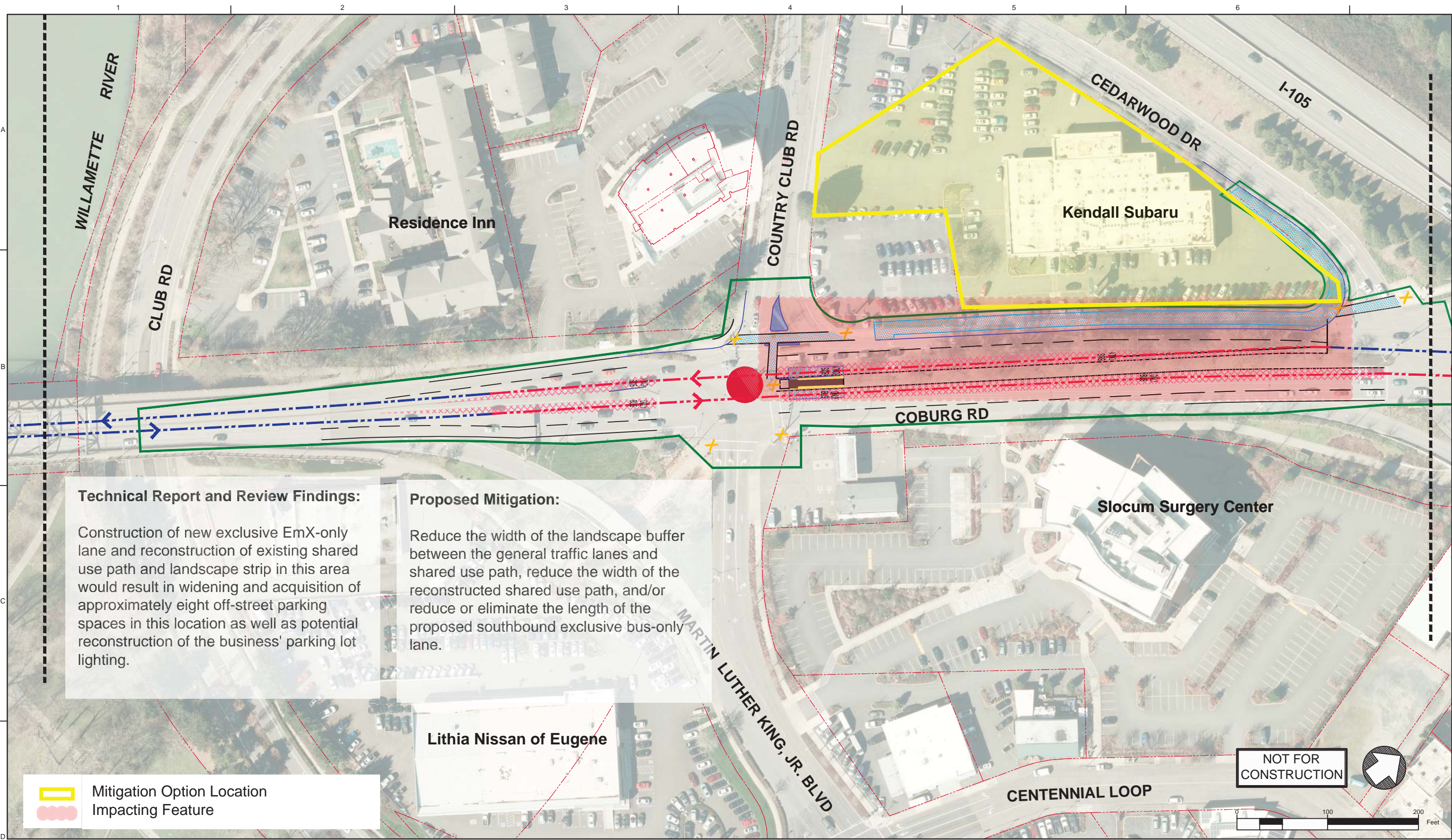
Proposed Mitigation:

Reduce the overall length of the proposed right-turn lane.

Mitigation Option Location
 Impacting Feature

| Legend: Enhanced Corridor Alternative | |
|---------------------------------------|--|
| | Proposed Exclusive Bus Lane |
| | Proposed Business Access and Transit (BAT) Lane |
| | Proposed Protected Bike Lane |
| | Proposed Bike Crossing |
| | Proposed Crosswalk |
| | Proposed Median |
| | Proposed Sidewalk |
| | Proposed ADA Ramp Improvement |
| | Proposed On-Street Parking |
| | Proposed Concrete Bus Pad |
| | Proposed Pedestrian Bridge |
| | Proposed Stop |
| | Existing Stop Utilized by Route |
| | Existing EmX Station |
| | Existing Property Line |
| | Proposed Construction Footprint |
| | Proposed Curb |
| | Proposed New Full Signal |
| | Proposed Reconstructed Signal |
| | Proposed Reconfigured Signal |
| | Proposed New Pedestrian Signal |
| | Proposed Bus Path of Travel in Exclusive or Business Access and Transit Lane |
| | Proposed Bus Path of Travel in Mixed Traffic |
| | Proposed Lane Lines |
| | Proposed Striped or Buffered Bike Lane |
| | Proposed New or Modified Vehicle Turn Lane |
| | Proposed New Bike Lane Marking |
| | Proposed New Bus Only Lane Marking |
| | Proposed New BAT Lane Marking |
| | Construction By Others |

| | | | |
|---|--|---------------|---|
| MovingAhead Concept Plans | | | COBURG ROAD CORRIDOR ENHANCED CORRIDOR ALTERNATIVE Local Mitigation: Papa's Pizza Parlor |
| | | | |
| LANE TRANSIT DISTRICT EUGENE, OREGON | | DATE: 05/2017 | |






Technical Report and Review Findings:

Construction of new exclusive EmX-only lane and reconstruction of existing shared use path and landscape strip in this area would result in widening and acquisition of approximately eight off-street parking spaces in this location as well as potential reconstruction of the business' parking lot lighting.

























Proposed Mitigation:

Reduce the width of the landscape buffer between the general traffic lanes and shared use path, reduce the width of the reconstructed shared use path, and/or reduce or eliminate the length of the proposed southbound exclusive bus-only lane.




 Mitigation Option Location
 Impacting Feature

NOT FOR CONSTRUCTION 

0 100 200 Feet

| Legend: EmX Alternative | | Proposed EmX Station | | Proposed EmX Path of Travel | | Proposed New or Modified Vehicle Turn Lane | |
|---|---|---|---------------------------------|---|--|---|--|
|  | Proposed Exclusive Bus Lane |  | Proposed New Full Signal |  | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane |  | Proposed New or Modified Vehicle Turn Lane |
|  | Proposed Business Access and Transit (BAT) Lane |  | Proposed Reconstructed Signal |  | Proposed EmX Path of Travel in Mixed Traffic |  | Proposed New Bike Lane Marking |
|  | Proposed Protected Bike Lane |  | Proposed Reconfigured Signal |  | Proposed EmX Path of Travel in Existing EmX Corridor |  | Proposed New Bus Only Lane Marking |
|  | Proposed Bike Crossing |  | Proposed New Pedestrian Signal |  | Proposed Lane Lines |  | Proposed New BAT Lane Marking |
|  | Proposed Crosswalk |  | Existing EmX Station |  | |  | Proposed New BAT Lane Marking |
|  | Proposed Median |  | Proposed Construction Footprint |  | |  | Construction By Others |
| | Proposed Sidewalk | | Proposed Station Platform Edge | | | | Proposed Pedestrian Bridge |
| | Proposed ADA Ramp Improvement | | | | | | |
| | Proposed On-Street Parking | | | | | | |
| | Proposed Concrete Bus Pad | | | | | | |
| | Proposed Curb | | | | | | |
| | Proposed Striped or Buffered Bike Lane | | | | | | |

MovingAhead Concept Plans

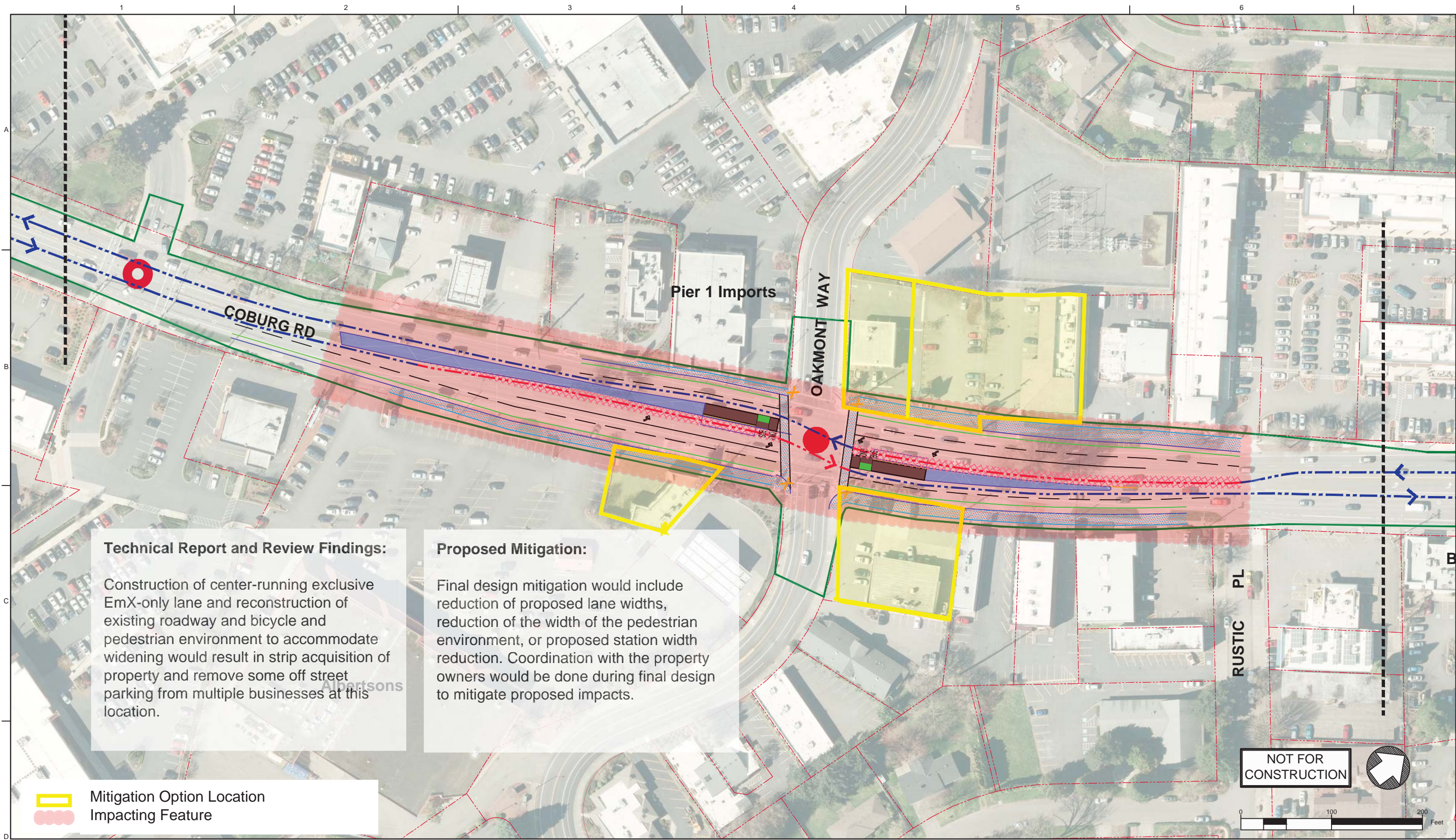
  

Multimodal Transit Corridor
 LANE TRANSIT DISTRICT
 EUGENE, OREGON

COBURG ROAD CORRIDOR
 EmX ALTERNATIVE
 Local Mitigation: Kendall Subaru

DATE: 05/2017

A-25































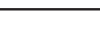












Technical Report and Review Findings:

Construction of center-running exclusive EmX-only lane and reconstruction of existing roadway and bicycle and pedestrian environment to accommodate widening would result in strip acquisition of property and remove some off street parking from multiple businesses at this location.


Proposed Mitigation:

Final design mitigation would include reduction of proposed lane widths, reduction of the width of the pedestrian environment, or proposed station width reduction. Coordination with the property owners would be done during final design to mitigate proposed impacts.

 Mitigation Option Location
 Impacting Feature

| Legend: EmX Alternative | | Proposed EmX Station | | Proposed New Full Signal | | Proposed EmX Path of Travel | | Proposed New or Modified Vehicle Turn Lane | |
|---|---|---|---|---|--------------------------------|---|--|---|--|
|  | Proposed Exclusive Bus Lane |  | Proposed EmX Station |  | Proposed New Full Signal |  | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane |  | Proposed New or Modified Vehicle Turn Lane |
|  | Proposed Business Access and Transit (BAT) Lane |  | Proposed EmX Station with Bicycle Storage |  | Proposed Reconstructed Signal |  | Proposed EmX Path of Travel in Mixed Traffic |  | Proposed New Bike Lane Marking |
|  | Proposed Protected Bike Lane |  | Existing EmX Station |  | Proposed Reconfigured Signal |  | Proposed EmX Path of Travel in Existing EmX Corridor |  | Proposed New Bus Only Lane Marking |
|  | Proposed Bike Crossing |  | Existing Property Line |  | Proposed New Pedestrian Signal |  | Proposed Lane Lines |  | Proposed New BAT Lane Marking |
|  | Proposed Crosswalk |  | Proposed Construction Footprint |  | |  | |  | Proposed New BAT Lane Marking |
|  | Proposed Median |  | Proposed Station Platform Edge | | | | |  | Construction By Others |
|  | Proposed Sidewalk |  | | | | | | | Proposed Pedestrian Bridge |
|  | Proposed ADA Ramp Improvement |  | | | | | | | |
|  | Proposed On-Street Parking |  | | | | | | | |
|  | Proposed Concrete Bus Pad |  | | | | | | | |
|  | Proposed Curb |  | | | | | | | |
|  | Proposed Striped or Buffered Bike Lane | | | | | | | | |

MovingAhead Concept Plans



Multimodal Transit Corridor
 LANE TRANSIT DISTRICT
 EUGENE, OREGON

COBURG ROAD CORRIDOR
 EmX ALTERNATIVE
 Local Mitigation: Oakmont Way Businesses

DATE: 05/2017

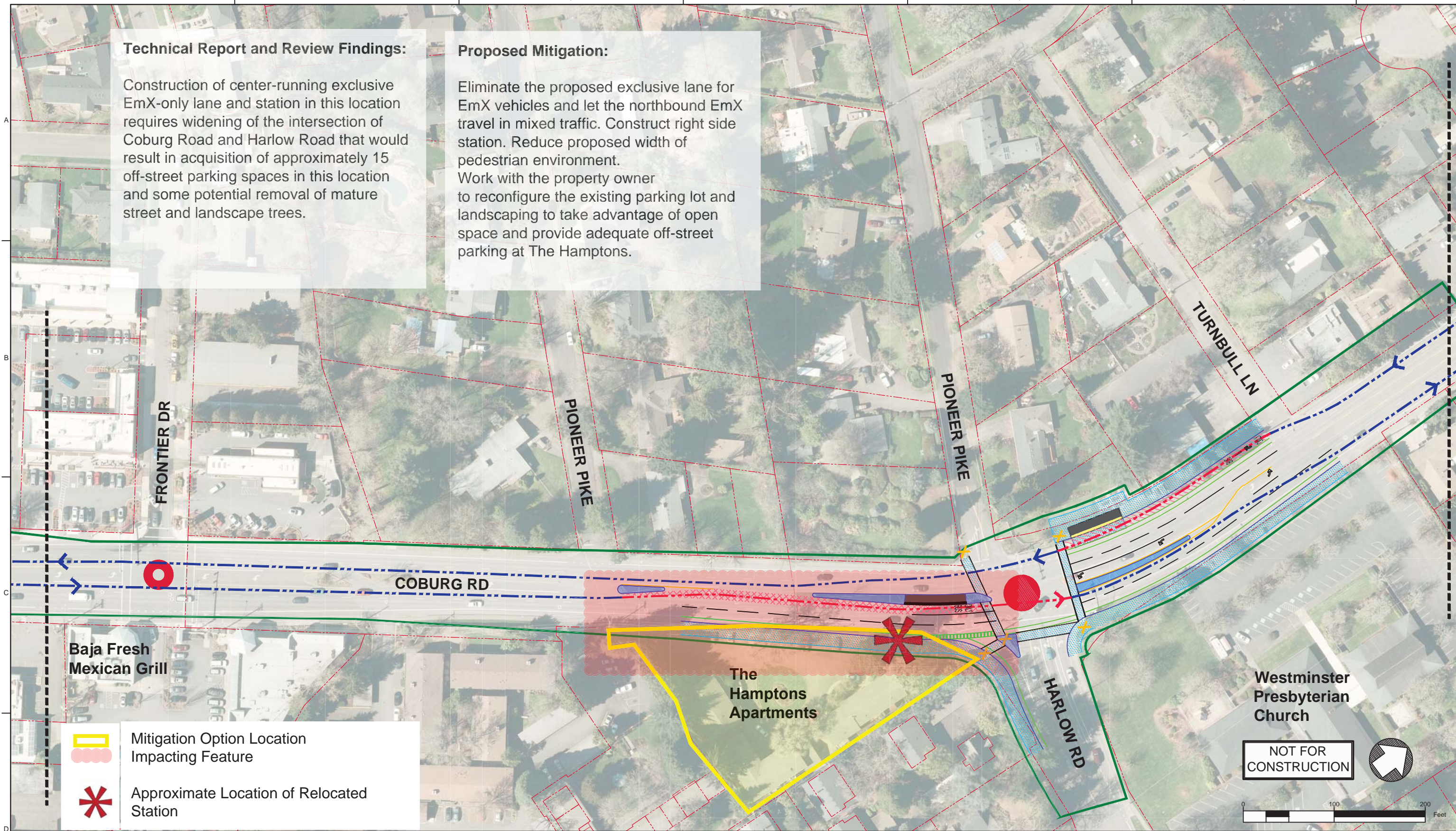
A-26

Technical Report and Review Findings:

Construction of center-running exclusive EmX-only lane and station in this location requires widening of the intersection of Coburg Road and Harlow Road that would result in acquisition of approximately 15 off-street parking spaces in this location and some potential removal of mature street and landscape trees.

Proposed Mitigation:

Eliminate the proposed exclusive lane for EmX vehicles and let the northbound EmX travel in mixed traffic. Construct right side station. Reduce proposed width of pedestrian environment. Work with the property owner to reconfigure the existing parking lot and landscaping to take advantage of open space and provide adequate off-street parking at The Hamptons.



NOT FOR CONSTRUCTION



Legend: EmX Alternative

| | | | | | | | | | | | |
|--|---|--|--|--|---|--|--------------------------------|--|--|--|--|
| | Proposed Exclusive Bus Lane | | Proposed Sidewalk | | Proposed EmX Station | | Proposed New Full Signal | | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | | Proposed New or Modified Vehicle Turn Lane |
| | Proposed Business Access and Transit (BAT) Lane | | Proposed ADA Ramp Improvement | | Proposed EmX Station with Bicycle Storage | | Proposed Reconstructed Signal | | Proposed EmX Path of Travel in Mixed Traffic | | Proposed New Bike Lane Marking |
| | Proposed Protected Bike Lane | | Proposed On-Street Parking | | Existing EmX Station | | Proposed Reconfigured Signal | | Proposed EmX Path of Travel in Existing EmX Corridor | | Proposed New Bus Only Lane Marking |
| | Proposed Bike Crossing | | Proposed Concrete Bus Pad | | Existing Property Line | | Proposed New Pedestrian Signal | | Proposed Lane Lines | | Proposed New BAT Lane Marking |
| | Proposed Crosswalk | | Proposed Curb | | Proposed Construction Footprint | | | | | | Proposed New BAT Lane Marking |
| | Proposed Median | | Proposed Striped or Buffered Bike Lane | | Proposed Station Platform Edge | | | | | | Construction By Others |
| | | | | | | | | | | | Proposed Pedestrian Bridge |

MovingAhead Concept Plans

COBURG ROAD CORRIDOR
EmX ALTERNATIVE

Local Mitigation: The Hamptons Apartments

DATE: 05/2017

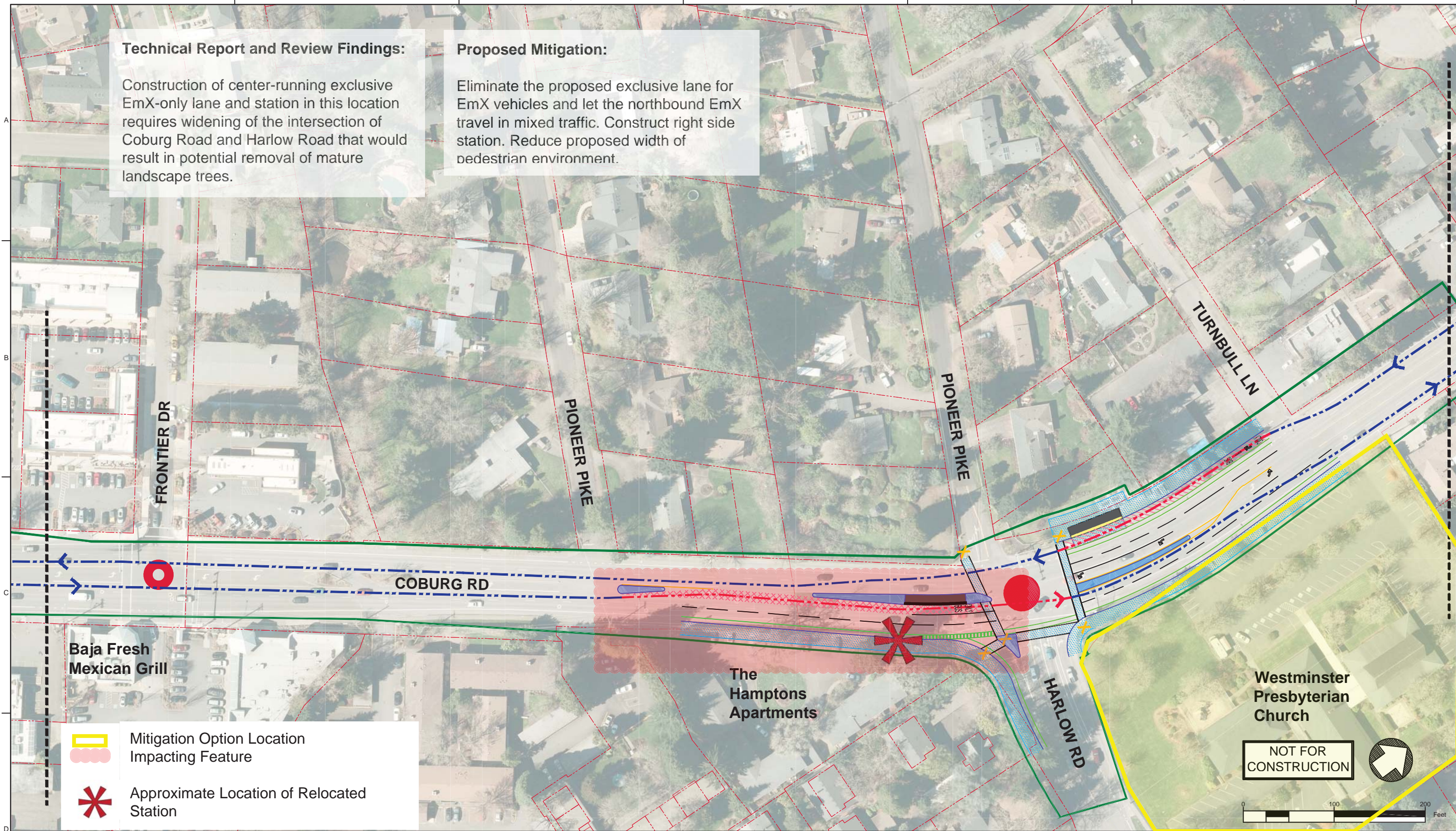
A-27

Technical Report and Review Findings:

Construction of center-running exclusive EmX-only lane and station in this location requires widening of the intersection of Coburg Road and Harlow Road that would result in potential removal of mature landscape trees.

Proposed Mitigation:

Eliminate the proposed exclusive lane for EmX vehicles and let the northbound EmX travel in mixed traffic. Construct right side station. Reduce proposed width of pedestrian environment.



Legend: EmX Alternative

- | | | | | | |
|---|--|---|--------------------------------|--|--|
| Proposed Exclusive Bus Lane | Proposed Sidewalk | Proposed EmX Station | Proposed New Full Signal | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | Proposed New or Modified Vehicle Turn Lane |
| Proposed Business Access and Transit (BAT) Lane | Proposed ADA Ramp Improvement | Proposed EmX Station with Bicycle Storage | Proposed Reconstructed Signal | Proposed EmX Path of Travel in Mixed Traffic | Proposed New Bike Lane Marking |
| Proposed Protected Bike Lane | Proposed On-Street Parking | Existing EmX Station | Proposed Reconfigured Signal | Proposed EmX Path of Travel in Existing EmX Corridor | Proposed New Bus Only Lane Marking |
| Proposed Bike Crossing | Proposed Concrete Bus Pad | Existing Property Line | Proposed New Pedestrian Signal | Proposed Lane Lines | Proposed New BAT Lane Marking |
| Proposed Crosswalk | Proposed Curb | Proposed Construction Footprint | | | Construction By Others |
| Proposed Median | Proposed Striped or Buffered Bike Lane | Proposed Station Platform Edge | | | Proposed Pedestrian Bridge |

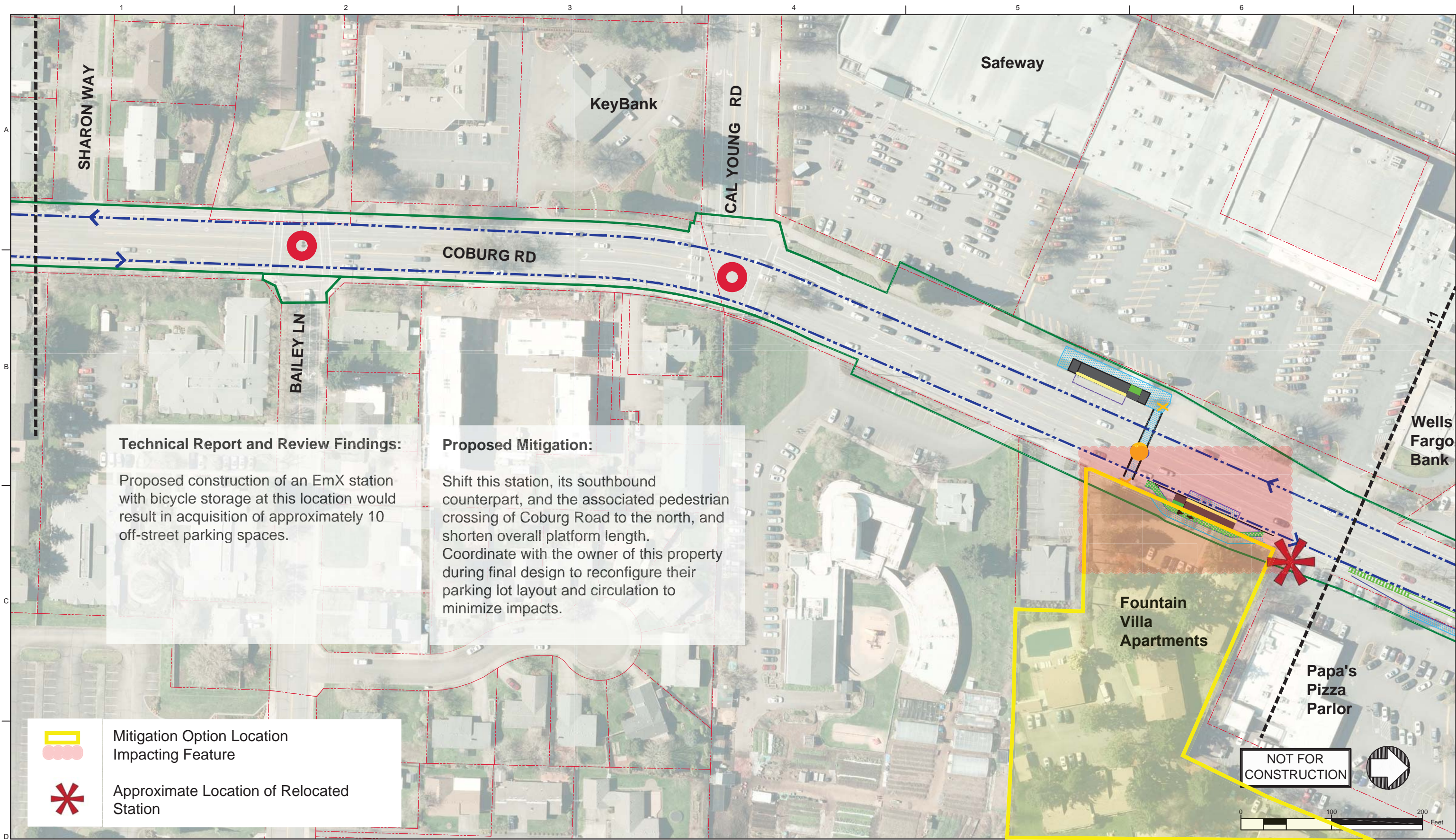
MovingAhead Concept Plans



COBURG ROAD CORRIDOR
EmX ALTERNATIVE

Local Mitigation: Westminster Presbyterian Church

DATE: 05/2017 **A-28**



Technical Report and Review Findings:

Proposed construction of an EmX station with bicycle storage at this location would result in acquisition of approximately 10 off-street parking spaces.

Proposed Mitigation:

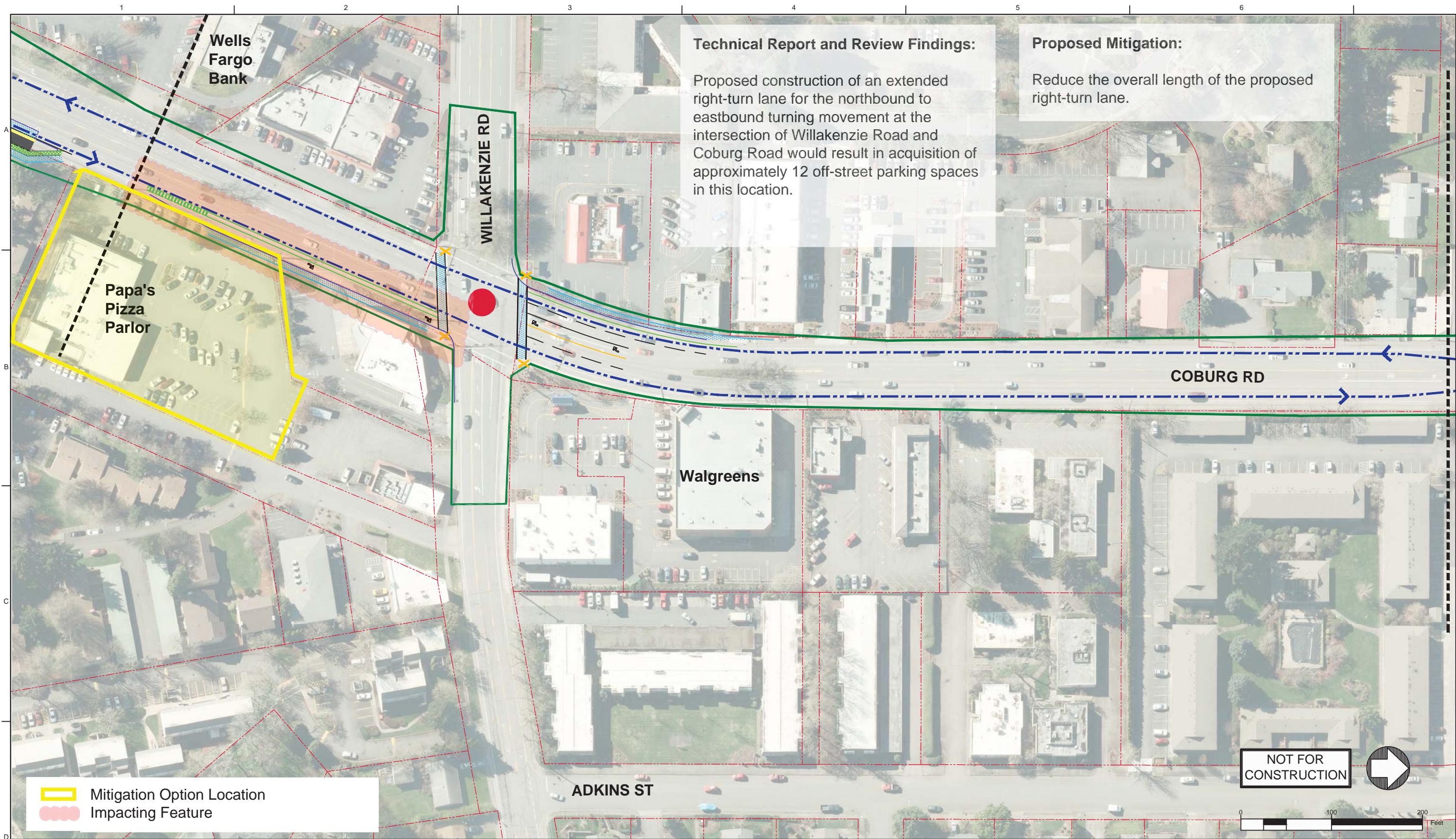
Shift this station, its southbound counterpart, and the associated pedestrian crossing of Coburg Road to the north, and shorten overall platform length. Coordinate with the owner of this property during final design to reconfigure their parking lot layout and circulation to minimize impacts.

Mitigation Option Location

Impacting Feature

Approximate Location of Relocated Station

| | | | | | | | |
|---|--|---|--|---|--|---|--|
| Legend: EmX Alternative Proposed Exclusive Bus Lane Proposed Business Access and Transit (BAT) Lane Proposed Protected Bike Lane Proposed Bike Crossing Proposed Crosswalk Proposed Median Proposed Sidewalk Proposed ADA Ramp Improvement Proposed On-Street Parking Proposed Concrete Bus Pad Proposed Curb Proposed Striped or Buffered Bike Lane | | Proposed EmX Station Proposed EmX Station with Bicycle Storage Existing EmX Station Existing Property Line Proposed Construction Footprint Proposed Station Platform Edge Proposed New Full Signal Proposed Reconstructed Signal Proposed Reconfigured Signal Proposed New Pedestrian Signal | | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane Proposed EmX Path of Travel in Mixed Traffic Proposed EmX Path of Travel in Existing EmX Corridor Proposed Lane Lines | | Proposed New or Modified Vehicle Turn Lane Proposed New Bike Lane Marking Proposed New Bus Only Lane Marking Proposed New BAT Lane Marking Construction By Others Proposed Pedestrian Bridge | |
| MovingAhead Concept Plans Multimodal Transit Corridor LANE TRANSIT DISTRICT EUGENE, OREGON | | | | COBURG ROAD CORRIDOR EmX ALTERNATIVE Local Mitigation: Fountain Villa Apartments DATE: 05/2017 | | | |
| | | | | A-29 | | | |



Technical Report and Review Findings:

Proposed construction of an extended right-turn lane for the northbound to eastbound turning movement at the intersection of Willakenzie Road and Coburg Road would result in acquisition of approximately 12 off-street parking spaces in this location.

Proposed Mitigation:

Reduce the overall length of the proposed right-turn lane.

Mitigation Option Location
 Impacting Feature

| Legend: EmX Alternative | | Proposed EmX Station | | Proposed New Full Signal | | Proposed EmX Path of Travel | | Proposed New or Modified Vehicle Turn Lane | |
|-------------------------|---|----------------------|--|--------------------------|--------------------------------|-----------------------------|--|--|--|
| | Proposed Exclusive Bus Lane | | Proposed EmX Station with Bicycle Storage | | Proposed New Full Signal | | Proposed EmX Path of Travel in Exclusive or Business Access and Transit Lane | | Proposed New or Modified Vehicle Turn Lane |
| | Proposed Business Access and Transit (BAT) Lane | | Proposed EmX Station with Existing EmX Station | | Proposed Reconstructed Signal | | Proposed EmX Path of Travel in Mixed Traffic | | Proposed New Bike Lane Marking |
| | Proposed Protected Bike Lane | | Existing EmX Station | | Proposed Reconfigured Signal | | Proposed EmX Path of Travel in Existing EmX Corridor | | Proposed New Bus Only Lane Marking |
| | Proposed Bike Crossing | | Proposed Construction Footprint | | Proposed New Pedestrian Signal | | Proposed Lane Lines | | Proposed New BAT Lane Marking |
| | Proposed Crosswalk | | Existing Property Line | | | | | | Proposed New BAT Lane Marking |
| | Proposed Median | | Proposed Curb | | | | | | Proposed New BAT Lane Marking |
| | | | Proposed Construction Footprint | | | | | | Construction By Others |
| | | | Proposed Station Platform Edge | | | | | | Proposed Pedestrian Bridge |
| | | | | | | | | | |

MovingAhead Concept Plans

Multimodal Transit Corridor
 LANE TRANSIT DISTRICT
 EUGENE, OREGON

COBURG ROAD CORRIDOR
 EmX ALTERNATIVE
 Local Mitigation: Papa's Pizza Parlor

DATE: 05/2017

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