



MovingAhead
STREETS AND PLACES REIMAGINED

DRAFT FINAL
Community Involvement, and
Agency and Tribal
Coordination Report

Lane Transit District
City of Eugene

In cooperation with
Lane Council of Governments
Lane County
Oregon Department of Transportation

July 7, 2017

DRAFT FINAL Community Involvement, and Agency and Tribal Coordination Report

MovingAhead Project

Prepared in accordance with the
National Environmental Policy Act of 1969, as amended 42 U.S.C. 4322
and the
Federal Transit Act of 1964, as amended 49 U.S.C. 1601 et seq.

July 7, 2017

Prepared for
Federal Transit Administration
Lane Transit District
City of Eugene

Prepared by
CH2M HILL, Inc.

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Acronyms, Abbreviations, and Terms

Acronyms and Abbreviations	Definitions
AA	Alternatives Analysis
ADA	Americans with Disabilities Act
ASLA	American Society of Landscape Architects
BAT	business access and transit
BEST	Better Eugene Springfield Transportation
BRT	Bus Rapid Transit
CH2M	CH2M HILL, Inc.
Corps	U.S. Army Corps of Engineers
EmX	Emerald Express, Lane Transit District's Bus Rapid Transit System
EWEB	Eugene Water & Electric Board
FTA	Federal Transit Administration
FTN	Frequent Transit Network
HACSA	Housing and Community Services Agency of Lane County
I-105	Interstate 105
LCC	Lane Community College
LCOG	Lane Council of Governments
LGAC	Local Government Affairs Council
LPA	Locally Preferred Alternative
LTD	Lane Transit District
MPC	Metropolitan Policy Committee
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321–4347
ODOT	Oregon Department of Transportation
PMT	Project Management Team
U.S.C.	United States Code
VA	Veterans Administration

Terms	Definitions
Accessibility	The extent to which facilities are barrier free and useable for all persons with or without disabilities.
Adverse Effect	Adverse effects are the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of built or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of Department of Transportation programs, policies, or activities.
Environmental Justice	<p>A formal federal policy on environmental justice was established in February 1994, with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations." There are three fundamental environmental justice principles:</p> <p>To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.</p> <p>To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.</p> <p>To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.</p>
Limited English Proficiency (LEP)	A characteristic of individuals who do not speak English as their primary language and have limited ability to read, write, speak, and/or understand English. LEP individuals may be competent in English for certain types of communication (such as, speaking or understanding), but still be LEP for other purposes (such as, reading or writing).
Low-Income Persons	Those whose median household income is at or below the Department of Health and Human Services poverty guidelines. For a four-person household with two related children, the poverty threshold is \$24,300 (year 2016 dollars).
Minority	<p>A person who is one or more of the following:</p> <p>Black: a person having origins in any of the black racial groups of Africa</p> <p>Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race</p> <p>Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent</p> <p>American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition</p> <p>Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands</p>

Terms	Definitions
Park and Ride	Designated parking areas for automobile drivers who then board transit vehicles from these locations.
Peak Period	Morning and afternoon time periods when transit riding is heaviest.
Title VI of the Civil Rights Act of 1964	This title declares it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving federal financial assistance and authorizes and directs the appropriate federal departments and agencies to take action to carry out this policy.

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Community Involvement, and Agency and Tribal Coordination Summary

S.1. Introduction

Lane Transit District (LTD) and the City of Eugene have engaged in extensive public involvement and agency coordination throughout the MovingAhead Project. LTD and the City of Eugene value meaningful, timely, and accessible engagement with community members and agencies, and will continue engagement during future project phases, including design and construction. MovingAhead is built on a history of engagement that supported development of the adopted *Emerald Express (EmX) System Plan* (LTD, 2014), the Frequent Transit Network (FTN), and the City of Eugene's vision for concentrating new development along and near the City of Eugene's key transit corridors and within core commercial areas while protecting neighborhoods and increasing access to services for everyone.

The project's five corridors are primarily located in the City of Eugene, with a portion of the River Road and 30th Avenue to Lane Community College (LCC) Corridors located within unincorporated Lane County, and a portion of the Coburg Road Corridor located in the City of Springfield. As proposed project construction and service changes primarily affect Eugene, outreach activities have focused on Eugene residents, and on business and property owners.

Outreach throughout the project has focused on providing early and continuous information in a variety of formats to the public and agencies, and on encouraging feedback and continuing dialogue to shape a project that will benefit the entire community.

S.2. Involvement, Coordination, and Consultation

The City of Eugene and LTD identified the following involvement goals in the *MovingAhead Public Involvement Plan* (CH2M HILL, Inc. [CH2M], 2015, May):

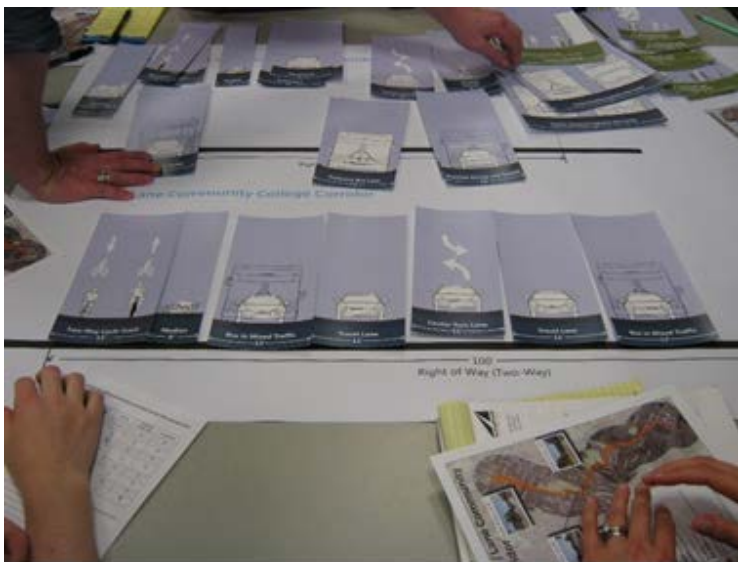
- Provide early and ongoing opportunities for stakeholders to raise issues and concerns that can be considered through equitable and constructive two-way communication between the project team and the public.
- Encourage the participation of all stakeholders regardless of race, ethnicity, age, disability, income, or primary language by offering alternative accommodations, as needed (for example, translation services, activities for children at community meetings, accessible meeting facilities).
- Promote fair treatment so that no group of people (racial, ethnic, or a socioeconomic group) bears a disproportionate share of the negative environmental consequences resulting from a program or policy.
- Ensure that public contributions are considered in the decision-making process and can influence decisions.
- Build on information gathered through related planning processes and ensure effective coordination and consistency with those efforts.

S.2.1. Tools and Activities

Since project initiation, the team has used a broad array of strategies to engage the public and agency stakeholders. Some of these strategies have targeted specific demographic or stakeholder groups, while others have been used to reach out to the entire community. Public involvement tools included committee meetings; neighborhood and one-on-one stakeholder meetings; briefings for existing groups;

public workshops; newsletters; fact sheets; a project website; media releases; newspaper advertising; public open houses; online open houses and surveys; tabling at community events and public locations; and canvassing. In March 2016, the team conducted a webinar specifically targeted to local, state, and federal agencies, and Tribes. The project team has gathered input through written comment forms, online surveys, emails, telephone calls, meeting notes, public meeting testimony, and letters. Throughout the project, at each project milestone, the project team compiled and considered public input.

The MovingAhead Project was defined by stakeholder engagement. It began with interviews with stakeholders to better understand how the City of Eugene and LTD were viewed in the community, what issues should be addressed, and how the engagement process could reach community members. The community led the first project milestone – the development of corridor alternatives. In May 2015, the City of Eugene and LTD hosted five workshops where community members defined corridor alternatives using scaled game pieces to determine possible cross sections for each corridor. These cross sections formed the basis for the corridor alternatives evaluated in the MovingAhead Alternatives Analysis (AA).



Community members used scaled game pieces to build corridor concepts at workshops in May 2015.

In subsequent milestones, project staff asked community members to weigh in on alternative refinement and narrowing by hosting two open houses and three online open houses; visiting all the neighborhood associations in or adjacent to the project area; canvassing more than 500 businesses and homes along MovingAhead corridors; and staffing tables at more than 25 community events. The project team has also maintained a robust website with corridor graphics at each step, a library of project documents, a calendar of project events, and a comment form for asking questions of the project team.

At each step, project staff integrated community input into the development of alternatives. This included incorporating a bike and pedestrian bridge to connect the Trainsong Neighborhood into the Highway 99 EmX Alternative; reducing the footprint of the Coburg Road Corridor EmX Alternative to decrease impacts to auto traffic and adjacent properties; defining EmX and Enhanced Corridor Alternatives that reflected input from the Jefferson Westside Neighbors; and incorporating redevelopment plans at the former Eugene Civic Stadium into the 30th Avenue to LCC Corridor build alternatives.

5.2.2. Decision-Making Process

The project relied on the Sounding Board and the Oversight Committee to support public engagement outside of each agency's regular decision-making process.

- **Sounding Board** – The Sounding Board includes representatives of the LTD Strategic Planning Committee (formerly the EmX Steering Committee), LTD Accessible Transportation Committee, City

of Eugene Human Rights Commission, City of Eugene Sustainability Commission, City of Eugene Planning Commission, and City of Eugene Active Transportation Committee (formerly Bicycle and Pedestrian Advisory Committee), as well as a representative of Lane County Public Health. The Sounding Board's purpose is to provide input to the Oversight Committee and serve as a liaison between the project and City of Eugene and LTD standing committees.

- **Oversight Committee** – The City of Eugene and LTD established an Oversight Committee for the project that is charged with providing to the Eugene City Council and LTD Board of Directors recommendations at each milestone, including locally preferred alternatives (LPAs) for each corridor and investment prioritization. The group included two representatives of the Eugene City Council, two representatives of the LTD Board of Directors, one representative of the Lane County Board of Commissioners, the LTD General Manager, the Oregon Department of Transportation (ODOT) Area Manager, the Eugene Public Works Director, the Eugene Assistant City Manager, and the Transportation Planning Supervisor from Lane County. The Oversight Committee made consensus-based recommendations to the LTD Board and Eugene City Council at each project milestone.

The Sounding Board met five times and the Oversight Committee met three times during the Level 1 Screening and Level 2 AA process. The Eugene City Council and LTD Board of Directors formally confirmed the range of alternatives to be considered in the AA in October 2015. These decision-making bodies provided input and informal direction at other points in the process. Before making formal recommendations, the Eugene City Council and LTD Board of Directors considered input from the Sounding Board and recommendations from the Oversight Committee. The decision-making process for selecting LPAs and prioritizing capital investments will be detailed in a separate report.

S.3. Summary of Key Issues Raised and Outcomes

At each step of the MovingAhead Project process, LTD and the City of Eugene responded to input.

- **Community members** – Community members generally supported study of the EmX and Enhanced Corridor Alternatives in each corridor. LTD and the City of Eugene developed initial concepts based on community input gathered at workshops. LTD and the City of Eugene screened alternatives based on input received on the Level 1 Screening, including setting aside EmX on Martin Luther King, Jr. Boulevard. LTD and the City of Eugene refined alternatives based on input gathered on the proposed range of alternatives, including reducing the impacts of the Coburg Road Corridor EmX Alternative, and changing the routing of the Highway 99 EmX Alternative through the Jefferson Westside Neighbors. Systemwide, community members noted the desire for separated bicycle facilities, improved pedestrian crossings, and improved transit service.
- **Agencies** – LTD and the City of Eugene heard concerns about impacts to threatened and endangered species and Section 4(f) resources related to the 30th Avenue to LCC Corridor. LTD and the City of Eugene refined the EmX and Enhanced Corridor Alternatives to avoid these impacts along Amazon Parkway.
- **Tribes** – LTD and the City of Eugene have not received any comments from Tribes during the MovingAhead Project process.

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1. Introduction

Lane Transit District (LTD) and the City of Eugene have engaged in extensive public involvement and agency coordination throughout the MovingAhead Project. LTD and the City of Eugene value meaningful, timely, and accessible engagement with community members and agencies, and will continue engagement during future project phases, including design and construction. MovingAhead is built on a history of engagement that supported development of the adopted *Emerald Express (EmX) System Plan* (LTD, 2014), the Frequent Transit Network (FTN), and the City of Eugene’s vision for concentrating new development along and near the City of Eugene’s key transit corridors and within core commercial areas while protecting neighborhoods and increasing access to services for everyone.

The project’s five corridors are primarily located in the City of Eugene, with a portion of the River Road and 30th Avenue to Lane Community College (LCC) Corridors located within unincorporated Lane County, and a portion of the Coburg Road Corridor located in the City of Springfield. As proposed project construction and service changes primarily affect Eugene, outreach activities have focused on Eugene residents, and on business and property owners.

Outreach throughout the project has focused on providing early and continuous information in a variety of formats to the public and agencies, and on encouraging feedback and continuing dialogue to shape a project that will benefit the entire community. LTD and the City of Eugene developed outreach goals with an emphasis on engaging all members of the community, including those who have been traditionally underrepresented in transportation planning processes. The project’s *Public Involvement Plan* (CH2M, 2015, May) includes the following goals:

- Provide early and ongoing opportunities for stakeholders to raise issues and concerns that can be considered through equitable and constructive two-way communication between the project team and the public.
- Encourage the participation of all stakeholders regardless of race, ethnicity, age, disability, income, or primary language by offering alternative accommodations, as needed (for example, translation services, activities for children at community meetings, accessible meeting facilities).
- Promote fair treatment so that no group of people (racial, ethnic, or a socioeconomic group) bears a disproportionate share of the negative environmental consequences resulting from a program or policy.
- Ensure that public contributions are considered in the decision-making process and can influence the agency’s decision.
- Build on information gathered through related planning processes and ensure effective coordination and consistency with those efforts.

Public involvement for MovingAhead complies with the following:

- Requirements of National Environmental Policy Act of 1969, as amended, 42 United States Code (U.S.C.) 4321–4347 (NEPA) by ensuring that public comment is addressed through the environmental review process.
- The Executive Order on Environmental Justice (Executive Order 12898, 1994, February 11, and Executive Order 12948, 1995, January 30) by ensuring that populations of concern, including minority and low-income populations, are provided with adequate opportunities to participate.
- Requirements of Title VI of the Civil Rights Act of 1964 by ensuring that all citizens regardless of race, income, or physical limitations have the opportunity to participate.

The project initially considered 10 corridors identified in the *EmX System Plan* (LTD, 2014) and FTN. LTD and the City of Eugene conducted a Fatal Flaw Screening of the 10 corridors and advanced 7 corridors for further evaluation in the Level 1 Screening (Table 1-1). One of those corridors, Main Street-McVay Highway, was advanced for further study as part of a separate planning process. Through the Level 1 Screening process, the team determined that the Valley River Center Corridor was not ready for high-capacity transit investments and advanced the remaining five corridors for development of conceptual alternatives and evaluation in the Level 2 Alternatives Analysis (AA).

Table 1-1. Corridors Considered at First Three Project Milestones

Corridor	Fatal Flaw Screening	Level 1	Level 2
Highway 99	✓	✓	✓
River Road	✓	✓	✓
Randy Papé Beltline	✓		
18th Avenue	✓		
Coburg Road	✓	✓	✓
Martin Luther King, Jr. Boulevard/Centennial Boulevard	✓	✓	✓
30th Avenue to Lane Community College	✓	✓	✓
Main Street-McVay Highway	✓	Separate process	
Valley River Center	✓	✓	
Bob Straub Parkway	✓		

This report is organized around three project milestones:

- Scoping, Initiation, and Fatal Flaw Screening
- Level 1 Screening
- Level 2 AA

Details related to demographics can be found in the *MovingAhead Community, Neighborhood, and Environmental Justice Technical Report* (CH2M, 2017).

2. Committees and Decision Making

The MovingAhead process included many committees and groups – some formed specifically for MovingAhead and others that oversee regional policy and planning decisions on an ongoing basis. The LTD Board of Directors and Eugene City Council have provided informal input throughout the process and formal approval to advance the alternatives to the Level 2 AA. The other groups listed below have received briefings throughout the MovingAhead process because they will be asked to make recommendations about, or approve, LPAs and corridor prioritization.

2.1. Committees and Groups

The following committees and groups are involved in MovingAhead decision making.

- **Project Management Team (PMT)** – The PMT includes technical staff from the City of Eugene and LTD, as well as consultant team members. The PMT provided day-to-day management of the project and developed technical recommendations at each project milestone. When the Project Sponsors and PMT meet together, the meetings are called Expanded PMT meetings.
- **Project Sponsors** – The Project Sponsors are the LTD Director of Planning and Development, City of Eugene Planning Division Principal Planner, and City of Eugene Transportation Planning Manager. The Project Sponsors provide oversight to the PMT and maintain oversight of the project’s scope, schedule, and budget.
- **Sounding Board** – The Sounding Board includes representatives of the LTD Strategic Planning Committee (formerly the EmX Steering Committee), LTD Accessible Transportation Committee, City of Eugene Human Rights Commission, City of Eugene Sustainability Commission, City of Eugene Planning Commission, and City of Eugene Active Transportation Committee (formerly Bicycle and Pedestrian Advisory Committee), as well as a representative of Lane County Public Health. The Sounding Board’s purpose is to provide input to the Oversight Committee and serve as a liaison between the project and City of Eugene and LTD standing committees.
- **City of Eugene Planning Commission** – The City Council appoints the City of Eugene’s Planning Commission to help plan for growth and development within the City. The Planning Commission advises the City Council and City staff by making recommendations on important policy matters affecting the livability of Eugene.
- **LTD Strategic Planning Committee (formerly the EmX Steering Committee)** – The Strategic Planning Committee provides recommendations to the LTD Board of Directors on transit system planning issues. The Strategic Planning Committee is made up of community leaders, including one representative from each of the following – the City of Springfield City Council, the Eugene City Council, and Lane County Commission. The Committee also includes three LTD Board Members, the Oregon Department of Transportation (ODOT) Area Manager, representatives from the Eugene and Springfield Chambers, and other community members.
- **Oversight Committee** – The City of Eugene and LTD established an oversight committee for the project that is charged with providing to the Eugene City Council and LTD Board of Directors recommendations at each milestone, including LPAs for each corridor and investment prioritization. The group included two representatives of the Eugene City Council, two representatives of the LTD Board of Directors, one representative of the Lane County Board of Commissioners, the LTD General Manager, the ODOT Area Manager, the Eugene Public Works Director, the Eugene Assistant City Manager, the LTD General Manager, and the Transportation Planning Supervisor from Lane County. The Oversight Committee made consensus-based recommendations to the LTD Board and Eugene City Council at each project milestone.

- **Eugene City Council** – The Eugene City Council makes policy decisions and decisions about capital investments for the City of Eugene. It has been asked for informal approval at all project milestones and formal approval of the range of alternatives. It will be asked to formally select corridor LPAs and investment prioritization for MovingAhead. The Eugene City Council also met with the LTD Board of Directors in joint work sessions at key decision points.
- **LTD Board of Directors** – The LTD Board of Directors has been asked for informal approval at all project milestones and will be asked to formally select corridor LPAs and investment prioritization for MovingAhead. The LTD Board of Directors also met with the Eugene City Council in joint work sessions at key decision points.
- **Metropolitan Policy Committee (MPC)** – This committee is composed of a City of Coburg City Councilor, the Mayor of the City of Springfield, the Mayor of the City of Eugene, one Eugene City Councilor, one Springfield City Councilor, two Lane County Commissioners, two LTD Board members, and one ODOT representative. The Metropolitan Planning Organization (MPO) Policy Board function is carried out at the MPC. The MPC serves as the MPO Policy Board under delegation from the Lane Council of Governments (LCOG) Board of Directors. The MPC will be asked to approve an LPA for each corridor and approve the prioritized corridors for MovingAhead.

The Technical Advisory Sub-Committee provided regional endorsement of the Fatal Flaw Screening at the outset of the MovingAhead process. TASC is a standing staff committee for the MPO.

2.2. Decision-Making Process

The major steps in the decision-making process used throughout MovingAhead are shown on Figure 2.2-1. The decision-making bodies (the LTD Board of Directors and Eugene City Council) may seek recommendations from other advisory bodies prior to adopting LPAs or corridor prioritization recommendations.

Figure 2.2-1. MovingAhead Decision-Making Process



Source: *MovingAhead Public Involvement Plan*. (CH2M, 2015, May).

Throughout the MovingAhead process, decisions have generally adhered to the following process:

1. Public input gathered through online and in-person open houses or workshops
2. Technical recommendations from the PMT
3. Input from the Sounding Board
4. Consensus-based recommendations from the Oversight Committee
5. Discussion of recommendations at a joint work session held by the Eugene City Council and the LTD Board of Directors to encourage dialogue and issue resolution
6. Approval from the Eugene City Council and the LTD Board of Directors

The formal process for selecting LPAs and prioritizing investments may include additional steps.

2.3. Meetings of Decision-Making Groups

Meetings of the Sounding Board, Oversight Committee, LTD Strategic Planning Committee (formerly EmX Steering Committee), City of Eugene Planning Commission, City Council, and LTD Board of Directors are listed in Tables 2.3-1 and 2.3-2. Other meetings are described in Section 3.2, Tribal Coordination, and Section 4.2, Public and Stakeholder Outreach Events. Summaries of Sounding Board and Oversight Committee meetings are provided in Appendix D.

Table 2.3-1. Meetings of Decision-Making Groups – Level 1 Screening

Meeting	Date	Participants	Topic and Key Issues
LTD Strategic Planning Committee (formerly EmX Steering Committee)	March 3, 2015	LTD Strategic Planning Committee members and staff	Provided high-level summary of MovingAhead and recruited Sounding Board members. Group asked questions about integration with Envision Eugene and Springfield 2030.
City of Eugene Planning Commission	March 30, 2015	Planning Commission members and staff	Provided high-level summary of MovingAhead and recruited Sounding Board members. There was a desire to understand clearly what role City Planning Staff would play in the process. There was a need to clarify that this was not area planning. There was a question about how LTD's Annual Route Review related to a process like this. There was a question about the accuracy of the map distributed.
LTD Strategic Planning Committee (formerly EmX Steering Committee)	April 7, 2015	LTD Strategic Planning Committee members and staff	Presented a draft of the fact sheet, described key milestones, public outreach, and the upcoming workshops. The group asked a question about the role that the EmX Steering Committee will play in the process. The group asked why Springfield is not involved and what a "corridor" is.

Table 2.3-1. Meetings of Decision-Making Groups – Level 1 Screening

Meeting	Date	Participants	Topic and Key Issues
Sounding Board Meeting 1	May 4, 2015	Sounding Board members and staff	Sounding Board reviewed the committee charter, reviewed the materials for the upcoming workshops.
LTD Board of Directors and City Council Joint Work Sessions	May 11, 2015	LTD Board of Directors, City Council, staff	Eugene City Council and LTD Board of Directors received a briefing on the MovingAhead process prior to the first round of community workshops.
LTD Strategic Planning Committee (formerly EmX Steering Committee)	June 2, 2015	LTD Strategic Planning Committee members and staff	Provided a summary of the community workshops that were held along the MovingAhead corridors. The Committee members also received a draft of the preliminary Purpose, Need, Goals and Objectives and were asked to review the document and provide feedback.
Metropolitan Policy Committee (MPC)	June 4, 2015	Metropolitan Policy Committee members, Luftig, Harding	Provided a brief project update.
Oversight Committee Meeting	June 29, 2015	Oversight Committee members and staff	The Oversight Committee reviewed the input from the first round of community workshops, conducted chartering, and agreed on the Level 1 concepts.
Sounding Board Meeting 2	June 30, 2015	Sounding Board members and staff	The Sounding Board reviewed the input from the first round of community workshops and provided input on the Level 1 concepts.
LTD Strategic Planning Committee (formerly EmX Steering Committee)	August 4, 2015	LTD Strategic Planning Committee members and staff	Provided an overview of the Level 1 screening criteria that were applied to each corridor concept and discussed upcoming public engagement activities.
Sounding Board Meeting 3	September 1, 2015	Sounding Board members and staff	Reviewed corridor concepts and public input to date. Sounding Board agreed that River Road, 30th Avenue to LCC, and Highway 99 were the most important corridors to advance. They also agreed the Martin Luther King, Jr. Boulevard should be advanced as an Enhanced Corridor, if possible.

Table 2.3-1. Meetings of Decision-Making Groups – Level 1 Screening

Meeting	Date	Participants	Topic and Key Issues
Oversight Committee Meeting	September 23, 2015	Oversight Committee members and staff	Provided Level 1 Screening results and discussed recommendation. The Oversight Committee recommended advancing the MovingAhead Corridors (Highway 99, River Road, Coburg Road, 30th Avenue to LCC, and Martin Luther King, Jr. Boulevard) for further study to evaluate EmX and Enhanced Corridor concepts.
LTD Board of Directors and City Council Joint Work Sessions	September 28, 2015	LTD Board of Directors, City Council, staff	City Council and Board of Directors reviewed the range of alternatives to be advanced to the Level 2 Alternatives Analysis (AA).
LTD Board of Directors	October 12, 2015	LTD Board of Directors, staff	The Board of Directors took action to advance the Highway 99, River Road, Coburg Road, and 30th Avenue to LCC Corridors for further study of EmX and Enhanced Corridor concepts, and the Martin Luther King, Jr. Boulevard Corridor for further study to evaluate an Enhanced Corridor concept.
Eugene City Council	October 12, 2015	Eugene City Council, staff	The Council took action to advance the Highway 99, River Road, Coburg Road, and 30th Avenue to LCC Corridors for further study of EmX and Enhanced Corridor concepts, and the Martin Luther King, Jr. Boulevard Corridor for further study to evaluate an Enhanced Corridor concept.

Table 2.3-2. Meetings of Decision-Making Groups – Level 2 Alternatives Analysis

Meeting	Date	Participants	Topic and Key Issues
LTD Strategic Planning Committee (formerly EmX Steering Committee)	December 1, 2015	LTD Strategic Planning Committee members and staff	Updated the committee on the recommendation made by the MovingAhead Oversight Committee and the actions taken by the LTD Board and Eugene City Council about which corridors to advance for further study into the Level 2 AA evaluation.
LTD Strategic Planning Committee (formerly EmX Steering Committee)	February 2, 2016	LTD Strategic Planning Committee members and staff	Updated the committee on the MovingAhead schedule and discussed recent and upcoming community engagement efforts.
Sounding Board Meeting 4	March 17, 2016	Sounding Board members and staff	Presented Level 1 Screening outcomes and confirmed corridors for study in Level 2 AA. Sounding Board members expressed support for pedestrian/bike connection to Trainsong, asked questions about service to Whiteaker Neighborhood, expressed concern about how Coburg Road Corridor alternatives might affect Gateway EmX, and expressed interest in improving bike facilities for the 30th Avenue to LCC Corridor.
Oversight Committee Meeting	March 28, 2016	Oversight Committee members and staff	Reviewed and confirmed corridor alternatives. The Oversight Committee recommended approving the corridor alternatives. During public comment period, the League of Women voters expressed support for the pedestrian/bike designs and connectivity shown in MovingAhead Alternatives and Better Eugene Springfield Transportation (BEST) raised a question about funding for corridor improvements and the potential involvement of the MPC. Committee was also briefed RE: canvassing on the corridors and upcoming public and agency outreach.

Table 2.3-2. Meetings of Decision-Making Groups – Level 2 Alternatives Analysis

Meeting	Date	Participants	Topic and Key Issues
LTD Strategic Planning Committee (formerly EmX Steering Committee)	April 5, 2016	LTD Strategic Planning Committee members and staff	Provided updates on the project schedule, community engagement, and design alternatives likely to advance into the impact analysis work. Discussed what data are evaluated as part of the impact analysis and sought input on the best way to distill this information once the impact analysis is complete.
LTD Board of Directors and City Council Joint Work Sessions	April 25, 2016	LTD Board of Directors, City Council, staff	City Council and Board of Directors confirmed the refined range of alternatives to be studied in the Level 2 AA.
Eugene Planning Commission	May 23, 2016	Planning Commission, staff	Provided overview of MovingAhead, Level 1 Screening, and corridors to be studied in the Level 2 AA.
LTD Strategic Planning Committee (formerly EmX Steering Committee)	August 2, 2016	LTD Strategic Planning Committee members and staff	Provided updates on the most recent joint work session between the Eugene City Council and the LTD Board.
LTD Strategic Planning Committee (formerly EmX Steering Committee)	October 4, 2016	LTD Strategic Planning Committee members and staff	Provided updates on MovingAhead, including schedule.
LTD Strategic Planning Committee (formerly EmX Steering Committee)	November 2, 2016	LTD Strategic Planning Committee members and staff	Provided updates of their work with stakeholders in determining if there are additional data needs for the MovingAhead performance measures evaluated as part of the project tradeoff analysis. Reviewed the project schedule; decisions that will come before the LTD Board and Eugene City Council; coming community engagement efforts; and the role of the EmX Steering Committee in project milestones.
LTD Strategic Planning Committee (formerly EmX Steering Committee)	February 7, 2017	LTD Strategic Planning Committee members and staff	Provided an overview of the updated MovingAhead schedule and decision-making process.

Table 2.3-2. Meetings of Decision-Making Groups – Level 2 Alternatives Analysis

Meeting	Date	Participants	Topic and Key Issues
Sounding Board Meeting 5	February 22, 2017	Sounding Board members and staff	The Sounding Board discussed the LPA selection process.
LTD Strategic Planning Committee (formerly EmX Steering Committee)	March 7, 2017	LTD Strategic Planning Committee members and staff	Discussed the MovingAhead decision-making process. Asked for feedback on ways to frame the opportunities and complexities and how to educate decision makers and community members about the types of decisions to be made.
LTD Strategic Planning Committee (formerly EmX Steering Committee)	April 4, 2017	LTD Strategic Planning Committee members and staff	Provided a brief project update.

3. Agency and Tribal Coordination

This section describes agency and Tribal coordination that occurred for the MovingAhead project. Meetings of community members and of formal elected or appointed bodies are included in Section 4, Community Involvement.

3.1. Agency Coordination

Agencies have been involved through PMT and Project Sponsor meetings, individual agency meetings, and webinars. The project has held 46 agency coordination meetings. Agency meetings are listed related to three key milestones – Project Initiation, Scoping, and Fatal Flaw Screening (Table 3.1-1); Level 1 Screening (Table 3.1-2); and Level 2 AA (Table 3.1-3).

Table 3.1-1. Agency Meetings – Project Initiation, Scoping, and Fatal Flaw Screening

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, Federal Transit Administration (FTA)	12/16/2014	FTA	FTA: Amy Changchien, Thomas Radmilovich, Dan Drais, Susan Fletcher, Jeremy Borrego, John Witmer, Ned Conroy; LTD: Tom Schwetz, John Evans, Sasha Luftig; Lynda Wannamaker	Programmatic approach to Bus Rapid Transit (BRT) Corridor Planning. FTA endorsed the proposed process and asked to be briefed quarterly.
LTD, City of Eugene	1/29/2015	Staff/Consultant Kick Off Meeting	Henry, Galloway, Harding, Hostick, Dowdy, Schwetz, Evans, Tutt, Luftig, Hull, Wannamaker, Farncomb, Mansur, Coffey, Fischer	Meeting to kick off project, including reviewing project schedule, communication protocols and roles and responsibilities.
LTD, City of Eugene, LCOG, City of Springfield, City of Coburg, ODOT, Point2Point	2/12/2015	Technical Advisory Sub-Committee	City of Coburg: Schuetz; City of Eugene: Dowdy, Harding, Henry, Inerfeld; Springfield: Boyatt; ODOT: Brindle, Reesor; LCOG: Payne, McGowan, Thompson; Lane County: McKinney; LTD: Tutt, Schwetz, Luftig	Fatal Flaw Screening. Technical Advisory Sub-Committee approved the Fatal Flaw Screening.
LTD, City of Eugene, LCOG, City of Springfield, City of Coburg, ODOT, Point2Point	2/19/2015	Transportation Planning Committee	Coburg, Eugene, Springfield, ODOT, LCOG, Lane County, LTD	Fatal Flaw Screening. Transportation Planning Committee approved the Fatal Flaw Screening.
LTD, City of Eugene	3/6/2015	Sponsor Meeting	Schwetz, Inerfeld, Hostick, Vobora	Fatal Flaw Screening results, workshop groupings, issues in downtown related to Highway 99 and River Road.

Table 3.1-1. Agency Meetings – Project Initiation, Scoping, and Fatal Flaw Screening

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene	4/1/2015	Market Assessment Workshop	Harding, Hostick, Dowdy, Henry, Galloway, Fifield, Luftig, Evans, Schwetz, Lindsay, Simon, Banks; Hull, Wannamaker, Parker, John	Reviewed preliminary ridership forecasts for each corridor. Discussed key land use changes that might occur earlier in the planning horizon to inform future prioritization discussions. Identified major transit trip generators along the corridors.
LTD, City of Eugene	4/9/2015	Toolbox Workshop	Luftig, Schwetz, Evans, Banks, Tutt, Harding, Dowdy, Henry, Inerfeld, Dunbar, McGrath, Wannamaker, Mansur, Hull	Project team agreed on operating and infrastructure characteristics for EmX and Enhanced Corridor concepts. They also reviewed potential cross sections for concepts and pedestrian crossing ideas.

Table 3.1-2. Agency Meetings – Level 1 Screening

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene, Lane County	6/8/2015, 6/9/2015, 6/11/2015	Concept Development Workshops	McGrath, Hull, Wannamaker, Luftig, Henry, Janphear, Dowdy, Coffey, Bevan, Stanley, Evans, Schwetz, Hostick, Harding, Inerfeld, Dunbar, Vobora	Staff met to review input from public and develop corridor concepts. Staff developed low and high build concepts for each corridor (Martin Luther King, Jr. Boulevard, River Road, Highway 99, Coburg Road, 30th Avenue to LCC). The group also developed an Enhanced Corridor concept for Valley River Center.
LTD, City of Eugene, Lane County	6/10/2015	Briefing for Commissioner Farr	Commissioner Farr, Schwetz, Henry, Luftig	Reviewed project objectives, milestones, and outreach with the public; in particular, the Bethel community and business community.
LTD, City of Eugene	6/19/2015	Briefing for City of Eugene’s Sustainability staff	City of Eugene: Matt McRae, Chris Henry, Heather O’Donnell; LTD: Sasha Luftig	Discussed City’s Sustainability and Climate Change goals and MovingAhead’s relationship to the goals/policies.
LTD, City of Eugene	6/23/15	Sponsor meeting	Inerfeld, Harding, Schwetz	Confirmed Purpose, Need, Goals and Objectives; reviewed low and high build concepts for each corridor; and discussed Level 1 Screening process. Sponsors confirmed concepts for Level 1 Screening.
LTD, City of Eugene, Lane County	7/8/2015	Briefing for Lane County Staff	Lydia McKinney, Becky Taylor, Luftig, Henry	Reviewed project objectives, milestones, County participation, and corridors with County jurisdiction.
LTD, City of Springfield	7/17/2015	Briefing for City of Springfield	Tom Boyatt, Tom Schwetz, Sasha Luftig, Kristin Hull	Reviewed project purpose and discussed what role City of Springfield staff and decision makers would play.
LTD, FTA	7/23/2015	FTA	FTA: Amy Changchien, Thomas Radmilovich, Dan Drais; LTD: John Evans, Sasha Luftig; Kristin Hull; Lynda Wannamaker	Reviewed project milestone; discussed Purpose, Need, Goals and Objectives; and reviewed Methods Reports.

Table 3.1-2. Agency Meetings – Level 1 Screening

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Springfield	7/29/2015	City of Springfield follow-up	City of Springfield: Tom Boyatt, Emma Newman; LTD: Tom Schwetz, John Evans, Sasha Luftig	City of Springfield staff shared their decision that they would not be participating as core PMT members and, therefore, Martin Luther King, Jr. Boulevard/Centennial Corridor should not include infrastructure improvements past the City of Eugene boundary.
LTD, City of Eugene	9/1/2015	City of Eugene Parks briefing	City of Eugene: Craig Carnagey, Zach Galloway, Chris Henry; LTD: John Evans, Sasha Luftig; Kristin Hull	Reviewed the MovingAhead Corridors and discussed any potential concerns about the Corridors and impacts to City of Eugene Parks. Amazon Park was a key focus, with the 30th Avenue to LCC Corridor traveling directly next to the park. It was determined from this meeting that mixed traffic would be the only appropriate concept next to the park but that there is room to locate a station footprint.
LTD, City of Eugene	9/10/2015	MovingAhead Sponsor Meeting	Schwetz, Inerfeld, Hostick	Reviewed initial results of Level 1 Screening and materials for open house.
LTD, City of Eugene	10/7/2015	MovingAhead Sponsor Meeting	Schwetz, Inerfeld, Hostick	Sponsors discussed project framing as accommodating vision for growth, providing choices, and making investments for people. The group discussed Level 2 AA design options and suggested keeping design options to a minimum. The group agreed that Hilyard/Patterson options and options that serve the Eugene Water & Electric Board (EWEB) site on 5th Street should not be advanced. The group also confirmed the Highway 99 terminus at Echo Hollow Road.

Table 3.1-3. Agency Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene	11/24/2015	Meeting with Mayor's Office	Mayor Piercy	Individualized update.
LTD, City of Eugene	12/1/2015	Individual Eugene City Council briefings	Councilor Poling	Individualized update.
LTD, City of Eugene	12/2/2015	Individual Eugene City Council briefings	Councilor Evans	Individualized update.
LTD, City of Eugene	12/4/2015	Individual Eugene City Council briefings	Councilor Syrett	Individualized update.
LTD, City of Eugene	12/4/2015	Individual Eugene City Council briefings	Councilor Clark	Individualized update.

Table 3.1-3. Agency Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene, ODOT, Lane County	12/7/2015	Expanded PMT	Schwetz, Inerfeld, Hostick, Dowdy, Harding, Galloway, Henry, Luftig, Dunbar, Simon, Tutt	The group discussed concept development and options on 11th and 13th Avenues. The group decided that the Sponsors needed to weigh in on the range of options. The group agreed to follow up with the City Forester on the need to retain trees on Coburg Road between the Ferry Street Bridge and Interstate 105 (I-105). The group confirmed business access and transit (BAT) lane option on 6th and 7th Avenues. The group agreed to drop an option between I-105 and the Ferry Street Bridge that would go around the interchange as it is too far out of direction. The group agreed to drop an option on Willamette Street as an alternative to Amazon Parkway because it is congested and does not offer an opportunity for transit priority. The group directed the consultant team to shift a station on River Road south of Silver Lane to avoid issues with buses merging at the interchange.
LTD, City of Eugene	12/15/2015	Individual Eugene City Council briefings	Councilors Taylor & Brown	Individualized update.
LTD, City of Eugene	12/18/2015	Individual Eugene City Council briefings	Councilor Zelenka	Individualized update.

Table 3.1-3. Agency Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, FTA	1/21/2016	FTA	Amy Changchien, Thomas Radmilovich, Dan Drais, Susan Fletcher, Jeremy Borrego, Carrie Deichl, John Witmer, James Saxton	Results of Corridor Screening and AA Discussion. LTD provided the Level 1 Screening memo to FTA.
LTD, City of Eugene	2/3/2016	Expanded PMT	Schwetz, Tutt, Migdal, Simon, Luftig, Inerfeld, Henry, Galloway, Harding, Dowdy, Dunbar	Concept design roll sheets review (interagency) of Highway 99, River Road, and Coburg Road Corridors. Members marked up maps with specific issues/ideas for integration by design team. The group directed the consultant team to develop BRT options on 13th Avenue for Highway 99 EmX and mixed flow options for Highway 99 Enhanced Corridor. For River Road Corridor Enhanced Corridor Alternative, the group directed the consultant team to maintain two general-purpose lanes in each direction and provide queue jumps at intersections.
LTD, City of Eugene	2/11/2016	Expanded PMT	Schwetz, Tutt, Migdal, Simon, Luftig, Inerfeld, Henry, Galloway, Harding, Dowdy, Dunbar	Concept design roll sheets review (interagency) of 30th Avenue to LCC and Martin Luther King, Jr. Boulevard Corridors. Members marked up maps with specific issues/ideas for integration by design team. The group directed the consultant team to develop an option that reduced the number of general-purpose lanes on Pearl Street to allow for a bike lane or parking, as well as a transit lane.

Table 3.1-3. Agency Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene	3/6/2016	MovingAhead Sponsor Meeting	Schwetz, Inerfeld, Hostick, Harding	Discussed canvassing report, overview of corridors, and design modifications to date. Looked at terminus options for Highway 99 and agreed to follow up with WinCo and ODOT about impacts. Agreed to add long-term bike parking to some stations.
LTD, City of Eugene	3/7/2016	Expanded PMT	Henry, Galloway, Harding, Inerfeld, Schwetz, Luftig, Migdal	Provided MovingAhead Level 1 overview, reviewed open house materials. Group discussed bike lane options on Oak and Pearl Streets and directed staff to carry the High Street cycle track forward as part of the EmX Alternative.
LTD, City of Eugene, FTA, ODOT, Lane County Public Works, LCOG, U.S. Army Corps of Engineers (Corps); all potentially interested state, regional, and local agencies and Tribes were invited	3/7/2016	Agency Permitting and Tribal Coordination Webinar/all invitees were provided with a recording after the webinar	Galloway, Gamble, Petak, Rodrigues, Varela, Joiner, Reesor, Henry, Brim, Drais, Courier, Dean, Wannamaker, Luftig, Migdal, Hull, Snyder, Girard, Altenhoff, Tutt	Provided an overview of MovingAhead Corridors and alternatives. FTA asked for information about potential Section 4(f) impacts related to Amazon Parkway or the bridge to the Trainsong neighborhood. City staff noted that the project will need to document impacts to charter and heritage trees. The Corps noted that there are significant wetlands at Amazon Park, and that they would like to see function-based mitigation for wetland impacts.
LTD, City of Eugene	4/20/2016	MovingAhead Sponsor Meeting	Schwetz, Inerfeld, Harding, Corey	Concrete lanes.

Table 3.1-3. Agency Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene	5/25/2016	MovingAhead Sponsor Meeting	Schoening, Schwetz, Harding, Inerfeld, Hostick, Henry, Galloway, Luftig, Hull, Wannamaker	Sponsors agreed that: (1) MovingAhead will develop designs for reconstructing pavements in mixed-traffic segments of EmX corridors. (2) MovingAhead will document the environmental impacts of reconstructing pavements in mixed-traffic segments of EmX corridors separately from the transit improvements. (3) Reconstructing pavements in mixed-traffic segments of EmX corridors is a separate project from the EmX improvements with independent utility. (4) The consultant scope and budget, and the project schedule, will be revised to accommodate this change in the project definition.
LTD, City of Eugene	6/23/2016	MovingAhead Sponsor Meeting	Inerfeld, Harding, Schwetz	Reviewed Needs, Goals, Objectives. Provided Concept Review and overview of Level 1 Screening process.
LTD	7/27/2016	AA Kick-off	CH2M, Wannamaker Consultants, LTD	Provided AA Kick-off. Reviewed AA alternatives, schedule, scope, and budget.
LTD	10/5/2016	Update for Lane County	Reesor, Luftig	Discussed River Road and 30th Avenue to LCC Corridors build alternatives with a focus on potential changes to county roadways.

Table 3.1-3. Agency Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene	10/20/2016	MovingAhead Sponsor Meeting	City of Eugene Planning, Public Works, LTD	Discussed MovingAhead LPA outreach and selection plan confirmation; trade-off analysis; schedule/scope/budget check-in and amendments.
LTD, City of Eugene	11/10/2016	MovingAhead Sponsor Meeting	City of Eugene Planning, Public Works, LTD	Discussed MovingAhead LPA outreach and selection plan confirmation; trade-off analysis; schedule/scope/budget check-in and amendments.
LTD, City of Eugene	11/17/2016	MovingAhead Sponsor Meeting	City of Eugene Planning, Public Works, LTD	Discussed MovingAhead LPA outreach and selection plan confirmation; trade-off analysis; schedule/scope/budget check-in and amendments.
LTD	2/10/2017	Funding meeting	Doug Barber, LTD lobbyist, Schwetz	Discussed MovingAhead funding.
LTD, City of Eugene	2/15/2017	Expanded PMT	City of Eugene Planning, Public Works, LTD	Discussed decision-making process in advance of 2/22/2017 Sounding Board meeting.
LTD, City of Eugene	4/10/2017	Expanded PMT	City of Eugene Planning, Public Works, LTD	Discussed next steps on the project.
LTD, City of Eugene	4/18/2017	Expanded PMT	City of Eugene Planning, Public Works, LTD	Provided a re-kickoff meeting with consultant team.
LTD, City of Eugene	4/25/2017	Expanded PMT	City of Eugene Planning, Public Works, LTD	Presented a workshop to review MovingAhead concept designs.

3.2. Tribal Coordination

The following section describes MovingAhead Tribal coordination activities. The goals for Tribal coordination include:

- Provide meaningful and early opportunities to review and provide input on the proposed Purpose and Need, the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis
- Participate in coordination meetings and joint field reviews, as appropriate
- Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the Tribes' views and concerns on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation

3.2.1. Tribal Coordination Activities

Preliminary research from existing studies identified five Tribes that might have an interest in the MovingAhead project:

- The Confederated Tribes of the Grand Ronde
- The Confederated Tribes of the Siletz Indians
- The Confederated Tribes of the Warm Springs
- The Coquille Indian Tribe of Oregon
- The Confederate Tribes of Coos, Lower Umpqua, and Siuslaw Indians of Oregon

LTD invited the five identified Tribes to participate in a web-based meeting on March 7, 2016. After the initial invitation, follow-up phone calls and emails were sent. The web-based meeting included an overview of the MovingAhead corridors and alternatives. No Tribal representatives attended the web-based meeting. On March 9, 2016, LTD followed up by emailing a link to a recording of the web-based meeting to ensure that all interested Tribes had the opportunity to review the project information and provide comments. LTD did not receive any comments from Tribal representatives.

3.2.2. Tribal Concerns Expressed

No concerns were expressed by Tribal representatives during the MovingAhead process.

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4. Community Involvement

The following sections describe the community involvement tools and approaches used for MovingAhead, as well as a listing of all community meetings held as part of MovingAhead.

4.1. Community Involvement Tools and Approach

Since project initiation, the team has used a broad array of strategies to engage the public and agency stakeholders. Some of these strategies have targeted specific demographic or stakeholder groups, while others have been used to reach out to the entire community. The MovingAhead Project used the following tools to engage community members in the planning process.

- **Project Website** – Provided information on the project, a library of project documents, a listing of upcoming events, information on participation opportunities, and a contact form where the public could provide comments, ask questions, or join the project mailing list. In addition, an online version of each open house was hosted on the project website.
- **Social Media** – Twitter, Facebook, and RSS accounts maintained by LTD and the City of Eugene advertised public input opportunities and public events.
- **Fact Sheets** – Fact sheets were used to provide information on the project, including project steps and opportunities for people to be involved.
- **Interested Parties List** – The MovingAhead interested parties list includes nearly 900 people. Regularly during the process, the project team sent updates to those on the interested parties list via email. To be added to the interested parties list, anyone could sign up through the website or at project events.
- **Property Owner Outreach** – In November 2016, LTD and the City of Eugene mailed a notice to all property owners, businesses, and residents (approximately 5,700 addresses) adjacent to potential infrastructure improvements that might be part of a MovingAhead build alternative. The mailer provided an overview of MovingAhead and information about how to participate.
- **Business and Residence Canvassing** – LTD and the City of Eugene canvassed businesses and residences along the MovingAhead corridors to share information about the project and inform business owners and residents about how to be involved in MovingAhead. Canvassers left information at more than 500 businesses and homes, and spoke with someone at 273 locations (businesses and homes).
- **Meetings and Events** – Public meetings and events were held in all project phases and included staffing tables at public events and locations; project-specific open houses and workshops; presentations to neighborhood and community groups; and committee meetings. Table 4.2-1 provides a summary of meetings and events to date.

The MovingAhead Project was defined by stakeholder engagement. It began with interviews with stakeholders to better understand how the City of Eugene and LTD were viewed in the community, what issues should be addressed, and how the engagement process could reach community members. This input informed the development of the public involvement strategy.

In May 2015, the City of Eugene and LTD hosted five workshops where community members defined corridor alternatives using scaled game pieces to determine possible cross sections for each corridor. These cross sections formed the basis for the corridor alternatives evaluated in the MovingAhead AA. Approximately 130 people attended the workshops. In addition to the in-person workshops, the team prepared a virtual workshop for online comments. The virtual workshop was open from May 11, 2015, to June 5, 2015. Approximately 1,000 people viewed the website during that time, with over 850 unique

visitors to the website. Comment forms were collected in-person at the workshops and through the virtual workshop, email, and postal mail. Forty-four people submitted comment forms at workshops, with an additional 89 comment forms collected online. There were also 17 comments collected by email and 2 comments sent by postal mail. Appendix C includes a detailed summary of input received at this milestone.



Community members used scaled game pieces to build corridor concepts at workshops in May 2015.

In summer 2015, the project team conducted outreach to solicit feedback on which corridors and transit options should be studied in the Level 2 AA. The project team participated in 11 events throughout the summer; engaged the Latino community through a Latino Leaders Focus Group and additional events; engaged the business community through meetings coordinated by the Eugene Chamber of Commerce; presented information to several community groups; held an in-person open house in September; and solicited feedback via a virtual open house. The team spoke with more than 600 people about the

project over the summer. This number does not include the people who serve on existing City and LTD committees and commissions that received project information through their representation on the MovingAhead Sounding Board. In addition, more than 1,000 people visited the virtual open house and 372 comment forms were completed. Appendix C includes a detailed summary of input received at this milestone.

In March 2016, the project team conducted an in-person and online open house to gather feedback on the corridor alternatives before beginning work on the AA. Approximately 75 people attended the open house, with 48 completing a comment form; 106 responses were collected through the online open house. Prior to the open house, the project team canvassed more than 500 businesses and homes along MovingAhead corridors. Appendix C includes a detailed summary input received at this milestone.

4.2. Public and Stakeholder Outreach Events

Throughout the project process, LTD and the City of Eugene have provided opportunities for involvement. This section summarizes public and stakeholder outreach events; includes a complete listing of all public and stakeholder meetings organized by project phase; and discusses future outreach efforts. A complete set of all comments received outside of formal project milestones and meetings is provided in Appendix B.

4.2.1. Summary of Public and Stakeholder Outreach Events

Table 4.2-1 provides a summary of public and stakeholder events held before April 30, 2017.

Table 4.2-1. Public and Stakeholder Events up to April 30, 2017

Events	Date	Summary
Workshops	May 2015	Five workshops were held in different areas of the region. Each workshop targeted one or more corridors. Approximately 130 people attended the workshops.
Community Events	May 2015-May 2017	The project team attended more than 25 community events or tabled at public places throughout the region. Examples include We Are Bethel Celebration, Art Walk-Downtown Library, Willamalane Summer Fair, River Road Picnic, Jefferson Westside Picnic, Amazon Pool, Sunday Streets Downtown, Bethel Family Fun Night, Echo Hollow Pool, Concert in the Park: Make-A-Band, Sunday Streets Friendly, Food for Lane County box distribution, and Breakfast at the Bike Bridges.
Latino Leaders Focus Group	August 2015	Nineteen people attended and provided comments during this focus group for leaders in the Latino community.
Tabling targeted toward Latino community members	Summer/fall 2015 and summer 2016	The team staffed tables at three events targeted to Latino community members: <ul style="list-style-type: none"> • Centro Latino Americano bus pass distribution event • Casa de Luz in the Bethel neighborhood • Latino Family Fun Night
Neighborhood Association Meetings	May 2015-May 2017	Project information was provided as part of neighborhood association meetings, with staff providing information about current project status and answering questions.
Business Leader Outreach	May 2015-May 2017	The project team presented to the Eugene Chamber of Commerce’s Local Government Affairs Council (LGAC) and met with the transportation subcommittee. The Chamber hosted an expanded LGAC meeting at the Eugene Public Library to discuss and solicit feedback about the role of transit in improving the economy.
Open Houses	September 14, 2015, March 7, 2016	Two open houses were held at the Eugene Public Library. Forty people attended the September 2015 open house and 75 people attended the March 2016 open house.
Virtual Open Houses	May 2015, September 2015, and March 2016	Virtual open houses were held in the same timeframe as in-person open houses and workshops. Each virtual open house was provided on the project website and was available for about one month. Approximately 850 people visited the May 2015 virtual open house with 89 comment forms submitted. More than 1,000 people visited the September 2015 virtual open house with 372 comment forms submitted. One-hundred-six people submitted comment forms related to the March 2016 virtual open house.

Table 4.2-1. Public and Stakeholder Events up to April 30, 2017

Events	Date	Summary
Canvassing	February and March 2016	Canvassers visited more than 500 homes and businesses along MovingAhead corridors, and had face-to-face conversations with 273 people.
Community Group and standing committee presentations	March 2015- May 2017	LTD and City of Eugene staff presented to various community groups, including the League of Women Voters, Bethel Lions Club, the LTD Accessible Transportation Committee, the City of Eugene Planning Commission, and the Airport Rotary.

4.2.2. Community Involvement Efforts by Phase

Tables 4.2-2 and 4.2-3 provide a complete listing of public and stakeholder meetings by phase (that is, Level 1 Screening and Level 2 AA, respectively).

Table 4.2-2. Public and Stakeholder Meetings – Level 1 Screening

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene	3/2015 and 4/2015	Stakeholder Interviews	Susan Ban, ShelterCare; Eugene Organ and Erycka Organ, Lane Independent Living Alliance; Terry McDonald, St. Vincent De Paul; Dave Hauser and Brittany Quick-Warner, Eugene Chamber of Commerce; Paulina Romo Villaseñor, Downtown Languages; Kate Perle, Santa Clara Community Organization; Mia Nelson, 1000 Friends of Oregon; Colt Gill and Pat McGillivray, Bethel School District, Luftig, Henry, Harding, Hull	Provided a high-level summary of MovingAhead and gathered input to support development of a public involvement plan, communications messages, and initial workshops. Stakeholders generally agreed that the capital improvement program is important and supported the system-level approach. Stakeholders generally recommended going to people or using online tools to gather input rather than asking people to attend project meetings.
LTD, City of Eugene	3/12/2015	City of Eugene Bicycle and Pedestrian Advisory Committee	City of Eugene Bicycle and Pedestrian Advisory Committee members and staff, Luftig, Henry	Provided a high-level summary of MovingAhead and recruited Sounding Board members.
LTD, City of Eugene	3/17/2015	City of Eugene Human Rights Commission	City of Eugene Human Rights Commissioners and staff, Luftig, Henry	Provided a high-level summary of MovingAhead and recruited Sounding Board members. Group asked questions about the role of Sounding Board members.
LTD, City of Eugene	3/18/2015	City of Eugene Sustainability Commission	City of Eugene Sustainability Commissioners and staff, Luftig, Henry	Provided a high-level summary of MovingAhead and recruited Sounding Board members. Group asked questions about the role of Sounding Board members.
LTD, City of Eugene	4/6/2015	Briefing for BEST	BEST, City of Eugene staff, LTD staff, Luftig, Henry, Harding	Provided an overview of MovingAhead and discussed overarching objectives and how to clearly define the objectives for the community.

Table 4.2-2. Public and Stakeholder Meetings – Level 1 Screening

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene	4/13/2015	River Road Community Organization	River Road Community Organization (roughly 60 people), Luftig, Henry	Introduced MovingAhead, the process for public involvement and decision making, and upcoming workshops. Questions were asked about how to get involved, how to make sure River Road is one of the final corridors, and what criteria could be used to select which corridors move forward.
LTD, City of Eugene	4/20/2015	Lane Community College, President’s Office	LCC: Brett Rowlett, Brian Kelly; City of Eugene: Jon Ruiz, Robin Hostick, Terri Harding, Chris Henry; LTD: Sasha Luftig	Provided an overview of MovingAhead and discussed Envision Eugene. Discussed ways to engage LCC stakeholders in the project and future growth plans for LCC.
LTD, City of Eugene	4/21/2015	LTD Accessible Transportation Committee	LTD Accessible Transportation Committee members, Luftig, Henry	Provided a high-level summary of MovingAhead and recruited Sounding Board members.
LTD, City of Eugene	4/28/2015	Neighborhood Leaders Council	Neighborhood Leaders Council members, Henry, Schwetz	Provided Neighborhood Leaders Council with a summary of MovingAhead and advertised the May 2015 MovingAhead workshops.
LTD, City of Eugene, Lane County, City of Springfield	5/4/2015	Housing Policy Board	Housing Policy Board members and audience at the meeting, Luftig, Henry	Provided the Housing Policy Board with a summary of MovingAhead and advertised the May 2015 MovingAhead workshops.
LTD, City of Eugene	5/6/2015	LiveMove member meeting	LiveMove members (University of Oregon students), Henry, Currier	Provided LiveMove with a summary of MovingAhead and advertised the May 2015 MovingAhead workshops.

Table 4.2-2. Public and Stakeholder Meetings – Level 1 Screening

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene	5/11/2015-6/5/2015	Online open house	Public	Provided an overview of the MovingAhead process and gathered input on corridor needs via an online survey. The website had 850 unique visitors during this period. Eighty-nine people submitted comment forms via the website. Several comments indicated that the Purpose and Need and the Goals and Objectives were clear, provided a good overall vision for the project, and were comprehensive, with pieces related to the economy, environment, and livability. Many people raised concerns about connectivity and accessibility to destinations by foot, bike, or mobility device, and about the frequency, speed, and reliability of transit service.
LTD, City of Eugene	5/14/2015	Oregon American Society of Landscape Architects (ASLA) Chapter	Oregon ASLA Chapter, Luftig, Henry, Harding	Provided ASLA with a summary of MovingAhead and advertised the May 2015 MovingAhead workshops.
LTD, City of Eugene	5/18/2015-5/28/2015	Five community workshops	Public	Provided an overview of the MovingAhead process; conducted a cross-section and community needs mapping exercise for each corridor. Approximately 130 people attended at least one workshop. Community members developed potential cross sections for each corridor that reflected their vision for the corridor. Most corridor cross sections included transit in shared or exclusive lanes. Many groups also suggested including protected or enhanced cycling facilities.
LTD	5/21/2015	League of Women Voters	League of Women Voters, Luftig, Schwetz	Provided the League of Women Voters with a summary of the MovingAhead process and advertised the May 2015 MovingAhead workshops.

Table 4.2-2. Public and Stakeholder Meetings – Level 1 Screening

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD	6/6/2015	We Are Bethel	Bethel community, Luftig	Provided an overview of the MovingAhead process. Conducted a cross-section exercise from the workshop. Received input about needing safer crossings, better bike facilities, and better connections for the Bethel community.
LTD, City of Eugene	6/22/15	Briefing for BEST	BEST, Luftig, Henry, Harding	Provided an overview of MovingAhead and discussed the community engagement for the project.
LTD, City of Eugene	6/30/15	Briefing for Eugene Chamber staff	Eugene Chamber: Dave Hauser, Brittany Quick-Warner, Luftig, Henry, Harding, Hull	Provided a briefing on MovingAhead and discussed potential ways the project team could partner with the Chamber to engage businesses in this project.
Consultant	7/11/2015	Willamalane Summer Fair	Public, Cogito staff	Provided an overview of MovingAhead and discussed opportunities to be involved. Spoke to approximately 120 people.
LTD, City of Eugene	7/14/2015	Bethel Lions Club	Bethel Lions Club members, Luftig, Henry, Harding	Provided an overview of MovingAhead and discussed opportunities to be involved. There were questions about why this project is looking at infrastructure investments for people who walk, bike, and take transit.
City of Eugene	7/14/2015	Jefferson Westside Picnic	Jefferson Westside Neighbors, Cogito, Yeiter	Provided an overview of MovingAhead and discussed opportunities to be involved. Spoke to approximately 35-40 people and distributed English and Spanish version factsheets.
LTD, City of Eugene	7/17/2015	Eugene Chamber - LGAC	Eugene Chamber – LGAC, Luftig, Henry, Harding	Provided an overview of MovingAhead and discussed opportunities to be involved.
LTD, City of Eugene	7/24/2015	Stakeholder interview	Steven Korth, Luftig, Galloway, Henry	Provided an overview of MovingAhead and discussed opportunities to be involved. Discussed how the Coburg Road Corridor would impact Oakway Mall. Also, discussed how important business engagement is and that circulation, visibility, and access are the most important elements to consider from a business owner perspective.

Table 4.2-2. Public and Stakeholder Meetings – Level 1 Screening

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene	7/26/2015	Sunday Streets Downtown	Public, Migdal, Galloway	Provided an overview of MovingAhead and discussed opportunities to be involved. Spoke with 50-75 people and distributed project factsheets.
LTD, City of Eugene	7/31/2015	Eugene Chamber - LGAC transportation sub-committee	Eugene Chamber - LGAC transportation sub-committee, Luftig, Henry, Harding	Provided an overview of MovingAhead and discussed opportunities to be involved. Spent a portion of the conversation discussing previous projects and how lessons-learned could be incorporated into MovingAhead.
Not applicable	8/7/2015-9/21/2015	Online open house	Public	Provided input on the corridor alternatives to advance. During this time, there were 1,300 unique visitors to the website and 372 comments were collected through the online comment forms. Commenters generally recommended advancing EmX and Enhanced Corridor concepts in the Highway 99, River Road, Coburg Road, and 30th Avenue to LCC Corridors, and an Enhanced Corridor concept in the Martin Luther King, Jr. Boulevard Corridor.
City of Eugene	8/5/2015	Echo Hollow Pool	Public	Provided an overview of MovingAhead and discussed opportunities to be involved.
Consultant	8/7/2015	Art Walk-Downtown library tabling	Public	Provided an overview of MovingAhead and discussed opportunities to be involved. Spoke with an estimated 15-20 people.
LTD, City of Eugene	8/10/2015	River Road Picnic	River Road community, Luftig, Galloway	Provided an overview of MovingAhead and discussed opportunities to be involved. Distributed factsheets and postcards for the project.
LTD, City of Eugene	8/12/2015	Amazon Pool	Public	Provided an overview of MovingAhead and discussed opportunities to be involved.
LTD, City of Eugene	8/13/2015	Bethel Family Fun Night	Bethel community	Provided an overview of MovingAhead and discussed opportunities to be involved. Spoke with about 20 individuals.

Table 4.2-2. Public and Stakeholder Meetings – Level 1 Screening

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene	8/25/2015	Centro Latino Bus Pass Day	Public, Castro	Provided an overview of MovingAhead and discussed corridor concepts (similar to the open house). Spoke with 20 people and received 11 completed English and Spanish language surveys. A Spanish-speaking staff member was the presenter.
LTD, City of Eugene	8/26/2015	Focus group with Latino Community Leaders	Latino leaders from local nonprofit, government, and businesses, Luftig, Henry, Castro	Discussed community needs, MovingAhead corridors, and opportunities to engage the Latino community. Nineteen people attended. Meeting materials and facilitation were provided in Spanish and English. Participants said that improving public transportation is a major goal, and that the long timeline to construct new service could be a problem if no solutions can be offered in a shorter time. They also discussed the need for pedestrian safety and personal safety for people waiting for the bus.
LTD	8/27/2015	Concert in the Park: Make-A-Band	Public	Provided an overview of MovingAhead and discussed opportunities to be involved. Distributed postcards for the project.
LTD	9/8/2015	Jefferson Westside Neighbors	Jefferson Westside Neighbors, Luftig	Provided an overview of MovingAhead and discussed opportunities to be involved.
LTD, City of Eugene	9/11/2015	Eugene Chamber LGAC Meeting	Eugene Chamber, Luftig, Henry, Harding	Provided a project overview and corridor screening results to an expanded group of business owners that Chamber LGAC members invited. Received input about how to engage business owners along the corridors.

Table 4.2-2. Public and Stakeholder Meetings – Level 1 Screening

Agencies Represented	Date	Meeting/Events	Participants	Topic and Key Issues
LTD, City of Eugene	9/14/2015	Open house	Public	Gathered input on the corridor alternatives to advance. Forty people attended, and 22 submitted comment forms. Most participants said that EmX should be studied further in the Coburg Road, River Road, Highway 99, Martin Luther King, Jr. Boulevard, and 30th Avenue to LCC Corridors. Support was stronger for Enhanced Corridor Alternatives than for EmX Alternatives in the Martin Luther King, Jr. Boulevard and 30th Avenue to LCC Corridors.
LTD, City of Eugene	9/19/2015	Casa de Luz	Public, Castro	Provided an overview of MovingAhead and discussed opportunities to be involved. Spanish-speaking staff attended; materials were provided in Spanish. Spoke with 38 families.
LTD, City of Eugene	9/20/2015	Sunday Streets Friendly	Public	Provided an overview of MovingAhead and discussed opportunities to be involved.
LTD, City of Eugene	9/23/2015	Briefing for BEST	BEST, Luftig, Henry, Galloway	Provided an update on community engagement to date. Listened to feedback about project messaging.

Table 4.2-3. Public and Stakeholder Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic
LTD, City of Eugene	10/15/2015	Northeast Neighbors	Northeast Neighbors, Inerfeld, Simon	Provided an overview of MovingAhead and discussed opportunities to be involved.
LTD, City of Eugene	12/16/2015	Briefing for BEST	BEST, Luftig, Henry, Galloway	Provided an update on MovingAhead and Level 1 Screening.
LTD, City of Eugene	1/7/2016	Briefing for BEST	BEST, Luftig, Henry, Galloway	Provided an update on MovingAhead and outreach.
LTD, City of Eugene	1/12/2016	Jefferson Westside Neighbors	Jefferson Westside Neighbors, Luftig, Henry, Galloway	Provided update on MovingAhead and discussed options on 11th and 13th Avenues.
LTD, City of Eugene	2/4/2016	Santa Clara Community Organization	Santa Clara Community Organization, Luftig, Schwetz, Galloway	Provided an update on MovingAhead.
LTD, City of Eugene	2/6/2016	Oregon Metropolitan Planning Organization Consortium	Oregon Metropolitan Planning Organization Consortium, Luftig	Provided an overview of MovingAhead and Level 1 Screening.
LTD, City of Eugene	2/8/2016	Churchill Area Neighbors	Churchill Area Neighbors, Luftig, Henry	Provided an overview of MovingAhead and Level 1 Screening.
LTD, City of Eugene	2/9/2016	Jefferson Westside Neighbors	Jefferson Westside Neighbors, Luftig, Henry, Galloway	Provided an overview of MovingAhead and Level 1 Screening. Jefferson Westside Neighbors members voted to oppose any non-conventional mass transit on any street (excepting W. 7th Avenue) within the Jefferson Westside Neighbors boundaries. As a result, the project team modified EmX Alternatives to use W. 7th Avenue.
LTD, City of Eugene	2/10/2016	Whiteaker Community Council	Whiteaker Community Council, Luftig, Migdal, Henry	Provided an overview of MovingAhead and Level 1 Screening. One attendee expressed interest in canvassing outreach to Whiteaker (in addition to on-corridor canvassing).
LTD, City of Eugene	2/21/2016	Southwest Hills Neighborhood	Southwest Hills Neighborhood, Luftig, Henry, Galloway	Provided an overview of MovingAhead and Level 1 Screening.

Table 4.2-3. Public and Stakeholder Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic
Consultant	2/22/2016- 2/24/2016	Coburg Road canvassing	Businesses and residents	Provided an overview of MovingAhead and the Level 1 process; advertised the open house on 3/07/2016 and the online open house. Were 136 business, 93 residential, and 116 face-to-face encounters.
LTD, City of Eugene	2/23/2016- 2/25/2016	Highway 99 canvassing	Businesses and residents	Provided an overview of MovingAhead and the Level 1 process; advertised the open house on 3/07/2016 and the online open house. Were 91 business, 28 residential, and 67 face-to-face encounters.
LTD, City of Eugene	2/23/2016	Stakeholder Meetings	Jerry Finigan, Jon Belcher, George Rode, Pat McGillvray (Bethel schools), Jason Gale (Les Schwab), Luftig, Henry, Galloway	Provided an overview of MovingAhead and Level 1 Screening. Addressed site-specific questions from targeted stakeholders (properties/businesses along corridors).
LTD, City of Eugene	2/25/2016, 2/29/2016	30th Avenue to LCC canvassing	Businesses and residents	Provided an overview of MovingAhead and the Level 1 process; advertised the open house on 3/07/2016 and the online open house. Were 42 business, 30 residential, and 34 face-to-face encounters.
LTD, City of Eugene	2/29/2016	Stakeholder Meetings	Teresita (Toxic Wings), Mira Gattis (Housing and Community Services Agency of Lane County [HACSA]), Clayton Walker (Better Bethel), Devin Jenkins (Looking Glass)	Provided an overview of MovingAhead and Level 1 Screening. Addressed site-specific questions from targeted stakeholders (properties/businesses along corridors).
LTD, City of Eugene	2/23/2016	Stakeholder Meetings	Jerry Finigan, Jon Belcher, George Rode, Pat McGillvray (Bethel schools), Jason Gale (Les Schwab)	Provided an overview of MovingAhead and Level 1 Screening. Addressed site-specific questions from targeted stakeholders (properties/businesses along corridors).

Table 4.2-3. Public and Stakeholder Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic
LTD, City of Eugene	3/01/2016-3/03/2016	River Road canvassing	Businesses and residents	Provided an overview of MovingAhead and the Level 1 process; advertised the open house on 3/07/2016 and the online open house. Were 54 business, 52 residential, and 56 face-to-face encounters.
LTD, City of Eugene	3/4/2016-3/18/2016	Online open house	Public	Confirmed alternatives before beginning work on the AA. One-hundred-six people submitted online comment forms. Most respondents said that the corridor alternatives as presented should be studied further.
LTD, City of Eugene	3/7/2016	Open house	Public	Confirmed alternatives before beginning work on AA. Seventy-five people attended and 48 completed comment forms. Most respondents said that the corridor alternatives as presented should be studied further.
LTD, City of Eugene	3/14/2016	River Road Community Organization	Neighborhood Association, Luftig, Henry, Galloway	Provided an overview of MovingAhead, discussed the outcome of Level 1 Screening, and described the corridors for study in the Level 2 AA.
LTD, City of Eugene	3/15/2016	Stakeholder Meetings	Kim McKay (Oakway Center), Joel Lavin (River Road Elementary), Paul Solomon (Sponsors), Luftig, Migdal, Henry, Galloway	Provided an overview of MovingAhead and discussed the outcome of Level 1 Screening. Addressed site-specific questions from targeted stakeholders (properties/businesses along corridors).
LTD, City of Eugene	3/15/2016	Harlow Neighbors Meeting	Harlow Neighbors, Migdal, Varela	Provided an overview of MovingAhead, discussed the outcome of Level 1 Screening, and described the corridors for study in the Level 2 AA.
LTD, City of Eugene	3/23/2016	Downtown Neighbors	Downtown Neighbors, Migdal, Henry, Galloway	Provided an overview of MovingAhead, Level 1 Screening, and the corridors for study in the Level 2 AA

Table 4.2-3. Public and Stakeholder Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic
LTD, City of Eugene	3/30/2016	5th Street Market Merchants	5th Street Market Merchants, Migdal, Galloway	Provided an overview of MovingAhead, Level 1 Screening, and the corridors for study in the Level 2 AA.
LTD, City of Eugene	3/30/2016	Stakeholder Meetings	Joe Hohchick (Zip-olog), Greg Evans (Eugene City Council) Chris O'Neill, Luftig, Henry, Galloway	Provided an overview of MovingAhead and Level 1 Screening. Addressed site-specific questions from targeted stakeholders (properties/businesses along corridors).
LTD, City of Eugene	4/5/2016	Goodpasture Island Neighbors	Goodpasture Island Neighbors, Migdal, Galloway, Henry	Provided an overview of MovingAhead, Level 1 Screening, and the corridors for study in the Level 2 AA.
LTD, City of Eugene	4/21/2016	Friendly Area Neighbors Meeting	Friendly Area Neighbors, Luftig, Galloway	Provided an overview of MovingAhead, Level 1 Screening, and the corridors for study in the Level 2 AA.
LTD, City of Eugene	4/23/2016	Bascom Village Earth Day celebration event	Residents and friends, Migdal, Varela	Provided an overview of MovingAhead and Level 1 Screening. Reviewed Coburg Road Corridor alternatives. Many residents expressed interest in increasing infrastructure connectivity and transit service to Bascom Village.
LTD, City of Eugene	4/26/2016	Schools along corridors outreach	North Eugene High (Principal Casandra Kamens, 4J School District) Willamette High School (Principal Mindy LeRoux, Bethel School District), Migdal, Varela	Provided an overview of MovingAhead, Level 1 Screening, and the corridors for study in the Level 2 AA. Gathered information about student and staff travel behaviors, and discussed options for outreach to those groups. Kamens mentioned the difficulty of crosstown connections north of downtown; long transit trips for approximately 82 students participating in a program requiring travel from North Eugene High School to LCC; and changes to student travel behavior generally resulting in increased transit dependence and utilization. Leroux expressed interest in safety improvements, citing lack of safe cycling and pedestrian routes near Willamette High School.

Table 4.2-3. Public and Stakeholder Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic
LTD, City of Eugene	4/29/2016	Eugene Chamber Local Government Affairs Council (LGAC) Meeting	LGAC Board, McGlone, Luftig, Henry, Galloway	Provided an overview of MovingAhead, Level 1 Screening, and the corridors for study in the Level 2 AA. Discussed different ways LGAC could support efforts to engage businesses.
LTD, City of Eugene	5/3/2016, 5/10/2016	Schools along corridors outreach	Sheldon High School (Principal Bob Bolden, 4J School District), South Eugene High School (Principal Andy Dey, 4J School District) Cascade Middle School (Principal Natalie Oliver, Bethel School District), Migdal, Varela	Provided an overview of MovingAhead, including Level 1 Screening and the Level 2 AA process. Gathered information about student and staff travel behaviors, and discussed options for outreach to those groups. Bolden mentioned bottlenecks in front of Sheldon High School during peak hours. Principal Dey expressed the need for cycling safety improvements for South Eugene High School students, citing high numbers of bikers at the school (staff and students). Principal Oliver expressed interest in transit improvements for parents, students, and, in particular, students in transitional housing.
LTD, City of Eugene	5/11/2016	Amazon Neighbors Association Meeting	Amazon Neighbors, Migdal, Galloway, Henry	Provided an overview of MovingAhead, Level 1 Screening, and the corridors for study in the Level 2 AA.
LTD, City of Eugene	5/17/2016	Breakfast at the Bike Bridges	Commuters at Defazio Bridge, Migdal, Varela	Provided an overview of MovingAhead, Level 1 Screening, and the corridors for study in the Level 2 AA.
LTD, City of Eugene	5/18/2016	Fairmount Neighbors Association Meeting	Fairmount Neighbors, Migdal, Galloway	Provided an overview of MovingAhead, Level 1 Screening, and the corridors for study in the Level 2 AA. Questions were asked about the return on investment and coordinating fixed route service for BRT projects.
City of Eugene	5/18/2016	South University Neighborhood Association Meeting	South University Neighborhood Association, Henry, Varela	Provided an overview of MovingAhead, Level 1 Screening, and the corridors for study in the Level 2 AA.

Table 4.2-3. Public and Stakeholder Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic
LTD, City of Eugene	5/26/2016	Northeast Neighbors	Northeast Neighbors, Migdal, Henry	Provided an overview of MovingAhead, Level 1 Screening, and the corridors for study in the Level 2 AA. Delivered an overview of the Level 2 AA process. Received comments about the lack of infrastructure investment in north Eugene, questions about park-and-ride coordination with the proposed Coburg Road Corridor alternatives, and inquiries about east-west connectivity.
LTD, City of Eugene	6/4/2016	We Are Bethel	Bethel community, Migdal, Varela	Provided an overview of MovingAhead, Level 1 Screening, and the corridors for study in the Level 2 AA. Delivered an overview of the AA process. Addressed questions about the Highway 99 Corridor alternative and density. Young family expressed interest in having a comfortable low stress connection to Owosso Bridge/River Path Area without having to bike with a family on River Road. Beyond Toxics checked in about the project’s status and expressed an interest in weighing in with feedback before the LPA. Addressed questions about east-west connectivity north of the Willamette river if Coburg Road, Highway 99, and/or River Road Corridor alternatives are implemented.
LTD, City of Eugene	6/7/2016	Civic Alliance	Civic Alliance: Derek Johnson, Matt Scheibe, Justin Lanphear, Luftig, Galloway, Henry, McGrath	Reviewed Civic Alliance concepts and interaction with potential EmX or Enhanced Corridor improvements on the 30th Avenue to LCC Corridor. Refined concepts to reflect site planning for Civic Alliance.
City of Eugene	7/14/2016	Latino Family Fun Night	Public, Varela, Castro	Reviewed the MovingAhead process and alternatives. Comments included a concern about personal safety at the Highway 99/Roosevelt Boulevard intersection because of the presence of homeless people or people loitering at businesses and bus stops in the area; the need for a traffic light in front of Jerry's at Theona Street and Highway 99; the need for a safe walking path to Maurie Jacobs Park, including a crosswalk with a beacon; a concern about the danger of walking with kids along or across River Road. Spanish-speaking staff attended.

Table 4.2-3. Public and Stakeholder Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic
LTD, City of Eugene	7/14/2016	Party in the Parks	Willakenzie Neighborhood, Migdal, Hoell	Provided an overview of MovingAhead. The group discussed the need for improved east-west connectivity.
LTD, City of Eugene	7/29/2016	Breakfast at the Bike Bridges	Commuters at Greenway bridge, Migdal, Varela	Provided an overview of MovingAhead. Heard general support for MovingAhead. One person was skeptical that buffered bike lanes improved rideability because of maintenance (sweeping) issues.
LTD, City of Eugene	7/31/2016	Sunday Streets	Downtown Eugene event attendees, Migdal, Galloway	Provided an overview of MovingAhead. Heard general support for MovingAhead.
LTD, City of Eugene	8/2/2016	Washington/Jefferson Food Festival	Washington/Jefferson mini Party in the Parks, Migdal, Varela	Provided an overview of MovingAhead and the corridor concepts for River Road.
LTD, City of Eugene	8/4/2016	Airport Rotary	Airport Rotary, Luftig, Galloway, Henry	Provided an overview of MovingAhead, including Level 1 Screening and the Level 2 AA process.
LTD, City of Eugene	8/9/2016	Party in the Parks (Bethel Park)	Bethel community, Migdal, Garber-Yonts, Varela	Provided an overview of MovingAhead, including Level 1 Screening and the Level 2 AA process. A question was raised about designing buses to accommodate cargo-carrying xtracycle bikes for parents of alter-abled children.
LTD, City of Eugene	8/16/2016	Party in the Parks (Awbry Park)	Northwest Eugene community, Migdal, Martin, Hoell	Provided an overview of MovingAhead, including Level 1 Screening and the Level 2 AA process. Questions were raised about maintenance of improvements and concerns were mentioned about elimination of local service if the MovingAhead Project streamlines bus service.
City of Eugene	8/21/2016	River Road Community Organization	Northwest Eugene, Varela	Provided an overview of MovingAhead, including Level 1 Screening and the Level 2 AA process.
LTD, City of Eugene	8/25/2016	Campbell Center Ice Cream Social	Downtown Eugene, Migdal, Henry	Provided an overview of MovingAhead, including Level 1 Screening and the Level 2 AA process.

Table 4.2-3. Public and Stakeholder Meetings – Level 2 Alternatives Analysis

Agencies Represented	Date	Meeting/Events	Participants	Topic
LTD, City of Eugene	8/26/2016	Breakfast at the Bike Bridges	24th Avenue/Amazon Commuters, Migdal, Galloway	Provided an overview of MovingAhead, including Level 1 Screening and the Level 2 AA process.
LTD, City of Eugene, BEST	9/29/2016	Performance measures	BEST	This collaborative meeting developed performance measures for assessing MovingAhead alternatives.
LTD, City of Eugene	9/30/2016	Breakfast at the Bike Bridges	Defazio Bridge Commuters, Varela, Martin	Provided an overview of MovingAhead, including Level 1 Screening and the Level 2 AA process.
LTD, City of Eugene	12/12/2016	Schools along corridors outreach	Brady Cottle (Shasta Middle, Bethel School District) and John Luhman (Clear Lake Elementary, Bethel School District), Migdal, Varela	Provided an overview of MovingAhead, including Level 1 Screening and the Level 2 AA process. Gathered information about student and staff travel behavior, and discussed options for outreach to those groups.
LTD, City of Eugene	1/13/2017	Schools along corridors outreach	Kee Zublin (Kalapuya High School, Migdal, Varela	Provided overview of MovingAhead including Level 1 Screening and Level 2 AA process. Gathered information about student and staff travel behavior, and discussed options for outreach to those groups. Zublin expressed interest in infrastructure investment for Bethel community.
LTD, NW Natural Gas, City of Eugene	3/9/2017	Meeting with utility provider	NW Natural Gas, LTD and City staff	Gas main on Coburg Road.

4.2.3. Future Outreach

As the MovingAhead Project continues to move forward, additional outreach will be conducted to inform the public about the project and to continue to seek input. This outreach is anticipated to include providing information on the results of the Level 2 AA to both the community and decision makers through in-person open houses, an online open house, and community listening sessions.

4.3. Key Community Concerns Expressed

Throughout the MovingAhead process, LTD and the City of Eugene received input from the public regarding changes to roadways and existing transit service. LTD and the City of Eugene have refined project build alternatives to respond to community desires and concerns, and to minimize or avoid issues community members identified. LTD and the City of Eugene will continue this refinement process for any alternatives that are selected for implementation.

The following sections discuss community concerns generally and provide input by corridor. Feedback is organized by outreach milestone.

- **Level 1: Screening (Concept Development)** – Outreach during this milestone elicited feedback on important destinations, opportunities, and challenges present in each corridor to inform concept development.
- **Level 1: Screening** – Outreach focused on determining which corridors and corridor concepts should move forward for further development.
- **Level 2: Alternatives Analysis (Alternatives Confirmation)** – Outreach elicited feedback on the Enhanced Corridor and EmX Alternatives, and whether they met identified corridor needs

Throughout the project, community members have emphasized the need for pedestrian crossings, enhanced bike facilities, and improved transit in these corridors. Community members have also noted the need for better east-west transit connectivity in North Eugene. Finally, community members have noted the importance of retaining street trees and minimizing impacts to adjacent homes and businesses in each corridor.

4.3.1. Highway 99 Corridor

Table 4.3-1 summarizes key community concerns related to the Highway 99 Corridor by project milestone. d

Table 4.3-1. Key Community Concerns by Project Milestone – Highway 99 Corridor

Milestone	Summary
Level 1: Screening (Concept Development)	<ul style="list-style-type: none">• The Randy Papé Beltline Highway is a major barrier for pedestrians and cyclists• Railroad presents crossing barrier• Highway 99 needs safer pedestrian and bike crossings• Need for more frequent transit service
Level 1: Screening	<ul style="list-style-type: none">• Consider route options that do not cross downtown Eugene• Important corridor for complementing transit service to Junction City• Pedestrian and bicycle crossings are unsafe• Consider connections to the Eugene Airport• Consider how to link Trainsong to the corridor
Level 2: AA (Alternatives Confirmation)	<ul style="list-style-type: none">• Remove EmX for 11th and 13th Avenues• Need to provide transit service to the traditionally underserved community• Need improved (safe) bike facilities• Additional pedestrian crossings on Highway 99• Consider extending service to the Eugene Airport

The MovingAhead Project Highway 99 Corridor build alternatives were refined prior to the Level 2 AA to reflect community input from Jefferson Westside Neighbors. The Jefferson Westside Neighbors passed a resolution opposing any EmX improvements within the neighborhood boundaries excepting service on W. 7th Avenue. The MovingAhead build alternatives are consistent with this request. In addition, the build alternatives include a bike and pedestrian bridge to the Trainsong Neighborhood. The project alternatives were not changed to provide service to the Eugene Airport; the demand for service to the airport is not strong enough to support EmX or Enhanced Corridor service.

4.3.2. River Road Corridor

Community comments about the River Road Corridor focused on the community’s desire for traffic calming on River Road, improved active transportation facilities, and improved transit service. Community comments included requests to minimize impacts to trees along the corridor. Comments were generally supportive of Enhanced Corridor and EmX Alternatives.

Table 4.3-2. Key Community Concerns by Project Milestone – River Road Corridor

Milestone	Summary
Level 1: Screening (Concept Development)	<ul style="list-style-type: none"> • River Road is uncomfortable for pedestrians and cyclists • Randy Papé Beltline Highway is a barrier for pedestrians and cyclists • Need for safer crossings on River Road • Need for EmX service on River Road • Consider repurposing lanes before expanding the right of way
Level 1: Screening	<ul style="list-style-type: none"> • Strong community interest in EmX service • Prefer separation between bicycle facilities and the roadway • Need for improved biking and pedestrian facilities • Prefer solutions with dedicated transit lanes • Consider safety of all roadway users in the design
Level 2: AA (Alternatives Confirmation)	<ul style="list-style-type: none"> • Strong community interest in EmX service • Prefer separation between bicycle facilities and the roadway • Both support for and concern about reducing the number of general-purpose lanes in the corridor • Concern about tree removal

The MovingAhead Project River Road Corridor build alternatives are designed to minimize impacts to trees in this corridor. The AA will document those impacts. The build alternatives also include enhanced pedestrian crossings and improvements to cycling facilities along River Road.

4.3.3. 30th Avenue to Lane Community College Corridor

Community comments about the 30th Avenue to LCC Corridor focused on the need for EmX improvements in this corridor. Community members referenced the need for active transportation enhancements that are associated with MovingAhead build alternatives, including a bicycling facility on Pearl, Oak, or High Streets.

Table 4.3-3. Key Community Concerns by Project Milestone – 30th Avenue to Lane Community College Corridor

Milestone	Summary
Level 1: Screening (Concept Development)	<ul style="list-style-type: none"> • Need for improved bike facilities and crossings on 30th Avenue; bike facilities should extend to LCC • Need better weekend transit service to LCC
Level 1: Screening	<ul style="list-style-type: none"> • Need more transit service earlier in the morning and later at night • Oak/Pearl Streets should be used for buses, and High Street should accommodate cyclists • Need for improved cycling facilities and crossings on 30th Avenue • Need for efficient transit service to serve LCC
Level 2: AA (Alternatives Confirmation)	<ul style="list-style-type: none"> • Prefer EmX option because it includes better cycling facilities • Improvements at 20th Avenue should connect to the development activity at the former Civic Stadium • Interest in service later/earlier in the day to LCC • Concern about safety for students crossing 30th Avenue to reach Camas Ridge Community School

The MovingAhead Project 30th Avenue to LCC Corridor build alternatives include several approaches to addressing cycling needs on Oak and Pearl Streets, including bike lanes on Oak and Pearl Streets and a cycle track on High Street. The project team has also coordinated design of build alternatives with the Civic Stadium developer.

4.3.4. Coburg Road Corridor

Community comments about the Coburg Road Corridor focused on the need to provide improved transit service in this corridor, along with concerns about impacts to private property that would result from improvements in this corridor. Community comments also referenced concern about Enhanced Corridor or EmX Alternatives increasing congestion for auto traffic in the corridor, and restricting business access.

Table 4.3-4. Key Community Concerns by Project Milestone – Coburg Road Corridor

Milestone	Summary
Level 1: Screening (Concept Development)	<ul style="list-style-type: none"> • Crossing safety on Coburg Road, especially at Oakway Center • Coburg Road is uncomfortable for pedestrians and cyclists • Heavy traffic on Coburg Road • Consider separated facilities to improve transit travel times
Level 1: Screening	<ul style="list-style-type: none"> • Concerns about pedestrian and cyclist safety due to heavy traffic on Coburg Road • Concerns about how transit improvements would impact traffic flow • Need for improved crossings on Coburg Road • Important to maintain auto access to businesses • Concerns about the lack of transit service to the Veterans Administration (VA) clinic and other new development in the vicinity
Level 2: AA (Alternatives Confirmation)	<ul style="list-style-type: none"> • Concern about impacts to auto traffic on Coburg Road • Concern about property impacts and business access impacts • Interest in transit to relieve congestion on Coburg Road • Interest in separated bike lanes

The MovingAhead Project Coburg Road Corridor build alternatives were designed to minimize impacts to adjacent businesses and to maintain business access. The build alternatives also maintain the general-purpose lanes to reduce impacts on traffic flow.

4.3.5. Martin Luther King, Jr. Boulevard Corridor

Community comments about the Martin Luther King, Jr. Boulevard Corridor were generally supportive of the Enhanced Corridor Alternative. Community comments included suggestions to consider future connections to Springfield and improved pedestrian facilities.

Table 4.3-5. Key Community Concerns by Project Milestone – Martin Luther King, Jr. Boulevard Corridor

Milestone	Summary
Level 1: Screening (Concept Development)	<ul style="list-style-type: none"> • Martin Luther King, Jr. Boulevard is wide and uncomfortable for pedestrians and cyclists • Schools and Autzen stadium identified as important destinations in the corridor
Level 1: Screening	<ul style="list-style-type: none"> • Need to connect the service to Springfield • Traffic concerns related to Autzen Stadium • Good candidate for Enhanced Corridor service • Opportunity to provide connections for students, housing, and between Eugene and Springfield
Level 2: AA (Alternatives Confirmation)	<ul style="list-style-type: none"> • Good candidate for Enhanced Corridor service • Connection to Springfield is needed; allow for future conversion to EmX • Address auto speeds along Martin Luther King, Jr. Boulevard

5. Targeted Outreach to Environmental Justice Populations

The MovingAhead project has fully complied with Executive Orders 12898 (1994, February 11) and 12948 (1995, January 30) requiring each federal agency to make achieving environmental justice part of its mission “by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The project team has effectively targeted minority, low-income, and limited English-speaking populations within the project area for stakeholder outreach. The MovingAhead project team utilized a range of public involvement techniques and venues to reach minority, low-income and limited English-speaking populations.

The following sections outline outreach activities focused on fulfilling environmental justice requirements. A full discussion of environmental justice is contained in the *MovingAhead Community, Neighborhood, and Environmental Justice Technical Report* (CH2M, 2017).

5.1. Introduction

The project has included mechanisms to encourage participation by minority and low-income populations in the public involvement process. The public involvement plan developed for the project (CH2M, 2015, May) included a demographic analysis to identify minority and low-income populations, as well as those populations considered to have limited English proficiency. The demographic information was used in the development of outreach activities to ensure these populations would have opportunities to be involved and learn about the project and to provide input.

Public materials were presented in “easy to understand” language with “jargon” words removed or fully explained. Graphics have also been used to convey information, reducing the need to translate materials and to accommodate multiple learning styles. Translation services were available on request at all open houses and public meetings. Spanish-speaking staff were available at some meetings. Community workshops and open houses included supervised children’s activities.

Targeted outreach activities included the following:

- Advertising for public open houses and workshops, and distributing information through affordable housing providers
- Advertising open houses and workshops in places with broad exposure, including the library, LTD stations, LTD buses, and City of Eugene offices
- Providing children’s activities at all public open houses and workshops
- Distributing information through public schools
- Providing information about how to request accommodations or translations on public open house and workshop notices
- Presenting a Latino Leaders Focus Group to share project information and gather input
- Meeting with social service providers, including St. Vincent De Paul, ShelterCare, and the Lane Independent Living Alliance
- Meeting with representatives from LTD’s Accessible Transportation Committee and the City of Eugene’s Human Rights Commission on the Sounding Board
- Translating project information into Spanish, including a Spanish-language fact sheet with general project information and instructions on how to request additional information in Spanish, and information about upcoming workshops and open houses distributed in Spanish

- Staffing tables at Latino Family Fun Night, Casa de Luz in the Bethel neighborhood, Food for Lane County box distribution, and Centro Latino Americano bus pass distribution events

5.2. Targeted Outreach Activities by Phase

The following subsections summarize outreach activities targeted toward environmental justice communities by project phase.

5.2.1. Scoping, Initiation, and Fatal Flaw Screening

During the Scoping, Initiation, and Fatal Flaw Screening phase, the project team developed a public involvement plan (CH2M, 2015, May); a Purpose and Need and Goals and Objectives; and an initial range of alternatives. Targeted outreach activities included the following:

- Conducting stakeholder interviews with service providers, including St. Vincent De Paul (affordable housing provider), Downtown Languages (service provider for people with limited English proficiency), Shelter Care (affordable and supportive housing provider), Lane Independent Living Alliance (advocate and service provider for people living with disabilities), and school districts
- Providing outreach to affordable housing providers

The input gathered at this Scoping, Initiation, and Fatal Flaw Screening step included working with affordable housing providers to host or advertise meetings to increase participation by people with low incomes, holding meetings in transit-accessible locations, and holding targeted meetings for Spanish speakers.

5.2.2. Level 1 Screening

During the Level 1 Screening phase, the project team developed corridor concepts and screened those alternatives. Targeted outreach activities included the following:

- Developing a Spanish-language fact sheet and meeting notices
- Targeting the advertising of public workshops and open houses through affordable housing providers and social service providers
- Participating in events around the City of Eugene to discuss the project, including We are Bethel, Bethel's Latino Family Fun Night, public parks and outdoor pools, and community summer events
- Staffing tables at Casa de Luz food box distribution
- Staffing tables at Centro Latino Americano bus pass day
- Conducting a focus group with Latino community leaders
- Canvassing businesses along the corridors, including those owned by minorities or people with low incomes

The input gathered at this Level 1 Screening step informed the development of multimodal corridor concepts and the screening of concepts. Input from environmental justice communities focused on safety for people using transit, as well as walking and biking along and across the MovingAhead corridors.

5.2.3. Level 2 Alternatives Analysis Report Preparation

During the Level 2 AA Report Preparation phase, the project team confirmed the range of alternatives and started preparing the AA report. Targeted outreach activities included the following:

- Staffing tables at Affordable Housing provider Bascom Village for an Earth Day event
- Targeting advertising of open houses through affordable housing providers and social service providers
- Providing outreach to schools along the corridor

The input gathered at this Level 2 AA Report Preparation step affirmed community support for the range of alternatives and informed the issues to be examined in the AA report. Input from environmental justice communities has continued to focus primarily on personal safety and on safety for those walking, biking, and using transit in the City of Eugene.

5.3. Key Comments from Environmental Justice Communities

Comments from events targeted toward environmental justice communities generally supported the MovingAhead build alternatives. At targeted outreach events, community members commented on the need for more frequent transit service and for safe pedestrian facilities, including crosswalks. Community members specifically referenced the need for improved crossings of Highway 99 and River Road, and for improved transit to the Bethel neighborhood, which the Highway 99 Corridor serves.

Participants at the Latino Leaders Focus Group noted that improving public transportation is a major goal and that the City should work towards encouraging more people to ride the bus. Participants mentioned that the long timeline to construct new service could be a problem if no solutions can be offered in a shorter time. Participants also shared some of the things they had heard in the community regarding transit options in the region. Some of the major issues they discussed included the following:

- Springfield has a larger Latino population than Eugene, and Springfield is very important for this reason.
- EmX needs to run more frequently. It takes a significant amount of time to get to destinations. Gateway, with 20-minute service, is a problem.
- The group noted that most of the Latino constituents live near Highway 99, River Road, or Coburg Road.
- Walkability needs to be improved, including safe crosswalks and transit.
- Constituents want lighting and more blinking crosswalks spaced closer together.
- Highway 99 and River Road lack crosswalks near social services.
- Younger participants mentioned that accessing destinations on the bus takes too long.
- Families are concerned about safety and where the bus stops are located, especially downtown.
- The project team should meet with bus riders, so that they can speak for themselves.
- Highway 99 is important because it helps bridge the gap to Junction City.
- Projects that contribute to improving the environment by getting people to use public transportation are important.
- EmX and increased frequencies will help get more people to use public transit.

Input from Spanish speakers at other events stressed the need for safe biking and walking facilities, convenient access to transit stops, and service that is easy to navigate

Representatives from social service agencies and affordable housing providers said that public transit was critical to the people they serve. These representatives encouraged the team to reach out to people through affordable housing providers and by staffing tables at community events.

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6. References

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Appendix A: Glossary and Naming Conventions

This appendix includes a detailed list of acronyms, abbreviations, and technical terms used throughout this report. It also includes naming conventions used in the MovingAhead Project.

Acronyms and Abbreviations

Table A-1. Acronyms and Abbreviations

Acronyms and Abbreviations	Definitions
/H-RCP	Historic Structures or Sites Combine Zone
/WP	Waterside Protection
/WQ	Water Quality
°C	degree(s) Celsius
µg/L	microgram(s) per liter
µg/m ³	microgram(s) per cubic meter
AA	Alternatives Analysis
AAC	all aluminum conductor
AASHTO	American Association of State Highway and Transportation Officials
AAI	All Appropriate Inquiry
ACS	American Community Survey
ADA	Americans with Disabilities Act
AEO	Annual Energy Outlook
APE	Area of Potential Effect
API	Area of Potential Impact
approx.	Approximately
ARTS	All Roads Transportation Safety Program
ATR	Automated Traffic Recording
BAT	business access and transit
BEST	Better Eugene Springfield Transportation
BFE	Base Flood Elevation
BMP	best management practice
BPA	Bonneville Power Administration
BRT	bus rapid transit
Btu	British thermal unit
c	Circa
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980

Table A-1. Acronyms and Abbreviations

Acronyms and Abbreviations	Definitions
CERCLIS	Comprehensive Environmental Response Compensation and Liability Information System
CFR	Code of Federal Regulations
CFU	Colony-Forming Unit
CH2M	CH2M HILL, Inc.
CIG	Capital Investment Grant
CIP	Capital Improvements Program
City	City of Eugene
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
COGP	County Opportunity Grant Program
Corps	U.S. Army Corps of Engineers
CRL	Confirmed Release List
CSZ	Cascadia Subduction Zone
CTR	commute trip reduction
CWA	Clean Water Act
CY	cubic yard
dB	Decibel
dBA	A-weighted decibel
DBE	Disadvantaged Business Enterprise
DEIS	Draft Environmental Impact Statement. Also referred to as Draft EIS.
DEQ	Oregon Department of Environmental Quality
DKS	DKS Associates
DLS	Donation Land Claim
DOE	Determination of Eligibility
DOGAMI	Oregon Department of Geology and Mineral Industries
DOT	Department of Transportation
Draft EIS	Draft Environmental Impact Statement. Also referred to as DEIS.
Draft Envision Eugene	Draft Envision Eugene Community Vision (Envision Eugene, 2016, July)
Draft Eugene 2035 TSP	Draft Eugene 2035 Transportation System Plan (City of Eugene, 2016, May)
DSL	Oregon Department of State Lands
DU	dwelling unit
EA	Environmental Assessment or each
EC	City of Eugene Code
EC	eligible contributing

Table A-1. Acronyms and Abbreviations

Acronyms and Abbreviations	Definitions
EC	Enhanced Corridor Alternative (in some tables)
ECLA	Eugene Comprehensive Lands Assessment (ECONorthwest, 2010, June)
ECSI	Environmental Cleanup Site Information database (Oregon DEQ, 2016)
EFH	essential fish habitat
EIS	Environmental Impact Statement
EJ	Environmental Justice
EmX	Emerald Express, Lane Transit District's Bus Rapid Transit System
EmX	EmX Alternative (in some tables)
EOA	Equity and Opportunity Assessment
EPA	U. S. Environmental Protection Agency
ES	eligible significant
ES NR	eligible significant NRHP
ESA	Endangered Species Act or Environmental Site Assessment
ESH	essential indigenous anadromous salmonid habitat
ESU	Evolutionarily Significant Unit
EWEB	Eugene Water & Electric Board
FAST Act	Fixing America's Surface Transportation Act
FEIS	Final Environmental Impact Statement. Also referred to as Final EIS.
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act of 1974
Final EIS	Final Environmental Impact Statement. Also referred to as FEIS.
FOE	Finding of Effect
FPPA	Farmland Protection Policy Act, 7 U.S.C. 4201-4209 and 7 CFR 658
FRA	Federal Railroad Administration
ft	foot (feet)
ft ²	square foot (feet)
FTA	Federal Transit Administration
FTN	Frequent Transit Network
FY	fiscal year
GAN	Grant Anticipation Note
GARVEE	Grant Anticipation Revenue Vehicle
GHG	greenhouse gas
GIS	geographic information system
GLO	General Land Office
Heritage	Heritage Research Associates, Inc.

Table A-1. Acronyms and Abbreviations

Acronyms and Abbreviations	Definitions
HGM	Hydro-geomorphic
HMTA	Hazardous Materials Transport Act of 1975, with amendments in 1990 and 1994
HOV	high-occupancy vehicle
HPNW	Historic Preservation Northwest
I-5	Interstate 5
I-105	Interstate 105
IOF	Immediate Opportunity Fund
ISA	International Society of Arboriculture
ISTEA	Intermodal Surface Transportation Efficiency Act
kV	kilovolt(s)
LaneACT	Lane Area Commission on Transportation
LCC	Lane Community College
LCDC	Land Conservation and Development Commission
LCOG	Lane Council of Governments
Ldn	day-night sound level
LE	Listed Endangered
LEP	limited English proficiency
L_{eq}	equivalent sound level
LF	lineal foot (feet)
LGAC	Local Government Affairs Council
LGGP	Local Government Grant Program
LID	Local Improvement District
L_{max}	maximum sound level
L_{min}	minimum sound level
LNG	liquefied natural gas
LOS	level of service
LPA	Locally Preferred Alternative
LRAPA	Lane Regional Air Protection Agency
LRFP	LTD's Long-Range Financial Plan
LRT	Light Rail Transit
LRTP	LTD's Long-Range Transit Plan
LT	Listed Threatened
LTD	Lane Transit District
LUST	leaking underground storage tank
LWCF	Land and Water Conservation Fund
m	meter(s)

Table A-1. Acronyms and Abbreviations

Acronyms and Abbreviations	Definitions
MAP-21	Moving Ahead for Progress in the 21st Century
MBTA	Migratory Bird Treaty Act
Metro Plan	Metro Plan, Eugene-Springfield Metropolitan Area General Plan (LCOG et al., 1987, as updated on 2015, December 31)
mg/kg	milligram(s) per kilogram
MI	mile(s)
mL	milliliter(s)
MMA	Michael Minor and Associates, Inc.
MOA	Memorandum of Agreement
MOE	Measure of Effectiveness
MPC	Metropolitan Policy Committee
mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program Federal FY 2015 to Federal FY 2018 (Central Lane MPO, adopted 2014, October, as amended)
Mw	Earthquake moment magnitude
N/A	not applicable
NA	not applicable; no data available
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAVD88	North American Vertical Datum of 1988
ND	nodal development
NEPA	National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321-4347
NFA	no further action
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO ₂	nitrous dioxide
NO _x	nitrous oxides
NPDES	National Pollutant Discharge Elimination System
NPMS	National Pipeline Mapping System
NPS	Department of Interior's National Park Service
NR	Natural Resource
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NS	no standard established

Table A-1. Acronyms and Abbreviations

Acronyms and Abbreviations	Definitions
NW Natural	Northwest Natural
O ₃	Ozone
O&M	operations and maintenance
OAR	Oregon Administrative Rule
OARRA	Oregon Archaeological Records Remote Access
ODA	Oregon Department of Agriculture
ODEQ	Oregon Department of Environmental Quality
ODFW	Oregon Department of Fish and Wildlife
ODOE	Oregon Department of Energy
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
OPA	Oil Pollution Act of 1990
OPRD	Oregon Parks and Recreation Department
OR	Oregon
ORBIC	Oregon Biodiversity Information Center
ORS	Oregon Revised Statutes
OTIB	Oregon Transportation Infrastructure Bank
Pb	Lead
PCB	polychlorinated biphenyl
PEM	Palustrine Emergent Wetland
PM	particulate matter
PM ₁₀	particulate matter – 10 microns in diameter
PM _{2.5}	particulate matter – 2.5 microns in diameter
PMT	Project Management Team
ppb	parts per billion
PPE	personal protective equipment
ppm	parts per million
PROS	Parks, Recreation, and Open Space
PUC	Public Utilities Commission
Qls	landslide and debris avalanche deposits
Qtg	terrace and fan deposits
Qty	Quantity
RCRA	Resource Conservation and Recovery Act of 1976
RFFA	reasonably foreseeable future action
ROW	right of way
RRFB	Rectangular Rapid Flash Beacon

Table A-1. Acronyms and Abbreviations

Acronyms and Abbreviations	Definitions
RTP	<i>Central Lane Metropolitan Planning Organization Regional Transportation Plan</i> (LCOG, adopted 2007, November; 2011, December). (The RTP includes the Financially Constrained Roadway Projects List)
SARA	Superfund Amendments and Reauthorization Act of 1986
SARA III	Emergency Planning and Community Right to Know Act of 1986; part of the SARA amendments
SC	sensitive critical
SCC	Standard Cost Categories
SCORP	Statewide Comprehensive Outdoor Recreation Plan
SDC	Systems Development Charge
SDWA	Safe Drinking Water Act
sec	second(s)
Section 4(f)	Section 4(f) of the Department of Transportation Act of 1966
Section 6(f)	Section 6(f) of the LWCF Act of 1965
Section 106	Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800.5)
SF	square foot (feet)
SHPO	Oregon State Historic Preservation Office
SIP	State Implementation Plan
SMU	Species Management Unit
SO ₂	sulfur dioxide
SOC	species of concern
SSGA	Small Starts Construction Grant Agreement
STA	Special Transportation Area
STIP	Statewide Transportation Improvement Program
SV	Sensitive Vulnerable
SY	square yard(s)
TAP	Transportation Alternatives Program
TAZ	transportation analysis zone
TCE	Temporary Construction Easement
TD	transit-oriented development
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
Teoe	siliciclastic marine sedimentary rocks
TESCP	Temporary Erosion and Sediment Control Plan
TIF	Tax Increment Financing
TIP	Transportation Improvement Program
TMDL	total maximum daily load

Table A-1. Acronyms and Abbreviations

Acronyms and Abbreviations	Definitions
TOD	transit-oriented development
TPAU	Department of Transportation – Transportation Planning Analysis Unit
TPR	Transportation Planning Rule
TransPlan	Eugene-Springfield Transportation System Plan (City of Eugene et al., adopted 2002, July)
TRB	Transportation Research Board
TSI	Transportation System Improvement
TSM	Transportation System Management
TSP	Transportation System Plan
UGB	Urban Growth Boundary
UMTA	Urban Mass Transit Administration
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. 4601 et. seq., 49 CFR Part 24
URA	Urban Renewal Area
U.S.C.	United States Code
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
v/c	volume-to-capacity
VHT	vehicle hours traveled
VMT	vehicle miles traveled
VOC	volatile organic compound
WEEE	West Eugene EmX Extension
WEG	wind erodibility group
YOE	year of expenditure

Terms

Table A-2. Terms

Terms	Definitions
Accessibility	The extent to which facilities are barrier-free and useable for all persons with or without disabilities.
Action	An “action,” a federal term, is the construction or reconstruction, including associated activities, of a transportation facility. For the purposes of this Handbook, the terms “project,” “proposal,” and “action” are used interchangeably unless otherwise specified. An action may be categorized as a “categorical exclusion” or a “major federal action.”
Agricultural/Forest/Natural Resource	AG, EFU-25, EFU-30, EFU-40, F-1, F-2, and NR
Alignment	Alignment is the street or corridor that the transit project would be located within.
Alternative Fuels	Low-polluting fuels which are used to propel a vehicle instead of high-sulfur diesel or gasoline. Examples include methanol, ethanol, propane or compressed natural gas, liquid natural gas, low-sulfur or "clean" diesel and electricity.
Alternatives Analysis (AA)	The process of evaluating the costs, benefits, and impacts of a range of transportation alternatives designed to address mobility problems and other locally-defined objectives in a defined transportation corridor, and for determining which particular investment strategy should be advanced for more focused study and development. The Alternatives Analysis (AA) process provides a foundation for effective decision making.
Area of Potential Effect	A term used in Section 106 to describe the area in which historic resources may be affected by a federal undertaking.
Area of Potential Impact	An assessment’s Area of Potential Impact for the project is defined separately for each discipline.
Auxiliary Lanes	Lanes designed to improve safety and reduce congestion by accommodating cars and trucks entering or exiting the highway or roadway, and reducing conflicting weaving and merging movements.
Base Fare	The price charged to one adult for one transit ride; excludes transfer charges, and reduced fares.
Base Period	The period between the morning and evening peak periods when transit service is generally scheduled on a constant interval. Also known as "off-peak period."
Boarding	Boarding is a term used in transit to account for passengers of public transit systems. One person getting on a transit vehicle equals one boarding. In many cases, individuals will have to transfer to an additional transit vehicle to reach their destination and may well use transit for the return trip. Therefore, a single rider may account for several transit boardings in one day.
Bus Phase	An exclusive traffic signal phase for buses and/or BRT vehicles.
Bus Rapid Transit (BRT)	A transit mode that combines the quality of rail transit and the flexibility of buses. It can operate on bus lanes, high-occupancy vehicle (HOV) lanes, expressways, or ordinary streets. The vehicles are designed to allow rapid passenger loading and unloading, with more doors than ordinary buses.

Table A-2. Terms

Terms	Definitions
Business Access and Transit (BAT) Lane	In general, a BAT lane is a concrete lane, separated from general-purpose lanes by a paint stripe and signage. A BAT lane provides Bus Rapid Transit (BRT) priority operations, but general-purpose traffic is allowed to travel within the lane to make a turn into or out of a driveway or at an intersecting street. However, only the BRT vehicle is allowed to use the lane to cross an intersecting street.
Busway	Exclusive freeway lane for buses and carpools.
Capital Improvements Program (CIP)	A CIP is a short-range plan, usually 4 to 10 years, which identifies capital projects and equipment purchases, provides a planning schedule, and identifies options for funding projects in the program.
Categorical Exclusion (CE)	A CE means a category of actions that do not individually or cumulatively have a significant effect on the human environment and for which, therefore, neither an environmental assessment nor an environmental impact statement is required.
Chambers Special Area Zone	S-C
Charter Tree	A tree defined by the Eugene Charter (City of Eugene, 2002, updated 2008) as “... (a living, standing, woody plant having a trunk 25 inches in circumference at a point 4-½ feet above mean ground level at the base of the trunk) of at least fifty years of age within publicly owned rights of way for streets, roads, freeways, thoroughways, and thoroughfares and within those portions of the city which were in the incorporated boundaries of the city as of January 1, 1915, shall be designated historic street trees and recognized as objects of high historic value and significance in the history of the city and deserving of maintenance and protection.” These trees have special historic importance to the City and require special processes be followed if their removal is proposed, including a public vote on the project proposing the removal.
Charter Tree Boundary	Defined by the Eugene Charter (City of Eugene, 2002, updated 2008) as “...those portions of the city which were in the incorporated boundaries of the city as of January 1, 1915.” Trees within this boundary may, if they meet certain criteria, be granted the special title and protective status of a Charter Tree, defined above.
City of Eugene Zoning Classifications	Industrial (I-2 and I-3), Commercial (C-3), Mixed-Use (C-1, C-2, GO, S-C, S-CN, S-DR, S-DW, S-E, S-F, S-HB, S-JW, S-RN, S-W, and S-WS), Single-Family Residential (R-1), Multi-Family Residential (R-2 and R-3), Institution (PL and PRO), Agricultural/Forest/Natural Resource (AG, EFU-25, EFU-30, EFU-40, F-1, F-2, and NR), Office (E-1 and E-2), Special Area Zone (Non-Mixed Use) (S-H and S-RP), Downtown Westside Special Area Zone (S-DW), Chambers Special Area Zone (S-C)
Clean Air Act Amendments of 1990	The comprehensive federal legislation that establishes criteria for attaining and maintaining the federal standards for allowable concentrations and exposure limits for various air pollutants; the act also provides emission standards for specific vehicles and fuels.
Collector Streets	Collector streets provide a balance of both access and circulation within and between residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access, and are located in residential neighborhoods, distributing trips from the neighborhood and local street system.
Commercial	C-3

Table A-2. Terms

Terms	Definitions
Commuter Rail	Commuter rail is a transit mode that is a multiple car electric or diesel propelled train. It is typically used for local, longer-distance travel between a central city and adjacent suburbs, and can operate alongside existing freight or passenger rail lines or in exclusive rights of way.
Compressed Natural Gas (CNG)	An alternative fuel; compressed natural gas stored under high pressure. CNG vapor is lighter than air.
Conformity	The ongoing process that ensures the planning for highway and transit systems, as a whole and over the long term, is consistent with the state air quality plans for attaining and maintaining health-based air quality standards; conformity is determined by metropolitan planning organizations (MPOs) and the U.S. Department of Transportation (U.S. DOT), and is based on whether transportation plans and programs meet the provisions of a State Implementation Plan.
Congestion Mitigation and Air Quality (CMAQ)	Federal funds available for either transit or highway projects that contribute significantly to reducing automobile emissions, which cause air pollution.
Cooperating Agency	Regulations that implement the National Environmental Policy Act define a cooperating agency as any federal agency, other than a lead agency, which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major federal action significantly affecting the quality of the human environment.
Coordination Plan	Required under Moving Ahead for Progress in the 21st Century (MAP-21), the coordination plan contains procedures aimed at achieving consensus among all parties in the initial phase of environmental review and to pre-empt disagreements that can create delays later on in a project.
Corridor	A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, and transit route alignments.
Corridor Transit Service Characteristics	The amount of transit service provided in each corridor, measured by daily vehicle hours traveled, daily vehicle miles traveled, and daily place-miles of service.
Demand Responsive	Non-fixed-route service utilizing vans or buses with passengers boarding and alighting at pre-arranged times at any location within the system's service area. Also called "Dial-a-Ride."
Diesel Multiple Unit (DMU)	Each unit carries passengers and can be self-powered by a diesel motor; no engine unit is required.
Documented Categorical Exclusion (DCE)	A DCE means a group of actions that may also qualify as Categorical Exclusions (CEs) if it can be demonstrated that the context in which the action is taken warrants a CE exclusion; i.e., that no significant environmental impact will occur. Thus, these actions are referred to as DCEs. Such actions require some National Environmental Policy Act documentation, but not an Environmental Assessment or a full-scale Environmental Impact Statement. DCEs documentation must demonstrate that, in the context(s) in which these actions are to be performed, they will have no significant environmental impact or that such impacts will be mitigated.

Table A-2. Terms

Terms	Definitions
Downtown Westside Special Area Zone	S-DW
Draft Environmental Impact Statement (DEIS)	The DEIS is the document that details the results of the detailed analysis of all of the projects alternatives. The DEIS contains all information learned about the impacts of a project and alternatives.
Earmark	A federal budgetary term that refers to the specific designation by Congress that part of a more general lump-sum appropriation be used for a particular project; the earmark can be designated as a minimum and/or maximum dollar amount.
Effects	Effects include ecological, aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions that may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial. Effects include: (1) direct effects that are caused by the action and occur at the same time and place, and (2) indirect effects that are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use; population density or growth rate; and related effects on air and water and other natural systems, including ecosystems (40 CFR 1508.8).
Electrical Multiple Unit (EMU)	The EMU is heavier than a light rail vehicle, but it is powered in the same way by an overhead electrical system.
EmX	Lane Transit District’s Bus Rapid Transit System, pronounced “MX,” short for Emerald Express.
Environmental Assessment (EA)	A report subject to the requirements of the National Environmental Policy Act (NEPA) demonstrating that an Environmental Impact Statement (EIS) is not needed for a specific set of actions. The EA can lead to a Finding of No Significant Impact (FONSI).
Environmental Impact Statement (EIS)	A comprehensive study of likely environmental impacts resulting from major federally-assisted projects; EISs are required by the National Environmental Policy Act.
Environmental Justice	A formal federal policy on environmental justice was established in February 1994 with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations." There are three fundamental environmental justice principles: <ul style="list-style-type: none"> • To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations. • To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. • To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.
Envision Eugene	The City of Eugene’s Comprehensive Plan (latest draft or as adopted). Envision Eugene includes a determination of the best way to accommodate the community’s projected needs over the next 20 years.

Table A-2. Terms

Terms	Definitions
Evaluation Criteria	Evaluation criteria are the factors used to determine how well each of the proposed multimodal alternatives would meet the project’s Goals and Objectives. The Evaluation Criteria require a mix of quantitative data and qualitative assessment. The resulting data are used to measure the effectiveness of proposed multimodal alternatives and to assist in comparing and contrasting each of the alternatives to select a preferred alternative.
Exclusive Right of Way	A roadway or other facility that can only be used by buses or other transit vehicles.
Fatal Flaw Screening	The purpose of a Fatal Flaw Screening is to identify alternatives that will not work for one reason or another (e.g., environmental, economic, community). By using a Fatal Flaw Screening process to eliminate alternatives that are not likely to be viable, a project can avoid wasting time or money studying options that are not viable and focus on alternatives and solutions that have the greatest probability of meeting the community’s needs (e.g., environmentally acceptable, economically efficient, implementable).
Finding of No Significant Impact (FONSI)	A document prepared by a federal agency showing why a proposed action would not have a significant impact on the environment and thus would not require preparation of an Environmental Impact Statement (EIS). A FONSI is based on the results of an Environmental Assessment (EA).
Fixed Guideway System	A system of vehicles that can operate only on its own guideway constructed for that purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right of way bus operations, trolley coaches, and ferryboats as "fixed guideway" transit.
Fixed Route	Service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers at set stops and stations; each fixed-route trip serves the same origins and destinations, unlike demand responsive and taxicabs.
Geographic Information System (GIS)	A data management software tool that enables data to be displayed geographically (i.e., as maps).
Goals and Objectives	Goals and objectives define the project’s desired outcome and reflect community values. Goals and objectives build from the project’s Purpose and Need Statement. <ul style="list-style-type: none"> • Goals are overarching principles that guide decision making. Goals are broad statements. • Objectives define strategies or implementation steps to attain the goals. Unlike goals, objectives are specific and measurable.
Guideway	A transit right of way separated from general purpose vehicles.
Headway	Time interval between vehicles passing the same point while moving in the same direction on a particular route.

Table A-2. Terms

Terms	Definitions
Heritage Tree	The <i>City of Eugene Urban Forest Management Plan</i> (City of Eugene Public Works Department Maintenance Division, 1992) defines “Heritage Trees” as: “Any tree of exceptional value to our community based on its size (relative to species), history, location, or species, or any combination of these criteria.” Such a tree cannot be removed “except when otherwise necessary for the public health, safety, or welfare.”
Hydrology	Refers to the flow of water including its volume, where it drains, and how quickly it flows.
Impacts	A term to describe the positive or negative effects upon the natural or built environments as a result of an action (i.e., project).
In-vehicle Travel Time	The amount of time it takes for a transit vehicle to travel between an origin and a destination.
In-vehicle Walk and Wait Travel Time	The amount of in-vehicle travel time plus time spent walking to transit, initial wait time, transfer wait time (if any), and time walking from transit to the destination.
Independent Utility	A project or section of a larger project that would be a usable and reasonable expenditure even if no other projects or sections of a larger project were built and/or improved.
Industrial	I-2 and I-3
Institution	PL and PRO
Intergovernmental Agreement	A legal pact authorized by state law between two or more units of government, in which the parties contract for, or agree on, the performance of a specific activity through either mutual or delegated provision.
Intermodal	Those issues or activities that involve or affect more than one mode of transportation, including transportation connections, choices, cooperation, and coordination of various modes. Also known as "multimodal."
Jefferson Westside Special Area Zone	S-JW
Joint Development	Ventures undertaken by the public and private sectors for development of land around transit stations or stops.
Key Transit Corridors	Key Transit Corridors are mapped in Envision Eugene and are anticipated to be significant transit corridors for the City and the region
Kiss & Ride	A place where commuters are driven and dropped off at a station to board a public transportation vehicle.
Land and Water Conservation Fund (LWCF) Act of 1965	16 U.S.C. 4601-4 et seq. The Land and Water Conservation Fund (LWCF) State Assistance Program was established by the LWCF Act of 1965 to stimulate a nationwide action program to assist in preserving, developing, and providing assurance to all citizens of the United States (of present and future generations) such quality and quantity of outdoor recreation resources as may be available, necessary, and desirable for individual active participation. The program provides matching grants to states and through states to local units of government, for the acquisition and development of public outdoor recreation sites and facilities.
Landscape Tree	A living, standing, woody plant having a trunk that exists on private property.

Table A-2. Terms

Terms	Definitions
Lane Regional Air Protection Agency (LRAPA)	LRAPA is responsible for achieving and maintain clean air in Lane County using a combination of regulatory and non-regulatory methods
Layover Time	Time built into a schedule between arrival at the end of a route and the departure for the return trip, used for the recovery of delays and preparation for the return trip.
Lead Agency	The organization that contracts and administers a study. For transit projects, FTA would typically fill this role. The lead agency has the final say about the project's purpose and need, range of alternatives to be considered, and other procedural matters.
Level of Detail	The amount of data collected, and the scale, scope, extent, and degree to which item-by-item particulars and refinements of specific points are necessary or desirable in carrying out a study.
Level of Service (LOS)	LOS is a measure used by traffic engineers to determine the effectiveness of elements of transportation infrastructure. LOS is most commonly used to analyze highways, but the concept has also been applied to intersections, transit, and water supply.
Light Rail Transit (LRT)	Steel wheel/steel rail transit constructed on city streets, semi-private right of way, or exclusive private right of way. Formerly known as "streetcar" or "trolley car" service, LRT's major advantage is operation in mixed street traffic at grade. LRT vehicles can be coupled into trains, which require only one operator and often are used to provide express service.
Limited (or Controlled) Access	Restricted entry to a transportation facility based upon facility congestion levels or operational condition. For example, a limited access roadway normally would not allow direct entry or exit to private driveways or fields from said roadway.
Liquefaction	A phenomenon associated with earthquakes in which sandy to silty, water saturated soils behave like fluids. As seismic waves pass through saturated soil, the structure of the soil distorts, and spaces between soil particles collapse, causing ground failure.
Liquefied Natural Gas (LNG)	An alternative fuel; a natural gas cooled to below its boiling point of 260 degrees Fahrenheit so that it becomes a liquid; stored in a vacuum bottle-type container at very low temperatures and under moderate pressure. LNG vapor is lighter than air.
Local Streets	Local streets have the sole function of providing direct access to adjacent land. Local streets are deliberately designed to discourage through-traffic movements.
Locally Preferred Alternative (LPA)	The LPA is the alternative selected through the Alternatives Analysis process completed prior to or concurrent with National Environmental Policy Act analysis. This term is also used to describe the proposed action that is being considered for New Starts or Small Starts funds.
Low-Income Persons	Those whose median household income is at or below the Department of Health and Human Services poverty guidelines. For a four-person household with two related children, the poverty threshold is \$24,300 (year 2016 dollars).

Table A-2. Terms

Terms	Definitions
Maintenance area	An air quality designation for a geographic area in which levels of a criteria air pollutant meet the health-based primary standard (national ambient air quality standard, or NAAQS) for the pollutant. An area may have an acceptable level for one criteria air pollutant, but may have unacceptable levels for others. Maintenance/attainment areas are defined using federal pollutant limits set by EPA.
Maintenance facility	A facility along a corridor used to clean, inspect, repair and maintain bus vehicles, as well as to store them when they are not in use.
Major Arterial	Major arterial streets should serve to interconnect the roadway system of a city. These streets link major commercial, residential, industrial, and institutional areas. Major arterial streets are typically spaced about one mile apart to assure accessibility and reduce the incidence of traffic using collectors or local streets for through traffic in lieu of a well-placed arterial street. Access control, such as raised center medians, is a key feature of an arterial route. Arterials are typically multiple miles in length.
Major Investment Study (MIS)	An alternatives analysis study process for proposed transportation investments in which a wide range of alternatives is examined to produce a smaller set of alternatives that best meet project transportation needs. The purpose of the study is to provide a framework for developing a package of potential solutions that can then be further analyzed during an Environmental Impact Statement process.
Metro Plan Designations	Commercial, Commercial/Mixed Use, Government and Education, Heavy Industrial, High Density Residential/Mixed-Use, High Density Residential, Light-Medium Industrial, Low Density Residential, Medium Density Residential, Medium Density Residential/Mixed-Use, Mixed-Use, Parks and Open Space, Major Retail Center, Campus Industrial, University Research
Metropolitan Planning Organization (MPO)	The organization designated by local elected officials as being responsible for carrying out the urban transportation and other planning processes for an area.
Minimum Operable Segment	A stand-alone portion of the alternative alignment that has independent utility, allowed by FTA to be considered as interim termini for a project. A minimum operable segment (MOS) provides flexibility to initiate a project with available funding while pursuing additional funding to complete the remainder of the project.
Minor Arterial	A minor arterial street system should interconnect with and augment the urban major arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than major arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system. The minor arterial street system includes facilities that allow more access and offer a lower traffic mobility. Such facilities may carry local bus routes and provide for community trips, but ideally should not be located through residential neighborhoods.

Table A-2. Terms

Terms	Definitions
Minority	<p>A person who is one or more of the following:</p> <ul style="list-style-type: none"> • Black: a person having origins in any of the black racial groups of Africa • Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race • Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent • American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition • Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands
Mitigation	<p>A means to avoid, minimize, rectify, or reduce an impact, and in some cases, to compensate for an impact.</p>
Mixed-Use	<p>C-1, C-2, GO, S-C, S-CN, S-DR, S-DW, S-E, S-F, S-HB, S-JW, S-RN, S-W, and S-WS</p>
Modal Split	<p>A term that describes how many people use different forms of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation, walking, or biking. Modal split can also be used to describe travelers using other modes of transportation. In freight transportation, modal split may be measured in mass.</p>
Mode	<p>A particular form or method of travel distinguished by vehicle type, operation technology, and right-of-way separation from other traffic.</p>
<p>Moving Ahead for Progress in the 21st Century (MAP-21)</p>	<p>Moving Ahead for Progress in the 21st Century (MAP-21) was signed by President Obama on July 6, 2012, reauthorizing surface transportation programs through FY 2014. It includes new and revised program guidance and regulations with planning requirements related to public participation, publication, and environmental considerations.</p>
MovingAhead Project	<p>The City of Eugene and LTD are working with regional partners and the community to determine which improvements are needed on some of our most important transportation corridors for people using transit, and facilities for people walking and biking. MovingAhead will prioritize transit, walking, and biking projects along these corridors so that they can be funded and built in the near-term.</p> <p>The project will focus on creating active, vibrant places that serve the community and accommodate future growth. During Phase 1, currently underway, the community will weigh in on preferred transportation solutions for each corridor and help prioritize corridors for implementation. When thinking about these important streets, LTD and the City of Eugene refer to them as corridors because several streets may work as a system to serve transportation needs.</p>
Multi-Family Residential	<p>R-2 and R-3</p>
Multimodal	<p>Multimodal refers to various modes. For the MovingAhead project, multimodal refers to Corridors that support various transportation modes including vehicles, buses, walking and cycling.</p>

Table A-2. Terms

Terms	Definitions
National Environmental Policy Act of 1969 (NEPA)	A comprehensive federal law requiring analysis of the environmental impacts of federal actions such as the approval of grants; also requiring preparation of an Environmental Impact Statement for every major federal action significantly affecting the quality of the human environment.
New Starts	Federal funding granted under Section 3(i) of the Federal Transit Act. These discretionary funds are made available for construction of a new fixed guideway system or extension of any existing fixed guideway system, based on cost-effectiveness, alternatives analysis results, and the degree of local financial commitment.
No Action or No-Build Alternative	An alternative that is used as the basis to measure the impacts and benefits of the other alternative(s) in an environmental assessment or other National Environmental Policy Act action. The No-Build Alternative consists of the existing conditions, plus any improvements that have been identified in the Statewide Transportation Improvement Program.
Nonattainment Area	Any geographic region of the United States that the U.S. Environmental Protection Agency (EPA) has designated as not attaining the federal air quality standards for one or more air pollutants, such as ozone and carbon monoxide.
Notice of Intent	A federal announcement, printed in the <i>Federal Register</i> , advising interested parties that an Environmental Impact Statement will be prepared and circulated for a given project
Off-Peak Period	Non-rush periods of the day when travel activity is generally lower and less transit service is scheduled. Also called "base period."
Office	E-1 and E-2
Oregon Statewide Comprehensive Outdoor Recreation Plan (SCORP)	The 2013-2017 Oregon Statewide Comprehensive Outdoor Recreation Plan (SCORP), entitled <i>Ensuring Oregon's Outdoor Legacy</i> (OPRD, No Date), constitutes Oregon's basic 5-year plan for outdoor recreation. The plan guides the use of LWCF funds that come into the state; provides guidance for other OPRD-administered grant programs; and provides recommendations to guide federal, state, and local units of government, as well as the private sector, in making policy and planning decisions.
Park and Ride	Designated parking areas for automobile drivers who then board transit vehicles from these locations.
Participating Agency	A federal or non-federal agency that may have an interest in the project. These agencies are identified and contacted early-on in the project with an invitation to participate in the process. This is a broader category than "cooperating agency" (see Cooperating Agency).
Passenger Miles	The total number of miles traveled by passengers on transit vehicles; determined by multiplying the number of unlinked passenger trips times the average length of their trips.
Peak Hour	The hour of the day in which the maximum demand for transportation service is experienced (refers to private automobiles and transit vehicles).
Peak Period	Morning and afternoon time periods when transit riding is heaviest.
Peak/Base Ratio	The number of vehicles operated in passenger service during the peak period divided by the number operated during the base period.

Table A-2. Terms

Terms	Definitions
Place-miles	Place-miles refers to the total carrying capacity (seated and standing) of each bus and is calculated by multiplying vehicle capacity of each bus by the number of service miles traveled each day. Place-miles highlight differences among alternatives caused by a different mix of vehicles and levels of service.
Preferred Alternative	An alternative that includes a major capital improvement project to address the problem under investigation. As part of the decision making process, the Preferred Alternative is compared against the No Action or No-Build Alternative from the standpoints of transportation performance, environmental consequences, cost-effectiveness, and funding considerations.
Purpose and Need	The project Purpose and Need provides a framework for developing and screening alternatives. The purpose is a broad statement of the project's transportation objectives. The need is a detailed explanation of existing conditions that need to be changed or problems that need to be fixed.
Queuing	Occurs when traffic lanes cannot fit all the vehicles trying to use them, or if the line at an intersection extends into an upstream intersection.
Record of Decision (ROD)	A decision made by FTA as to whether the project sponsor receives federal funding for a project. The Record of Decision follows the Draft EIS and Final EIS.
Regulatory Agency	An agency empowered to issue or deny permits.
Resource Agency	A federal or state agency or commission that has jurisdictional responsibilities for the management of a resource such as plants, animals, water, or historic sites.
Revenue Hours	Hours of transit service available for carrying paying riders.
Ridership	The number of people using a public transportation system in a given time period.
Ridesharing	A form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a van or car, to make a trip. Also known as "carpooling" or "vanpooling."
Right of Way	Publicly owned land that can be acquired and used for transportation purposes.
Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)	SAFETEA-LU was passed by Congress July 29, 2005, and signed by the President August 10, 2005. Includes new and revised program guidance and regulations (approximately 15 rulemakings) with planning requirements related to public participation, publication, and environmental considerations. SAFETEA-LU covers FY 2005 through FY 2009 with a total authorization of \$45.3 billion.
Scoping	A formal coordination process used to determine the scope of the project and the major issues likely to be related to the proposed action (i.e., project).
Screening Criteria	Criteria used to compare alternatives.
Section 4(f) of the Department of Transportation Act of 1966	23 U.S.C. 138 and 49 U.S.C. 303. Parks are subject to evaluation in the context of Section 4(f) of the Department of Transportation Act of 1966, which governs the use of publicly-owned/open to the public park and recreation lands, government-owned wildlife lands, and historic resources.
Section 4(f) resources	(i) any publicly owned land in a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or (ii) any land from a historic site of national, state, or local significance

Table A-2. Terms

Terms	Definitions
Section 6(f) of the LWCF Act of 1965	The LWCF’s most important tool for ensuring long-term stewardship is its “conversion protection” requirement. Section 6(f)(3) strongly discourages conversions of state and local park, and recreational facilities to other uses. Conversion of property acquired or developed with assistance under the program requires approval of the Department of Interior’s National Park Service (NPS) and substitution of other recreational properties of at least equal fair market value, and of reasonably equivalent usefulness and location.
Section 106	Section 106 of the National Historic Preservation Act of 1966 requires that federal agencies take into account the effect of government-funded construction projects on property that is included in, or eligible for inclusion in, the NRHP.
Shuttle	A public or private vehicle that travels back and forth over a particular route, especially a short route or one that provides connections between transportation systems, employment centers, etc.
Single-Family Residential	R-1
Special Area Zone (Non-Mixed Use)	S-H and S-RP
Springfield 2030	Currently underway, this update to the City of Springfield’s Comprehensive Plan will guide and support attainment of the community’s livability and economic prosperity goals and redevelopment priorities.
Springfield Transportation System Plan (TSP)	The City of Springfield’s Transportation System Plan looks at how the transportation system is currently used and how it should change to meet the long-term (20-year) needs of the City of Springfield’s residents, businesses, and visitors. The Plan, which identifies improvements for all modes of transportation, will serve as the City of Springfield’s portion of the Regional Transportation System Plan prepared by Lane Council of Governments (LCOG). It was prepared in coordination with Oregon Department of Transportation, LCOG, and the Oregon Department of Land Conservation and Development. The TSP was adopted March 11, 2014.
State Implementation Plan (SIP)	A state plan mandated by the Clean Air Act Amendments of 1990 that contains procedures to monitor, control, maintain, and enforce compliance with national standards for air quality.
Strategy	An intended action or series of actions which when implemented achieves the stated goal.
Street Tree	A living, standing, woody plant having a trunk that exists in the public right of way.
Study Area	The area within which evaluation of impacts is conducted. The study area for particular resources will vary based on the decisions being made and the type of resource(s) being evaluated.
Throughput	The number of users being served at any time by the transportation system.
Title VI of the Civil Rights Act of 1964	This title declares it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving federal financial assistance and authorizes and directs the appropriate federal departments and agencies to take action to carry out this policy.

Table A-2. Terms

Terms	Definitions
Transit Oriented Development (TOD) or Nodal Development	A strategy to build transit ridership, while discouraging sprawl, improving air quality and helping to coordinate a new type of community for residents. TODs are compact, mixed-use developments situated at or around transit stops. Sometimes referred to as Transit Oriented Communities, or Transit Villages.
Transit System	An organization (public or private) providing local or regional multi-occupancy-vehicle passenger service. Organizations that provide service under contract to another agency are generally not counted as separate systems.
Transitway	A Bus Rapid Transit (BRT) priority lane generally with a concrete lane, with or without concrete tracks with grass-strip divider, and a curb separation, traversable by general-purpose vehicles at signalized intersections.
Transportation Demand Management (TDM)	Strategies to attempt to reduce peak period automobile trips by encouraging the use of high occupancy modes through commuter assistance, parking incentives, and work policies that alter the demand for travel in a defined area in terms of the total volume of traffic, the use of alternative modes of travel, and the distribution of travel over different times of the day.
Transportation Improvement Program (TIP)	A program of intermodal transportation projects, to be implemented over several years, growing out of the planning process and designed to improve transportation in a community. This program is required as a condition of a locality receiving federal transit and highway grants.
Travel Shed	Synonymous with “corridor” (see Corridor). A subarea in which multiple transportation facilities are experiencing congestion, safety, or other problems.
urban plaza	An urban plaza is a place that can be used for socializing, relaxation, and/or events.
v/c ratio	Used as a principal measure of congestion. The “v” represents the volume or the number of vehicles that are using the roadway at any particular period. The “c” represents the capacity of a roadway at its adopted level of service (LOS). If the volume exceeds the capacity of the roadway (volume divided by capacity exceeds 1.00), congestion exists.
Vehicle Hours of Delay	Cumulative delay experiences by transit vehicles during high traffic periods.
Water Quality	Refers to the characteristics of the water, such as its temperature and oxygen levels, how clear it is, and whether it contains pollutants.
Whiteaker Special Area Zone	S-W

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Appendix B: Public Comments Received Outside of Milestones

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Date	Sender email	Message	Response	Response date	Received through
4/30/2015	bonpete@gmail.com	Tim and I were wondering if we are expected to go to all the corridor meetings as well as our group. Please advise.	I will forward your message directly to Sasha. Please let us know if you'd like any more information on the MovingAhead project	5/21/2015	project email
5/4/2015	CathyC@rrpark.org	Can you send me this info in a pdf format for printing	Thank you for your interest in the MovingAhead project. I've attached a printable poster for the workshops. Please let me know if you need anything else.	5/6/2015	project email
5/6/2015	mark@oilempire.us	No text in email	No response		project email
5/6/2015	jolenesiems@gmail.com	Please see attached a letter I have sent to the Mayor and members of the City Council. I hope to attend the Monday Council work session. Thanks for your interest in this issue and in River Road! With regards, - Jolene	Hi Jolene, thank you for sharing your comments. They have been recorded in the project record.	5/27/2015	project email
5/11/2015		Dear Chris, This is something I would like to have installed on E 30th Ave. between Spring Boulevard and Forest Boulevard on the south side of E 30th Ave. With this people can walk safely to LCC, as well as ride their bikes along this busy stretch of road that curves, creating a blind spot. I have walked it several times when taking a class at LCC. I would take a bus out to LCC and walk back home. Also, it could be mapped, posted on signs, websites, etc. I will come to the May 27 meeting. And I have a weekly fitness tip I email and will add your information to it.	See below a recommendation from Tyler Burgess, who runs walking groups and is forwarding the meeting invite to her clients. I included the questions@ email so it will be recorded as a public comment. - J	5/11/2015	project email
5/12/2015	eugenecitizen@hmamail.com	Thank you for taking public comments on the MovingAhead project to select top priority transit corridors. The highest priority project should be a north-south Coburg-Willamette corridor. The corridor would extend south on Coburg from Chad Drive, cross the Ferry St. Bridge, turn onto 5th Ave., turn onto Willamette St., cross the plaza at the Hult Center, proceed through the heart of downtown past the main LTD bus station, past midtown shops, past Civic Stadium, past south Willamette shops, and end at 29th Ave. and Willamette Plaza. This would revolutionize transit in Eugene, providing fast convenient service for a vast number of people to a vast number of frequent destinations. Costco, Shopko, Safeway, Trader Joe's, Oakway Center, TJ Max, Slocum Center, 5th Street Market, Amtrak, the Hult Center, Kesey Square, McDonald Theater, the Bier Stein, Civic Stadium, Capella Market, Office Max and Market of Choice, to name but a few, would all be directly served. A connection down Chad Drive could link to the Springfield EmX (allowing an efficient loop) and serve The Register-Guard and the new Veteran's Hospital. The route would be a short walk from the downtown library, new City Hall, county buildings, Olive Street student housing, South Eugene High School and tens of thousands of other houses, apartments and offices. Such easy, direct connections will dramatically increase transit use. Increased ridership will reduce global warming pollution, traffic congestion, natural area impacts, taxpayer and driver costs and urban sprawl and increase social equity, health, efficient development and livability. With previous EmX projects, the city and LTD have proven that they can mitigate impacts with careful design and the strategic use of shared lanes. It would doubtless be easier to build transit in less congested areas. But that's not where people want to go. With its many shops and direct connection downtown, south Willamette St. has twice the number of users as Amazon Parkway (next to fields and single family homes), for example. An easily built transit system that serves relatively no one is a waste of money. The city should make the Coburg-Willamette corridor its top	Hello, thank you for your comments. Your comments will be summarized along with other feedback received during the upcoming workshops. More information about the project and announcements about upcoming events can be found at the project website, www.movingahead.org .	5/20/2015	project email
5/12/2015	webbs@mac.com	I believe you are missing a natural corridor - 18th from the old Hyundai plant in West Eugene to the U of O campus and Agate Street in East Eugene. Please add it to this project.	Thank you for your comment. We appreciate your ideas about adding new corridors. We have added this question to the frequently asked questions page on the website. You can see the response there: http://www.movingahead.org/project-overview/faq/	5/21/2015	project email
5/12/2015	314159piguy@gmail.com	Dear Moving Ahead project team, I am really excited to hear about the Moving-Ahead project -- hopefully this will drum up support for transit improvements across the city. In the coming week or so, I hope to provide comments on all the corridors under consideration with regards to prioritization and implementation. However, I am a bit concerned with the study's treatment of south Eugene. I feel an Amazon Parkway BRT or enhanced bus alignment would preclude more useful transit improvements along parallel corridors at a future time. As the study is currently being advertised, it seems the south Eugene corridor is being thought of too narrowly to adequately consider appropriate transit improvements. Anyway, I have attached a letter laying out my concerns with the alignment as currently being presented and outlining an alignment alternative that I feel will improve mobility for far more people. Let me know if you have any questions, or if what I have proposed is already under consideration. Otherwise, I'm open to new information that would demonstrate the superiority of an Amazon Parkway alignment over parallel alternatives. Thanks! Isaac Meyer (541)-844-4344	Thank you for your comment. We appreciate your ideas about adding new corridors. We have added this question to the frequently asked questions page on the website. You can see the response there: http://www.movingahead.org/project-overview/faq/	5/21/2015	project email

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
4/30/2015	bonpete@gmail.com					
5/4/2015	CathyC@rrpark.org					
5/6/2015	mark@oilempire.us					
5/6/2015	jolensiemen@gmail.com	Attachment				
5/11/2015						
5/12/2015	eugenecitizen@hmamail.com					
5/12/2015	webbs@mac.com					
5/12/2015	314159piguy@gmail.com					

Date	Sender email	Message	Response	Response date	Received through
5/12/2015	webbs@mac.com	Please also add consideration of an EMX extension/loop connecting to the Eugene Airport and the industrial employers along Hwy 99/Airport Road and looping back to the West Eugene EMX extension along Green Hill Road.	Thank you for your comment. We appreciate your ideas about adding new corridors. We have added this question to the frequently asked questions page on the website. You can see the response there: http://www.movingahead.org/project-overview/faq/	5/21/2015	project email
5/15/2015	angie.bowser@svdp.us	FYI – try to be reminding your tenants of this.	Kristin Hull: Awesome! Please forward to the team and the MovingAhead email box at LTD so everyone knows this happened. Ryan Farncomb: Kristin: no response needed. Looks like we were cc'd in an email from St Vincent Depaul to their housing manager about MovingAhead	5/20/2015	project email
5/15/2015	movingahead.org@unchain.us	I wanted to chime in on the Main/McVay study, as I will not be able to make it to the relevant meeting. A bit of back story: I'm a recent transplant from Tampa, FL., where Hillsborough Area Regional Transit (HART, @GoHART on Twitter) tried implementing a BRT system called MetroRapid. MetroRapid overlays an existing route (Route 2) that was already the busiest route with its own frequent bus arrivals. This said, I am against the idea of running EmX down Main Street. My reasoning is thus: You would need to overlay or replace route 11. Overlaying route 11 is a poor choice, because you run into an issue of bus congestion. The 11 runs with a rather high frequency, 10-15 minute wait per bus, which is more than acceptable. Add an EmX to that, and you have to make sure these buses are on schedule like clockwork to keep them from leapfrogging each other down Main. Further, based on personal observation from the other transit market, you run a risk of irritating riders by having buses that ignore certain stops when they just want on a bus and out of the elements. Replacing 11 with EmX is also bad: Rapid Transit routes generally have a lot of spacing between bus stops, allowing the bus to move rapidly between points. This leads into a need to determine who suffers when	Hi Justin, thank you for your comments. We have forwarded your message to the Main/McVay project team (http://ourmainstreetspringfield.org/). Thank you,	5/27/2015	project email
5/15/2015	314159piguy@gmail.com	Dear Moving Ahead team, I have actually been studying and analyzing the future of the Eugene-Springfield frequent transit network for the last several months now and have several ideas and concerns about the current Moving Ahead project as it stands. However, because I have been considering the whole system from a region-wide view and not just isolated areas, I feel like the workshops won't necessarily have the right focus to address some key ideas I have about the project. In addition, I do not have the time to attend several different workshops in different areas of town that are hard for me to reach. Anyway, is there a chance that at some point I could meet one-on-one with a member or members of the Moving Ahead team to discuss this? Or will there be a meeting focused on region-wide concerns in the near future?	Hi Isaac, thanks for your message. We have forwarded your message to staff at LTD. Thank you,	5/27/2015	project email
5/18/2015	abcdonella@aol.com	WHERE at the high school are you?	Hi Donella, I'm sorry we missed your email! We hope you were able to find the workshop. If you weren't able to provide feedback in person, we have an online open	5/20/2015	project email
5/21/2015	fish779@gmail.com	any thought on bringing back the loop around Fernridge? That would serve Veneta, Elmira and Alvadore, could even include a stop at the airport. I think that has more chance of reducing motor vehicle traffic than	Thank you for your comment. We appreciate your ideas about adding new corridors. We have added this question to the frequently asked questions page on the website.	5/21/2015	project email
5/27/2015	clubs900@gmail.com	My main public transportation issue (in Lane County) is that the buses do not go close enough to our homes for every day use. I live 1/2 mile from a bus line. That's too far to walk especially if I'm carrying anything. I'm in the "getting older" part of the population and the bus system is not serving me well.	Hello, thank you for message. We have recorded your comments in the project record.	6/11/2015	project email
6/2/2015	jackjramirez@gmail.com	This message is regarding 30th ave corridor to Lane community college. Students and faculty desperately need a safer and more efficient way to commute to campus. What plans, if any, does LTD have for the area? Thank you for your time.	Hi Jack, thank you for your message. As part of the MovingAhead project, the 30th Avenue to Lane Community College is one corridor under consideration for multi-modal and transit improvements. We have recorded your comments in the project	6/15/2015	project email
6/4/2015	mark@oilempire.us	It would be nice for LTD to stop voting for highway expansion at the Lane Council of Governments. As long as LTD supports the billion dollar highway widenings in the Regional Transportation Plan, the MX busway will be mostly a distraction. It would also be nice for LTD to recognize Peak Traffic (2003 in Lane County, according to ODOT) and the looming end of the Alaska Pipeline which runs LTD's motors and virtually everything else in Oregon	Hi Mark, thank you for sharing your comments. We have recorded them in the project record.	6/18/2015	project email
6/9/2015	tiffanyrpetry@gmail.com	I am writing you today to show my support about building a bike/walking path on 30th avenue and Mc Vay HWY, improving access to L.C.C. in a sustainable. Tiffany Petry	Hi Tiffany, thank you for sharing your comments. We have recorded them in the project record.	6/15/2015	project email
6/9/2015	sebastian.warren6@gmail.com	Having a easy bike access to lcc would be very helpful for me because I spend a lot of money on gas every month getting to school. I do not feel comfortable taking 30th inn my bike because of the narrow shoulder and speeding cars. having a bike path that ended around LCC would be great for everyone who attends this school.	Hi Sebastian, thank you for sharing your comments. We have recorded them in the project record.	6/15/2015	project email
6/10/2015	nsohnlein@gmail.com	Hi I would like to have information about the Outreach position in MovingAhead. I have searched both, City of Eugene and LTD online job openings but I couldn't find it. If someone can please email me the link to apply I'll be very grateful.			project email
6/10/2015	moonisl@yahoo.com	I think a bike lane over 30th to LCC would be excellent. I would use it regularly.	Hi Lisa, thank you for sharing your comments. We have recorded them in the project	6/15/2015	project email
6/10/2015	megan.p.thorn@gmail.com	Sustainable travel options are becoming increasingly important as pollution and fuel become problematic. A bike path would be safer for the people who are already biking to and from LCC, and it would encourage others to follow in their example. Please help contribute to making transportation safe and clean! - Meg	Hi Meg, thank you for sharing your comments. We have recorded them in the project record.	6/15/2015	project email
6/11/2015	EdwinGResendiz@gmail.com	Hi, my name is Edwin Resendiz. I am currently a student at Lane Community College and a frequent LTD user. I have noticed that the current transportation to Lane is not efficient and needs some organization and wanted to touch biases with you guys on the situation. Some buses come in with less than 10 students at a time and require just the same amount of fuel as a full bus would. I know its not ideal to survey the buses and have different size bus for every situation. It also is not ideal to further the gaps the buses run since passengers	Hi Edwin, thank you for sharing your comments. We have recorded them in the project record.	6/15/2015	project email

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
5/12/2015	webbs@mac.com					
5/15/2015	angie.bowser@sudp.us					
5/15/2015	movingahead.org@unchain.us					
5/15/2015	314159piguy@gmail.com					
5/18/2015	abcdonella@aol.com					
5/21/2015	fish779@gmail.com					
5/27/2015	clubs900@gmail.com					
6/2/2015	jackjramirez@gmail.com					
6/4/2015	mark@oilempire.us					
6/9/2015	tiffanyrpetry@gmail.com					
6/9/2015	sebastian.warren6@gmail.com					
6/10/2015	nsohnlein@gmail.com					
6/10/2015	moonisl@yahoo.com					
6/10/2015	megan.p.thorn@gmail.com					
6/11/2015	EdwinGResendiz@gmail.com					

Date	Sender email	Message	Response	Response date	Received through
6/11/2015	terrylgates1974@yahoo.com	a path would be amazing for safety and accessibility .	Hi Terry, thank you for sharing your comments. We have recorded them in the project	6/18/2015	project email
6/11/2015	JDawley33@gmail.com	The addition of bike paths into Glenwood and over 30th avenue would be great. I would have safer access to and from LCC, this program has been a fantastic help and these improvements would be great.	Hi Justin, thank you for sharing your comments. We have recorded them in the project	6/15/2015	project email
6/11/2015	ortizeduardo93@yahoo.com	Hello, I am a AAOT student at Lane College. This was my first year without a vehicle after my car broke down last September. Luckily, the Lane Bike program was a blessing in disguise through their bike loan program. Their bike motivated me to explore this whole town after moving down from Portland. Unfortunately, I could	Hi Eduardo, thank you for sharing your comments. We have recorded them in the project record.	6/15/2015	project email
6/12/2015	nickolus_ough@yahoo.com	one of the biggest reasons that i am not able to ride my bike to school is because of the lack of bike path accessibility to lane. If there was a better/safer bike bath to that ran all the way to lane it would be easier for	Hi Nickolus, thank you for sharing your comments. We have recorded them in the project record.	6/15/2015	project email
6/15/2015	hollyhixson@ymail.com	I ride my bike everywhere and riding to Lane is something I would never do because it feels extremely unsafe. I would really appreciate a safe and visible bike lane so that I could get to school in the way I most enjoy; by		6/18/2015	project email
6/15/2015	meccaloha.ss@gmail.com	I am an LCC student. I have traveled both 30th Ave. and McVay Hwy. I feel it we be a very nice addition to include a safe passageway for bikes. I have found myself in harms way trying to make it to franklin to connect with EMX, As well as going to and from 30th . I think more student would bike to and from school if they felt	Hi Shawn, thank you for sharing your comments. We have recorded them in the project record.	6/18/2015	project email
6/15/2015	otis.llewellyn@gmail.com	This is a great program! It is so very helpful and I use my bike everyday!	Hi Otis, thank you for sharing your comments. We have recorded them in the project record.	6/18/2015	project email
6/15/2015	amg.benz@yahoo.com	Hi there, It would be great to get a bike lane on 30th avenue because we ride bikes from campus to home and It would be safe and great to have a bike lane. I will appreciate all you efforts in doing that. Regards,	Hi Mohamed, thank you for sharing your comments. We have recorded them in the project record.	6/18/2015	project email
6/17/2015	creation_gallery@yahoo.com	I think a bike path over 30th would be an awesome plan. It would make biking much safer and encourage people to use eco-friendly bike commutes instead of adding to the car traffic. I bike regularly around both Springfield and Eugene and have noticed an overall need for more safe bike routes. Thank you so much for your valuable time, Lisa Marie Sumner		6/18/2015	project email
8/15/2015	byrnesmc@gmail.com	I live at 131 Briarcliff Dr, Eugene. Maurie Jacobs park and the bike trail are 2 blocks away on the other side of River Road. I love the location, which is why I decided to buy a home here. A bus stop for bus lines 51, 52 and 55 are also located on both sides of River Road near this intersection. There is no crosswalk but a great deal of foot traffic that crosses here as a result. There is an apartment complex at the end of Briarcliff Dr that houses 67 families nearly all of which have young children. This neighborhood is in fact full of children and they all	Hi Mary, thanks for your email - our apologies for the delay in responding to you. We have recorded your comments in the project record. Please check back often on our project website www.movingahead.org for additional opportunities to provide your input, including an upcoming open house on September 14th.	8/26/2015	project email
8/22/2015	vsarpaci@comcast.net	I'm concerned about the spoke transportation mindset of LTD. It seems that Envision Eugene looks to place EmX on each of the major roads. also to concentrate commercial and multi family housing along those routes. currently Coburg Road jams up during the day besides the heavy commute traffic. with MORE density and business establishments, it will get worse. while the EmX is a great concept, we need to understand that people living 6-8 blocks from the corridor won't WALK to commute. they'll take their cars a system of	Hi Vincenza, thank you for your comments. We've recorded them in the project record. Please check back often on our project website www.movingahead.org for additional opportunities to provide input, including an upcoming open house on September 14th.	8/26/2015	project email
8/26/2015	eekeley@efn.org	Hi. I was a neighborhood representative on the WEECC. I sent this to Gary. You may want it too. You may remember that a couple of years back I was the representative from Whiteaker on the West Eugene EmX Expansion Corridor Committee. I am glad to see the EmX coming to my neighborhood as we had intended. On a related issue, you may also remember that I and several other neighborhood representatives were also advocating that the EmX be electric to save money for LTD, reduce CO2 and save the lungs of all of us. At the time there was an understanding that although the up front cost would be more, that the fuel saving and reduction in maintenance would make electric buses less expensive in the long run. However, some LTD Board members found the idea of over head electric lines esthetically not pleasing. Here is a new way to have the best of both worlds. It is in trials currently. I ask that you share this with your	Hi Anand, thank you for your message. We've recorded your comments in the project record.	8/31/2015	project email
8/26/2015	k2dcarter12@comcas.tnet	Your questionair assumes that your views of need are acceptable. Leading questions are crafted to lean in LTD favor. Your marketing department has done a fantastic job of selling a bigger and bigger bus coridore as a need for the near term and long term. All of the proposals are built on expanding LTD services employees and tax dollars. When you build it we have to maintain it which has a limit. I question that we need to continue paying for studies at this time. Give it a rest! Bus services are quite acceptable and a very nice amenity for Eugene. All things considered, your carbon footprint is huge,. Cheers,	Hi Donna, thank you for submitting your input. We have recorded your comments in the project record. As a public agency, our correspondence (including personal information) can be requested through public records request. We want everyone who emails or otherwise participates to know this.	8/26/2015	project email
8/27/2015	rmp8@outlook.com	One of my earliest jobs when I moved to the West was a tree moving service. The tree is lifted by a tractor that has a a pronged device which brings up the tree roots and all, and is then planted in a wooden planter. It can then be moved and re-planted elsewhere or back in the same spot. I learned that some of the corridors will require the removal of trees. My question is why not have a tree moving service uproot the trees and then re-	Hi Richard, thank you for the message. We've recorded your comments in the project record. At this early stage of the project, we don't yet know whether any corridor would have impacts to trees. This will be evaluated during the next phase of the project, starting in early 2016.	8/31/2015	project email
8/27/2015	csahnow@uoregon.edu	I am so encouraged & excited about this proposed program for Eugene! Decreasing car + truck traffic on Coburg Road would be a dream come true for me & my neighbors; the traffic continues unabated & increasing daily, especially the "heavy haulers" in the building season/s. The air pollution from diesel fueled vehicles is noxious & appalling. I would love to get involved in your planning if you so choose to include Coburg Road. I know that my neighbors would as well. I plan to attend the Sept. 14 meeting at our Public Library downtown, so see you then.	Hi Charlotte, thank you for your message. We've recorded your comments in the project record. We look forward to seeing you at the open house!	8/31/2015	project email
8/30/2015	leajones99@gmail.com	Hi MOVING AHEAD - I'm emailing back and forth with Lee Shoemaker about this idea. Our north-south bike/foot access in South Eugene is pretty solid, but the east-west (from Hilyard to Willamette) between 24th and 30th is severely impaired. This idea would make the two respective neighborhoods accessible by foot and bike. Here's the note and the	Hi Lea, thank you for your message. We've recorded your comments in the project record.	8/31/2015	project email
9/10/2015	ms.welsh@yahoo.co.uk	Thank you! Longer crossing times on 6th and 7th for pedestrians please!	Hi Laura, thank you for sharing your comments. They have been recorded in the project	9/18/2015	project email

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
6/11/2015	terrylgates1974@yahoo.com					
6/11/2015	JDawley33@gmail.com					
6/11/2015	ortizeduardo93@yahoo.com					
6/12/2015	nickolus_ough@yahoo.com					
6/15/2015	hollyhixson@ymail.com					
6/15/2015	meccaloha.ss@gmail.com					
6/15/2015	otis.llewellyn@gmail.com					
6/15/2015	amg.benz@yahoo.com					
6/17/2015	creation_gallery@yahoo.com					
8/15/2015	bynesmc@gmail.com					
8/22/2015	vscarpaci@comcast.net		thanks for acknowledging my message. would it be possible to get a state or federal pilot grant to demonstrate if feeder buses, linking corridors would encourage ridership?	8/30/2015		
8/26/2015	eekeley@efn.org	http://www.citylab.com/commute/2015/08/the-uk-is-testing-roads-that-recharge-your-electric-car-as-you-drive/401276/				
8/26/2015	k2dcarter12@comcas.tnet					
8/27/2015	rmp8@outlook.com					
8/27/2015	csahnow@uoregon.edu					
8/30/2015	leajones99@gmail.com	Attachment				
9/10/2015	ms.welsh@yahoo.co.uk					

Date	Sender email	Message	Response	Response date	Received through
9/14/2015	billykirk97402@gmail.com	Hi please continue to study the highway 99 area to offer a emx and transit to the airport. Also please make it more accessible for disabled persons. Thanks	Hi Billy, thank you for sharing your comment. It has been recorded in the project record.		project email
9/18/2015	mel97402@gmail.com	I've long thought that to counter the extreme NIMBY's on 11th the vision of the entire system should be promoted. Perhaps showing the system map of the future and maybe some shots of BRT systems in other cities. The 11th addition in isolation seems an easy target for the NIMBY's.	Hi Mel, thank you for sharing your comment and ideas. They have been recorded in the project record.	9/30/2015	project email
9/18/2015	bthomas2@peacehealth.org	When I click on River Rd I get nothing. I would like to see a direct line to Springfield via randy pape beltline and the I5, as it is now it is over an hour to get 15 minutes to Springfield from River Rd station Billie Thomas	Hi Thomas, thank you for sharing your comments. They have been recorded in the project record. The River Road Level 1 concepts are attached to this email in case you were not able to see them on the website.	9/18/2015	project email
9/30/2015	bcxtnt@gmail.com	When designing a BUS Rapid Transit system such as Lane County Oregon's EMX system, it is important to avoid three serious pitfalls from the start. 1. A bus system that truly supports the public's needs, must never be hub-centric. Any desire to drag everyone downtown before going anywhere else will cause customer friction and resentment. A person living on River Road for example, should never have to come all the way downtown to catch a bus back out Highway 99 to get to the Airport. A hub-centric design will alienate the riding public. 2. Bus transfers are not a bad thing. Rather than designing a system with the fewest transfer points, design a system with a many cross connections as possible. It is not feasible to anticipate were anyone will want to travel. It is better to give the customer choices and fall-backs in case one bus line is down due to an accident. By designing transfer stops well you encourage more ridership. For example, two buses whose lines cross should arrive at the same time and dwell long enough for passengers to transfer in both directions. 3. Riders are not willing to walk long distances to get to fast transit. A quarter mile is about the longest distance anyone is willing to walk to get catch a bus. Overlay a map of the area served with a 1/4 mile radius			LTD email
10/28/2015	csahnow@uoregon.edu	I am a long-term resident & homeowner in the NE Eugene Neighborthood and would like to offer my thoughts for improving the overload of traffic, noise & diesel fuel pollution and continual development along Coburg Road. Could we consider removing the chronic heavy truck traffic from Coburg Rd. in order to establish a "Truck Route" to North Game Farm Road which parallels Coburg, has less density of people, homes, cyclists, pedestrians & stop lights and flows directly into Gateway & access to I-5, or downtown Eugene ? Respectfully submitted, Charlotte Sahnnow 2756 Chad Dr.	Hi Charlotte, thank you for submitting your input. We have recorded your comments in the project record.	11/10/2015	project email
11/4/2015	bthomas2@peacehealth.org	This doesn't say anything about using the Beltline and I5 to get to Springfield from River Rd. Right now it takes well over an hour just to get to Springfield station. L	Hi Billie, thank you for submitting your input. We have recorded your comments in the project record.	11/10/2015	
11/9/2015	stanmick@gmail.com	I have nor been following closely, but it looks like on the map someone from River Road would have to travel to downtown Eugene to get to Southwest Eugene, and visa versa. To me, if this is true, it still seems to be a flaw in the plan. It seem you could run a bus from 6th avenue up chambers to 18th Avenue twice an hour. Best Stanley J Micklavzina;			project email

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
9/14/2015	billykirk97402@gmail.com					
9/18/2015	mel97402@gmail.com					
9/18/2015	bthomas2@peacehealth.org					
9/30/2015	bcxtnt@gmail.com	Attachement				
10/28/2015	csahnow@uoregon.edu					
11/4/2015	bthomas2@peacehealth.org					
11/9/2015	stanmick@gmail.com					

Date	Sender email	Message	Response	Response date	Received through
1/13/2016	brian1813@msn.com	<p>Hi Sasha, Thanks for clarifying that the "MovingAhead" group has indeed determined that LTD may have dedicated too many buses to the West Eugene EmX (WEE), which is currently under construction. Please understand that several years ago, LTD's "Forward Thinking" group was absolutely adamant about the design and all aspects of the WEE, in spite of the community's concerns.</p> <p>I do remember that LTD seemed disappointed when the city council approved the 6th/7th/11th route over other options, on 3-9-11. However, the LTD board was one of the three decision making bodies, and could have advised otherwise, or better yet, never have offered this particular option. Instead, they reaffirmed the council's decision when they approved the WEE a short time later.</p> <p>If this route and bus-demand was in question, LTD should have addressed this long before construction started. Instead, LTD ignored the public's concerns and upheaval, and said all the WEE details were carefully analyzed by "professional transit/transportation engineers and planners". Now, after last night's JWN meeting, apparently this is not true.</p> <p>I feel picking another thoughtless fight with West Eugene may be a further detriment to LTD's reputation, and developing other transit corridors. LTD has a record of employing ruthless and dishonest tactics. I would encourage LTD and MovingAhead to reevaluate this plan and how they do business. (Last, I'm not sure if I heard you correctly last night, but the LTD board members are not elected, they are appointed by the governor.)</p> <p>Thank you, Brian Weaver</p>	<p>Hello Mr. Weaver, Thank you for your email and your attendance at the Jefferson Westside Neighborhood on Tuesday night.</p> <p>To be clear, I did not indicated that "LTD may have dedicated too many buses to the West Eugene EmX (WEE)." I'm sorry that you misinterpreted what I said. The discussion on Tuesday night was about future corridor planning and how those corridors could potentially connect to the Eugene Station.</p> <p>Again, thank you for your comments. I will ensure they are captured in the public record for the project.</p> <p>Best, Sasha</p>	1/15/2016	Sasha Luftig
1/13/2016	brian1813@msn.com	<p>Hi Sasha, Thanks for clarifying that the "MovingAhead" group has indeed determined that LTD may have dedicated too many buses to the West Eugene EmX (WEE), which is currently under construction. Please understand that several years ago, LTD's "Forward Thinking" group was absolutely adamant about the design and all aspects of the WEE, in spite of the community's concerns.</p> <p>I do remember that LTD seemed disappointed when the city council approved the 6th/7th/11th route over other options, on 3-9-11. However, the LTD board was one of the three decision making bodies, and could have advised otherwise, or better yet, never have offered this particular option. Instead, they reaffirmed the council's decision when they approved the WEE a short time later.</p> <p>If this route and bus-demand was in question, LTD should have addressed this long before construction started. Instead, LTD ignored the public's concerns and upheaval, and said all the WEE details were carefully analyzed by "professional transit/transportation engineers and planners". Now, after last night's JWN</p>	<p>Hello Mr. Weaver, Thank you for your email and your attendance at the Jefferson Westside Neighborhood on Tuesday night.</p> <p>To be clear, I did not indicated that "LTD may have dedicated too many buses to the West Eugene EmX (WEE)." I'm sorry that you misinterpreted what I said. The discussion on Tuesday night was about future corridor planning and how those corridors could potentially connect to the Eugene Station.</p> <p>Again, thank you for your comments. I will ensure they are captured in the public record for the project.</p>	1/15/2016	Keep us moving mailing list recipient

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
1/13/2016	brian1813@msn.com	Emails from Brian Weaver 1	<p>Sasha,</p> <p>Thank you for replying. When I asked my question during the meeting, I indicated I was quoting the JWN newsletter and asked, "What lead MovingAhead (MA) to conclude there may be too many buses on 6th & 7th". (Please check the JWN newsletter, below.) I also asked if it was "because the 6th/7th corridor would be over-served (poor ridership), or because running a bus every ten minutes would cause too much congestion."</p> <p>Your only reply was that MA thought the EmX service should be spread-out to make it more "equitable". (You may recall that one meeting attendee mentioned that "equitable is a beautiful word", but that she still did not believe LTD.) No, I did not misinterpret what you said, but perhaps a more conclusive answer would have been better. (Please understand that it is difficult to have a conversation in a Q&A format.) Also during our exchange, I noted that the equitable strategy was new, and a departure from what LTD's "Forward Thinking" group had planned several years ago.</p> <p>Maybe you aren't familiar with the "process" that lead to the WEE fight several years ago, but I will advise you that LTD's inconsistent sales pitches and doubletalk was not favorable to the project advocates. Furthermore, the city was not honest when they described the WEE details to the city council. (I can backup this assertion with webcast and email evidence that proves grossly incorrect statements were made, without correction.) LTD and the city became know for "misinformation", and the opposition group OurMoneyOurTransit became known as the "true information providers"; that was OMOT's creed. I would suggest that MovingAhead should present a realistic plan that qualifies, quantifies, is accountable, and makes sense, rather than giving the appearance of haphazard plan-as-you-go planning, and merely attempting to railroad more transit projects, specially W 13th.</p>	1/15/2016		
1/13/2016	brian1813@msn.com	From Sasha's email				

Date	Sender email	Message	Response	Response date	Received through
1/14/2016	tomhappy@aol.com	<p>Hi Sasha,</p> <p>Thanks for joining our JWN neighbors Tuesday evening for a conversation on future EmX routes. It was of great interest to our constituency, I believe, and the good turnout seems to validate that. If you wouldn't mind, you can send along my thanks to your City of Eugene colleagues who joined you, too.</p> <p>I want to take this opportunity to offer my own personal thoughts on the subject. I remember pretty well the sentiments from several years ago when the routing of the West Eugene segment of EmX was deliberated. Nonetheless, I took the time to reacquaint myself with many of the details so that I could offer informed feedback. Here are my thoughts, which again I would appreciate your passing along to your City colleagues.</p> <p>To start, I think a proposal to route a future EmX line on 11th and 13th will be highly controversial, fairly universally opposed by JWN neighbors, and will almost certainly be officially opposed by the JWN Executive Board (even if it is "only" an enhanced route). Neighbors in JWN have a long history of disappointment with governmental decisions that impact the livability of the neighborhood, and have only through dogged, determined, and intelligent efforts been able to protect much of this livability from harm.</p> <p>I trust that you and your colleagues have good intentions, but I and others fear that any inroad for BRT on 11th and 13th will lead to a slippery downhill slope of neighborhood degradation. It is unfortunate that despite well-intentioned efforts by staff of governmental agencies, institutional memory is often not very long, and there is legitimate fear that today's "enhanced route" will become tomorrow's "4-lane full-on EmX route."</p> <p>There are many compelling reasons not to route any type of EmX line on 11th and 13th, but perhaps the most important one is that it will permanently alter the character of those streets for the worse. It would essentially split our neighborhood in two, creating an auto "river" that is challenging to cross. There are a surprising number of owner-occupied residences along both streets in the target area, despite the busy nature of the current 2-lane roads. Any enlargement of the footprint of the roadway, removal of trees, and increase in bus traffic will likely lead to many of these owners to sell out and move (more than a few of these property owners have already done so).</p>	<p>Hi Tom,</p> <p>Thank you for taking the time to write your concerns down in so much detail. Chris, Zach, and I appreciate the time that you and your fellow neighbors took to listen to our presentation. Your email will be documented in MovingAhead's project record.</p> <p>And thank you for helping coordinate the details of the meeting with me!</p> <p>Very best, Sasha</p>	1/19/2016	Sasha Luftig
1/15/2016	paul.t.conte@gmail.com	<p>Let me chime in.</p> <p>The fundamental issue here is that LTD should not be planning FOR the JWN. We should be doing the planning first to established our shared view of desirable outcomes with respect to transit.</p> <p>I reviewed the LTD "Fatal Flaws" analysis and it had numerous, "fatal" methodological flaws.</p> <p>I also could not find any early representation that letting Highway 99 and River Road remain as potentially both being selected would imply routing along W. 11th and 13th. That clearly makes the results of that first round of public input totally invalid with respect to these two corridors since nobody in the public had a clue that was a possibility. I don't care whether or not LTD understood the implications (I find that very hard to believe). The fact is, the public input was based on false premises and cannot be relied upon.</p> <p>Finally, it defies belief that LTD would use 11th/13th for a RR or Hwy 99 route and continue to route WEE down 6th/7th. Who are they kidding? If 11th/13th were opened to EmX, it would be straight out WEE. Of course, this not matter in terms of impacts on JWN, but it really undermines credibility not to "come clean" on how W. 11th/13th would be used.</p> <p>I've communicated my sentiments to Sasha and her colleague -- in sum -- this appears to me as another "BOHICA."</p> <p>I also cautioned them that an attempt to run over JWN without there being a community-driven planning process could very likely be the impetus for a city-wide referendum that might impose extreme limits on future EmX plans throughout the City.</p> <p>Remember, WEP was killed once the community really understood how flawed the planning was. EmX could be, as well.</p>			

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
1/14/2016	tomhappy@aol.com					
1/15/2016	paul.t.conte@gmail.com	Emails from Brian Weaver 4: Reply from email thread in Row below				

Date	Sender email	Message	Response	Response date	Received through
1/15/2016	brian1813@msn.com	<p>Dear Rob,</p> <p>Thanks, but I reject your comparison (Vision Zero network vs. BEST), it is not nearly as significant as the subject at hand, its really quite minor. If this really did concern you, just imagine how the public feels about *NOT* getting accurate and decisive information, and direct answers about a proposed project which will have profound impacts on them. Besides, you are the executive director for BEST, and BEST wrote the Vision Zero resolution.</p> <p>Look, I cited the source of the quote when I originally posed my question at the meeting, in the event it might have been suspect. I would hope to think that MovingAhead would have read a newsletter, which included a notification of their presentation? Furthermore, if Sasha was listening carefully to my question (I can only assume she was), why did she not first correct and qualify my assumption? Instead, she responded with a LTD-style rhetorical answer, that was far too generic.</p> <p>Of course everybody favors "equitable" transit service, but HOW will it be achieved, and WHAT are the plans for 13th?? Judging by the amount of skepticism at the meeting, I believe MA now has some catch-up work to do for JWN. Sasha also indicated that MA would be canvassing the JWN. This canvas information needs to be published for all JWN and West Eugene stakeholders to see, otherwise the public's distrust will mount.</p> <p>So far LTD and Eugene staff have NOT offered any "more accurate info." (As I pointed-out during the meeting, W 13th is not even shown on the MovingAhead corridor map. http://www.movingahead.org/corridor-screening-results/) I found the meeting's presentation to be more evasive, than it was informative. Sasha only indicated MA was interested in W. 13th Avenue. Other than that it was completely void of any details about W 13th. I will be waiting for more bon-a-fide information of what MA has planned, as I've requested below. I'm sure JWN will be, as well.</p>	<p>Hi all,</p> <p>In response to this thread re: the JWN newsletter, Rob is right. Those words are not from LTD or Rob, but a summation of the night's topics as I was presented beforehand. Sincere apologies for any confusion.</p> <p>Thanks, -Dave Hurst, Chair Jefferson Westside Neighbors https://www.facebook.com/JWNEugene</p>		
1/15/2016	brian1813@msn.com	<p>Sasha,</p> <p>Thank you for replying. When I asked my question during the meeting, I indicated I was quoting the JWN newsletter and asked, "What lead MovingAhead (MA) to conclude there may be too many buses on 6th & 7th". (Please check the JWN newsletter, below.) I also asked if it was "because the 6th/7th corridor would be over-served (poor ridership), or because running a bus every ten minutes would cause too much congestion."</p> <p>Your only reply was that MA thought the EmX service should be spread-out to make it more "equitable". (You may recall that one meeting attendee mentioned that "equitable is a beautiful word", but that she still did not believe LTD.) No, I did not misinterpret what you said, but perhaps a more conclusive answer would have been better. (Please understand that it is difficult to have a conversation in a Q&A format.) Also during our exchange, I noted that the equitable strategy was new, and a departure from what LTD's "Forward Thinking" group had planned several years ago.</p> <p>Maybe you aren't familiar with the "process" that lead to the WEE fight several years ago, but I will advise you that LTD's inconsistent sales pitches and doubletalk was not favorable to the project advocates. Furthermore, the city was not honest when they described the WEE details to the city council. (I can backup this assertion with webcast and email evidence that proves grossly incorrect statements were made, without correction.) LTD and the city became know for "misinformation", and the opposition group OurMoneyOurTransit became known as the "true information providers"; that was OMOT's creed. I would suggest that MovingAhead should present a realistic plan that qualifies, quantifies, is accountable, and makes sense, rather than giving the appearance of haphazard plan-as-you-go planning, and merely attempting to railroad more transit projects, specially W 13th.</p> <p>Another question came to me after the meeting. You told the group that an EmX segment on W 13th Avenue did not necessarily mean dedicated lanes would be built, which would result in an invasive project of taking property, cutting trees, etc. Since 13th is a one-way avenue to the east, how would the EmX travel west, away from the downtown station?</p>	<p>Dear Brian,</p> <p>I suggest you *NOT* consider the JWN Newsletter as gospel truth. It was written by volunteers, without necessarily confirming facts with those in the know.</p> <p>For example, the recent newsletter incorrectly identified me as being from the Vision Zero (Network), rather than from Better Eugene-Springfield Transit (BEST). But no one checked with me before running the story.</p> <p>Similarly, the blurb in the newsletter about EmX appears to somewhat inaccurate. In response to your questions, LTD and Eugene staff have offered you more accurate info.</p> <p>Rob</p>	1/15/2016	

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1/15/2016	brian1813@msn.com	Emails from Brian Weaver 3: Reply from email thread in Row below	<p>Hi all,</p> <p>In response to this thread re: the JWN newsletter, Rob is right. Those words are not from LTD or Rob, but a summation of the night's topics as I was presented beforehand. Sincere apologies for any confusion.</p> <p>Thanks, -Dave Hurst, Chair Jefferson Westside Neighbors https://www.facebook.com/JWNEugene</p>			
1/15/2016	brian1813@msn.com	Emails from Brian Weaver 2: Reply from email thread in Row below	<p>Dear Rob,</p> <p>Thanks, but I reject your comparison (Vision Zero network vs. BEST), it is not nearly as significant as the subject at hand, its really quite minor. If this really did concern you, just imagine how the public feels about *NOT* getting accurate and decisive information, and direct answers about a proposed project which will have profound impacts on them. Besides, you are the executive director for BEST, and BEST wrote the Vision Zero resolution.</p> <p>Look, I cited the source of the quote when I originally posed my question at the meeting, in the event it might have been suspect. I would hope to think that MovingAhead would have read a newsletter, which included a notification of their presentation? Furthermore, if Sasha was listening carefully to my question (I can only assume she was), why did she not first correct and qualify my assumption? Instead, she responded with a LTD-style rhetorical answer, that was far too generic.</p> <p>Of course everybody favors "equitable" transit service, but HOW will it be achieved, and WHAT are the plans for 13th?? Judging by the amount of skepticism at the meeting, I believe MA now has some catch-up work to do for JWN. Sasha also indicated that MA would be canvassing the JWN. This canvas information needs to be published for all JWN and West Eugene stakeholders to see, otherwise the public's distrust will mount.</p> <p>So far LTD and Eugene staff have NOT offered any "more accurate info." (As I pointed-out during the meeting, W 13th is not even shown on the MovingAhead corridor map. http://www.movingahead.org/corridor-screening-results/) I found the meeting's presentation to be more evasive, than it was informative. Sasha only indicated MA was interested in W. 13th Avenue. Other than that it was completely void of any details about W 13th. I will be waiting for more bon-a-fide information of what MA has</p>	1/15/2016	<p>Dear Brian,</p> <p>BEST is working to save lives on our streets. Please do not minimize our work by calling it "minor."</p> <p>Rob</p>	<p>Ha ha ha ha ... please don't make me laugh. Of course I'm not minimizing the safety goal of BEST, I never said anything such as that!</p> <p>I'm criticizing the baseless comparison you made, "newsletter incorrectly identified me as being from the Vision Zero (Network), rather than from Better Eugene-Springfield Transit (BEST). So what if the newsletter miss-ID'ed you, it's a mute point.</p> <p>I'm saying that you can't compare something so minor (miss-ID) to MovingAhead supposedly saying there are of too many buses on 6th/7th, and that 13th may be needed.</p> <p>By completely missing my point, and instead jumping to a totally inaccurate conclusion is quite illuminating, if not alarming. Please, BEST needs an even-keel and objective executive director.</p>

Date	Sender email	Message	Response	Response date	Received through
1/17/2016	brian1813@msn.com	<p>Hi Lindsey,</p> <p>Three different LTD transit plans can be found online. The "EmX System Plan" is from an unidentified source, the "MovingAhead Corridors" is from the MovingAhead website, and the Regional BRT Transit Plan is from the Lane Council of Governments (LCOG) website, which is the Metropolitan Planning Organization (MPO). All attached above.</p> <p>To add to the ambiguity, it is also interesting to note that LTD's link to their "EmX System Map -- Future Vision" on their website has been disabled. https://www.ltd.org/wee-project-library/</p> <p>At the Jefferson Westside Neighborhood meeting last Tuesday night (1-12), Sasha (from LTD) indicated that MovingAhead's newly selected transit corridors (slated for "enhancement" or EmX) on Hwy 99 and River Road may need to be accessed from W. 13th Avenue. Other indications of transit plan changes in the JWN were noted by meeting attendees, but Sasha did not confirm any of these proposed changes, one-way-or-another, and really only gave hints or suggestions.</p> <p>For West Eugene, the MovingAhead transit planners should contact the FarWest Neighborhood Association and be honest about future transit plans. The FarWest community needs to know what is proposed, what are the possible impacts, participate in West Eugene transit planning, and submit public comment. Remember, the business and property owners along the West Eugene EmX corridor (currently under construction) where the LAST people to be officially notified of the project. If MovingAhead does not contact you, I would urge you (as chairperson) to contact them, on behalf of the FarWest neighbors.</p> <p>Thank you, Brian Weaver</p>	<p>Dear Brian ... and Dave ... and staff,</p> <p>It is good to ask questions to better understand the situation.</p> <p>But let's be a bit careful here and not confuse a *MAP* with a *PLAN*.</p> <p>Let's start with the third *MAP* you shared, from the 2035 Regional Transportation System *PLAN*, adopted by the Metropolitan Policy Committee (made up of representatives from Eugene, Springfield, Coburg, Lane County, LTD and ODOT) in 2011: http://www.lcog.org/564/Regional-Transportation-Planning The plan includes goals, objectives, policies, and projects. In particular, it includes maps to show where projects are located. The third map you provide is the "Bus Rapid Transit System" map from this plan. But if you read the legend, it says: "The actual location and type of future BRT investments will be determined once detailed corridor planning is undertaken." In short, you can't hold this plan or map to the kind of detail that you appear to desire.</p> <p>As for the other two maps, these are just maps intended to communicate a general sense to the public. As far as I know, neither map has been adopted as part of a plan by policymakers.</p> <p>But these first two maps are similar to the more recent Frequent Transit Network map, which is contained in the Long-Range Transit Plan, adopted by the Lane Transit District Board of Directors in 2014: http://www.movingahead.org/wp-content/uploads/2015/03/Long-Range-Transit-Plan-2014-03-Final.pdf (See page 24.) And reading the policies in that plan, especially Policy 1.2, it is clear that this map is also intended to be illustrative, with detailed decisions about location and type to be made after further analysis.</p>	1/18/2016	Project email
1/17/2016	brian1813@msn.com	<p>Hello All,</p> <p>I would like to point-out that the "Future Corridors" (red line) on the map Paul provided below, indicates that Garfield Street will no longer be used in the WEE. Have any of these changes been published? Will the current project use Garfield, then abandon it?</p> <p>Which plans/maps were displayed at the previous MovingAhead workshops and presentations? Will the map below be used, when MovingAhead canvasses the JWN? (Sasha mentioned that MA will be canvassing.)</p> <p>I agree with Paul's last statement. Is by mentioning almost none of this, why the presentation seemed attenuated, confusing, and un-informing?</p> <p>Please advise.</p> <p>Brian Weaver</p>			

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
1/17/2016	brian1813@msn.com	Three attachments	<p>Rob,</p> <p>West Eugene transit (west of Charnelton) has been in the planning stage for, how long now, at least 8 years? There has been many consultants, engineers, planners, committees, elected & nonelected officials, etc. involved in this planning, at a huge cost. Furthermore, LTD has published hundreds of pages of documents. After all the time and resources invested, LTD should have a better idea of an overall plan, with agreement from the public. (Obviously this would include 99 and River Rd.)</p> <p>LTD conducted a charade of a public "process", for the current West Eugene EmX project, where they essentially ignored the public, who did their due diligence, and ignored one of their own consultants (Jarred Walker). Instead, the LTD Board approved the 6th/7th & 11th alignment. Now it seems this alignment is two halves, of two different extensions. The five-block section of Garfield doesn't seem to be needed anymore. This is very poor planning at an early stage.</p> <p>This poor planning is also reflected in the convoluted nature of the online maps, plans, wish-lists, call them what you want. An overall plan should not be that difficult to present, it should be clear and consistent; not "confusing".</p> <p>BEST evolved after the WEE debate to sway public opinion, to repair LTD's public reputation, and is biasedly made-up of transit rubber-stampers. I honestly don't expect BEST to provide any objective opinion on future projects; it is too biased combined with conflict-of-interest. (The same is true with MovingAhead's "sounding board", I may add.) LTD has a huge and very well paid staff, who should have avoided the 13th Avenue SNAFU. (In my opinion the current alignment under construction never should have been available as an option. It has virtually no BRT lanes, will nearly replicate our current transit system, but will be much more expensive to run.)</p>	1/18/2016		
1/17/2016	brian1813@msn.com	Emails from Brian Weaver 6: Reply from email thread in Row below				

Date	Sender email	Message	Response	Response date	Received through
1/17/2016	paul.t.conte@gmail.com	<p>Sasha,</p> <p>Recall that I stated at the JWN meeting that LTD's EmX System Map had showed the River Road corridor as served by Jefferson/Washington north and Railroad Ave to River Road.</p> <p>I searched the LTD site and could no longer find a copy of the EmX System Map. Oddly, the "EmX System Map -- Future Vision" entry under the WEE Project Library is the one element that has had its link deleted.</p> <p>See https://www.ltd.org/wee-project-library/</p> <p>Nevertheless, by searching my on files and "Googling," I found multiple copies of maps that depicted exactly what I stated, for example: <image attached></p> <p>This is both puzzling and disturbing in its implications.</p> <p>I would appreciate your providing copies of the EmX System Map and an explanation of when and why the River Road corridor was changed to use the 6th/7th Ave. alignment.</p> <p>Obviously, if the original alignment hadn't been altered, the whole argument for putting EmX on 11th/13th through JWN would fall apart.</p> <p>Yet, all three of you at the meeting acted as if you had no idea what I was talking about.</p> <p>Paul Conte</p>			
1/18/2016	josh@tastypie.org	<p>Hi Sasha,</p> <p>I feel like the discussion at the neighborhood meeting got a little sidetracked and so going into the JWN board meeting tomorrow, I still have some questions about what exactly we're talking about. I appreciate that you are busy, so if you cannot get back to me immediately, I understand. I also know that you're at a high level of planning right now, so I understand if some of my questions can't be answered yet. In no particular order:</p> <p>To clarify, the only case in which EmX will route on 11th & 13th is if both River Road and Highway 99 are developed for EmX. If one of those corridors is identified for enhanced bus service, all EmX service will continue to route through 6th&7th. Is that correct?</p> <p>If enhanced bus service is the choice for one or both corridors, would some portion of that enhanced route run on 11th & 13th?</p> <p>Understanding that you aren't at this level yet, if EmX were to run on 11th & 13th, how many stations would you expect to put in JWN?</p> <p>If EmX were to route on 11th & 13th, how would that be likely to effect current service on the corridor? Would some bus stops close due to the new service?</p> <p>Is there a document that shows the difference between EmX, enhanced bus service & 'regular' service? I can provide some examples of enhanced service for those who ask off the top of my head, but it would be nice to have a larger list to refer to.</p> <p>I've been wondering what the demand or 'enthusiasm' for service on 99 & River Road is. I think people in this neighborhood (JWN) are focused on the impacts here, but really the whole point of the route would be to serve a larger community of neighbors. Are there people in the Bethel/Trainsong/River Road/Santa Clara neighborhoods who might want to speak up about how this service would positively impact them?</p>			Sasha Luftig

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
1/17/2016	paul.t.conte@gmail.com	Emails from Brian Weaver 5: Reply from email thread in Row below				
1/18/2016	josh@tastypie.org					

Date	Sender email	Message	Response	Response date	Received through
1/18/2016	paul.t.conte@gmail.com	<p>Rob,</p> <p>You were a recipient of my e-mail, clipped below. <email from 1/17/16></p> <p>In response to your e-mail to Brian, I believe you've avoided the main point entirely.</p> <p>The point is not about an adopted plan policy or a firm commitment to a particular alignment, at all.</p> <p>The point is that the actions all parties (LTD, CoE, MovingAhead, and BEST) give the appearance of willfully or negligently ignoring previous representations to the public, critical facts, and clear and complete representation of what's under consideration and possible implications.</p> <p>I won't repeat the examples I included, or make further judgment until I receive a response from Sasha explaining LTD's side of these issues.</p> <p>But I hope you will go back and review the points I made at last Wednesday's presentation on community-based planning. (Posted at http://trusttheneighbors.org/sw-saz-zone-change/)</p> <p>My first impressions are that LTD and the City may be headed for another, bigger train wreck to follow the SW-SAZ debacle if there isn't a cultural shift in how EmX planning is conducted.</p> <p>Paul Conte</p>			
1/18/2016	brian1813@msn.com	<p>Rob,</p> <p>West Eugene transit (west of Charnelton) has been in the planning stage for, how long now, at least 8 years? There has been many consultants, engineers, planners, committees, elected & nonelected officials, etc. involved in this planning, at a huge cost. Furthermore, LTD has published hundreds of pages of documents. After all the time and resources invested, LTD should have a better idea of an overall plan, with agreement from the public. (Obviously this would include 99 and River Rd.)</p> <p>LTD conducted a charade of a public "process", for the current West Eugene EmX project, where they essentially ignored the public, who did their due diligence, and ignored one of their own consultants (Jarred Walker). Instead, the LTD Board approved the 6th/7th & 11th alignment. Now it seems this alignment is two halves, of two different extensions. The five-block section of Garfield doesn't seem to be needed anymore. This is very poor planning at an early stage.</p> <p>This poor planning is also reflected in the convoluted nature of the online maps, plans, wish-lists, call them what you want. An overall plan should not be that difficult to present, it should be clear and consistent; not "confusing".</p> <p>BEST evolved after the WEE debate to sway public opinion, to repair LTD's public reputation, and is biasedly made-up of transit rubber-stampers. I honestly don't expect BEST to provide any objective opinion on future projects; it is too biased combined with conflict-of-interest. (The same is true with MovingAhead's "sounding board", I may add.) LTD has a huge and very well paid staff, who should have avoided the 13th Avenue SNAFU. (In my opinion the current alignment under construction never should have been available as an option. It has virtually no BRT lanes, will nearly replicate our current transit system, but will be much more expensive to run.)</p> <p>Last, judging by the last several years, I don't believe for a minute that LTD and the city are waiting to see, "If</p>			

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1/18/2016	paul.t.conte@gmail.com					
1/18/2016	brian1813@msn.com					

Date	Sender email	Message	Response	Response date	Received through
1/19/2016	paul.t.conte@gmail.com	<p>Sasha,</p> <p>I'm writing an article for the JWN newsletter regarding the potential for an EmX alignment on W' 11th and 13th Aves. through the JWN.</p> <p>I've attached a document with a list of important, very basic questions that need to be addressed by LTD if this potential alignment is to remain under consideration.</p> <p>If there is to be a legitimate engagement of the community that would be most impacted by this potential EmX alignment, community members must have this information before any further "processing" of this alternative by LTD or any of its associated committees or affiliated groups (e.g., Moving Ahead, Best, etc.)</p> <p>I would appreciate knowing when LTD will provide a response, as I have to prepare my newsletter article (and presentation) in time for the February 9 JWN General Meeting.</p> <p>Please let me know if you need clarification of any of the questions.</p> <p>Thank you,</p> <p>Paul</p>	<p>Hi Paul,</p> <p>I will take a look at these questions and get back to you shortly. I see that I have missed a long string of emails that I need to catch up on as I was out of the office the last several days. Apologies for the delay.</p> <p>Best, Sasha</p>	1/19/2016	Sasha Luftig
1/27/2016	oneill722@mac.com	<p>Hi. I've been on the EMX update email list since last year and generally support EMX (which is to say, I believe it's essential to improve the transportation network with affordable, flexible projects like EMX). I remember several years ago when my neighborhood association objected to the 11th/13th routing of EMX for west Eugene. That was a surprise to me and it appears to be on the neighborhood agenda again.</p> <p>Last night I received a Jefferson Westside Neighbors email (I live in the neighborhood on W. 12th Ave) indicating the next neighborhood meeting will discuss and vote on a statement about community involvement in the LTD planning process. The email seemed a bit biased against LTD, though it struggled to say the neighborhood is not against EMX. Hmm.</p> <p>Well, this time around I would like to be more involved in the discussion. Therefore, I need some details to discuss the issue intelligently.</p> <p>Do you have public documents about the West 11th/West 12th EMX routing option that I can review? By public documents, I don't mean endless reams of planner details--I'm neither an engineer nor an attorney. What would be most helpful is perhaps a map of proposed EMX stops; a description of pedestrian or bicycle lane improvements of the proposed route; any other facility improvements that would become community assets--that is, a benefit to me and my neighbors, like ramps for people with disabilities.</p> <p>Thanks for anything you can provide.</p>	<p>My name is Sasha Luftig and I am one of the project staff along with staff from the City of Eugene (Chris Henry and Zach Galloway, Cc'd above) for MovingAhead.</p> <p>MovingAhead is a partnership of the City of Eugene, Lane Transit District (LTD), and the community to determine how to improve the main streets that connect our neighborhoods. The project is looking at how to improve corridors for those who walk, bike, use mobility devices, and take transit. Currently, MovingAhead is looking at EmX and Enhanced Corridor options for Highway 99, River Road, Coburg Road and from downtown Eugene to Lane Community College (30th Avenue). MovingAhead is looking at an Enhanced Corridor on Martin Luther King, Jr. Boulevard. Enhanced Corridors are new to Eugene, and could include more frequent bus service, stops with more amenities, and roadway improvements to make bus trips faster and more reliable. You can learn more about the details of the project at MovingAhead.org.</p> <p>Attached is the information we sent to be included in last month's JWN newsletter describing why we are interested in evaluating a routing alternative that would use 11th and 13th Avenues. In short, we are very early in the process and are not at the point where we have any detailed designs to share. That is something we hoped would be a topic of conversation with the neighbors in this area. What types of improvements are you interested in seeing along 11th and 13th? The only design detail we have discussed is that if EmX service or an Enhanced Corridor service operated on 11th and 13th Avenues it could run in mixed traffic between Jefferson and Chambers Streets.</p> <p>Please call or email me with any questions or comments you have.</p>	1/28/2016	EmX West Eugene

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
1/19/2016	paul.t.conte@gmail.com		<p>Thank you Sasha.</p> <p>LTD (and CoE) should acknowledge in all of their presentations to the public and LTD and affiliated groups that the JWN membership has already taken a clear position on EmX dividing the neighborhood. See attached resolution.</p> <p>While this position was based on the 2011 proposed W. 11th/13th alignment, that alignment did NOT run on W. 11th between Jefferson and Chambers Streets, and that alignment had already been configured as mostly running within traffic through the JWN areas except adjacent to the Fairgrounds.</p> <p>The possibility of running EmX all the way down W. 11th Ave. is a MORE IMPACTFUL concept, and I would expect even stronger opposition by the neighborhood.</p> <p>While I'm interested in seeing the answers to the questions, I remain somewhat in a state of disbelief that LTD is even considering for a minute this more impactful proposal through the middle of the JWN.</p> <p>I'm also dismayed that the two city staff seem to have learned nothing from the South Willamette Special Area Zone fiasco that resulted from not really listening to the folks who would be impacted.</p>			
1/27/2016	oneill722@mac.com		<p>Hi Sasha. Now that the Jefferson-Westside Neighborhood Association voted to oppose any large scale public transportation project (like, I assume, EmX) until an area refinement plan is completed, what will LTD do about planning? I was at the meeting where the vote was taken and never heard what happens at LTD or the City if the "pro" RefinementPlanFirst option passed. What actually happens now?</p> <p>The reason I ask is that I want to have a say in the planning--what the recent neighborhood association vote prohibits our board members from doing. I think that policy was too restrictive, even if some neighbors have reasons to distrust the planning process. For instance, where I live there is a dangerous intersection (11th and Jefferson)--how will EmX route improvements increase safety there and at other high accident risk locations along the route? How many stops on West 11th and where? Protection of neighborhood trees? How can the public property along 13th be used, specifically the LC Fairgrounds? What's the impact on bicycle safety?</p> <p>Basically, I'm asking how can EmX improve neighborhood livability rather than making our streets more of a sacrifice zone to day workers and shoppers passing through. I suspect that the LTD, City, and other neighborhood planning does not stop because 70 neighbors in my neighborhood want to put a hold on everything. So, my question is what is the LTD planning process now and how will it involve the citizens who live in my neighborhood who are not restricted from participating? Can you answer that?</p>	2/22/2016	<p>I am so sorry for the delayed response. Thank you for your thoughtful questions below. We would be more than happy to schedule a meeting with you to discuss these questions and your concerns about safety on 11th and Jefferson.</p> <p>Would you be available on Wednesday, March 30 for a meeting with me and the project managers from the City of Eugene, Zach Galloway and Chris Henry?</p> <p>We will be publishing design alternatives tomorrow at MovingAhead.org and holding an open house at the Eugene Public Library on Monday (from 5:00-7:00) to talk about the design alternatives. The open house would also be a great venue to talk with you if that works better for you.</p> <p>Let me know what you would prefer. If neither date works, we can certainly find another time.</p>	<p>Thanks for responding--I was beginning to wonder. Even a simple "we're working on it" helps me know it's worth my time. March 30th, I can meet at 3PM -- earlier I'm in Salem. Does that work for you?</p>

Date	Sender email	Message	Response	Response date	Received through
3/2/2016	Dave Hurst, Jefferson Westside Neighbors	<p>To Whom It May Concern:</p> <p>RE: LTD-related motion passed by Jefferson Westside Neighbors members.</p> <p>My name is Dave Hurst and I'm Chair of the Jefferson Westside Neighbors (JWN) Executive Board. I am writing to inform Lane Transit District that at the JWN general meeting on February 9th, 2016, its members voted 43 to 24 in favor of the motion below:</p> <p>Section 1. Until amendments to the Westside Neighborhood Plan that address the implementation of non-conventional mass transit (i.e., not regular buses) have been developed by a community-based planning process, approved by the City Council and acknowledged by the State, the Jefferson Westside Neighbors (JWN) opposes any future segment of EmX or other non-conventional mass transit being located on a street, excepting W. 7th Ave., within or adjacent to the area encompassed by the JWN boundaries.</p> <p>Section 2. The JWN Chair is directed to inform Lane Transit District (LTD) in writing of this motion.</p> <p>Section 3. The current and future Executive Board is to represent this motion as the position of the neighborhood in any discussions with LTD or City of Eugene officials until such time as the plan amendments described in Section 1 are acknowledged by the State.</p> <p>The JWN bylaws stipulate that if there is a minority position on the issue, represented by at least 1/3 of those voting, then a statement of their position also be included in the report. This statement is as follows:</p> <p>The minority position includes: neighbors who would like to continue working with the city and LTD through their planning processes and those who support enhanced bus service.</p>			postal mail
3/3/2016	davezumbrunnen@yahoo.com	<p>I have two suggestions pertaining to bicycling:</p> <ol style="list-style-type: none"> 1. While bicycling individually and with friends, it is difficult to travel from the vicinity of Alton Baker Park / Skinner Butte to areas south. Access to the Fern Ridge path is indirect at best from Alton Baker Park or Skinner Butte. These parts of Eugene are disconnected insofar as travel by bicycle is concerned. 2. A key to bicycle safety is to maintain on-road markings (bike lanes, shadows, etc.) so motorists are made aware that bicycles are present. Many of these are faded due to wear. A stepped-up maintenance plan would enhance safety. <p>Thank you.</p>	Thank you for sharing your comment and ideas. They have been recorded in the project record.	3/16/2016	
3/4/2016	npsjames1@aol.com	<p>Hello, unfortunately I cannot attend the open house I am out of town however if I may make a strong recommendation that there be some type of cross walk here on Hwy 99 I see all too often almost every day that I am here at work in front of St. Vincent De Paul's Service Center several people crossing the street either by bike or foot almost getting struck by a motor vehicle several times a day... Either the people are not paying attention or just don't care whatever the reason is totally unacceptable and should be addressed before there is a major fatality here. Thank you for your time and please have a great and SAFE day!</p>	Thank you for sharing your comment and ideas. They have been recorded in the project record.	3/16/2016	Sasha Luftig
3/11/2016	beznys@gmail.com	<p>Hi Sasha & Zach,</p> <p>I see the L-shaped route for roadway improvements.</p> <p>S on Pearl, W on 19th, N on Oak, W on 11th, then N on (what) Olive? then E on (what) 10th? back to S on Pearl</p> <p>How many street parking spaces will be lost for businesses and residents? And where?</p>	<p>Hi Janet,</p> <p>Thank you for the email and voicemail.</p> <p>The 30th/LCC proposed route alternative for EmX would travel :</p> <p>Outbound</p> <ul style="list-style-type: none"> • east on 10th • south on Pearl – connecting to Amazon Parkway which turns into 30th, all the way to Lane Community College <p>Inbound</p> <ul style="list-style-type: none"> • northwest on 30th – connecting to Amazon Parkway • west on 20th • north on Oak • west on 11th <p>In terms of on-street parking spots lost, we are not at that level of detail. The project team recognizes the value of on-street parking for businesses and residents, as well as for creating a buffer between cars and the pedestrian environment. Please share your thoughts and we will make sure to capture them in the public record.</p> <p>It was great meeting you at the Southeast Neighbors Board meeting last week.</p>	2/14/2016	Sasha Luftig

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
3/2/2016	Dave Hurst, Jefferson Westside Neighbors					
3/3/2016	davezumbrunnen@yahoo.com					
3/4/2016	npsjames1@aol.com					
3/11/2016	beznys@gmail.com		<p>I asked about the Enhanced Corridor not the EMX. Anyway, please clarify.</p> <p>Is it N on Olive to the bus station?</p> <p>Also West on 19th between Oak & Pearl? (Not 20th which is between Willamette & Oak)</p> <p>Does the No Build Alternative include removal of residential and business on-street parking? (The No Build Alternative would only include those improvements already planned and programmed.)</p>		<i>Responded through a phone call</i>	

Date	Sender email	Message	Response	Response date	Received through
3/15/2016	beznys@gmail.com	<p>I've heard your talks at the SHINA & SE Neighborhood meetings. You've answered a few of my questions.</p> <ul style="list-style-type: none"> - Willamette St is to be re-striped, (starting when?), and tested for a year. - This change will affect the usage of the Amazon Parkway, (as per plan with more Willamette traffic rerouting towards Amazon). - Therefore it makes common sense to wait till the re-striping test is done and a decision is made re Willamette St so you know how Amazon Parkway will be affected. <p>1st NOTHING SHOULD BE DONE IN THIS AREA UNTIL WILLAMETTE ST IS RESOLVED. STREETS ALL WORKS TOGETHER and IT'S NOT A SEPARATE TRANSPORTATION ISSUE.</p> <p>2nd The Enhanced Corridor is preferred over the EmX Alternative.</p> <p>3rd I DO NOT SUPPORT the EmX ALTERNATIVE: Transit and Roadway Improvements.</p> <p>I have major concerns about the removal of residential and business on-street parking on Oak, Pearl and 20th. (Sasha mentioned the possible new development of a through street on 20th from Oak to Pearl.)</p> <p>When I asked Sasha, How many on-street parking spaces will be lost for businesses and residents with the proposed 30th/LCC Corridor LTD Route and where on Oak, Pearl and 20th?</p> <p>Sasha answered:</p> <ol style="list-style-type: none"> 1. "In terms of on-street parking spots lost, we are not at that level of detail." 	<p>Thank you very much for your comments below. We will ensure your comments are captured in the public record.</p> <p>Once we perform the impacts analysis we will be able to answer your questions about on-street parking impacts. You can expect the results of the impacts analysis early this fall.</p> <p>I hope you have a great day.</p>	3/16/2016	Sasha Luftig
3/16/2016	anonymous (from Kurt Yeither)	<p>I received (and forward) this comment from a local resident:</p> <p>"I would recommend that Willamette, Oak, and Pearl be converted to two-way streets. I use all three streets on a regular basis as a driver, and Willamette/Oak on a regular basis as both a pedestrian and a bike rider.</p> <p>From a safety perspective, though Oak and Pearl both have 20/25 mile an hour speed limits, the two-lane, one-way design both encourages drivers to feel "safer&CloseCurlyDoubleQuote; driving and higher speeds and allows for passing that permits speeding. When driving the speed limit on these streets, I am frequently passed and my feeling is that the 20/25 mile hour speed limit is not consistently observed. If we want to ensure that cars on these streets are driving at the speed that is considered safe for downtown traffic with pedestrians, etc. than we need to engineer them in a way to encourage that speed, and a two-way conversion would do that.</p> <p>In addition, the transitions required at 19th to get from Willamette or Pearl to Oak create a lot of conflict between cars and pedestrians/bikes. As a pedestrian, when all the Willamette traffic is forced to turn right onto 19th to get to Oak, it creates an unsafe situation when attempting to cross 19th (and also crossing Oak at 19th... while in many cases cars do pay attention, a lot of them treat the two turns they must make as if they were continuing straight and don't look for pedestrians... there was a pedestrian fatality at the intersection of Oak and 19th.) As a bike rider, if I am to follow the bike lanes to go north on Willamette, I need to cross two lanes of traffic on Oak to get back to Willamette via 18th, or to continue heading north on Oak, again creating more potential for conflict with cars. As a driver, it just feels weird to be heading north, and then suddenly have to switch streets to continue going north.</p> <p>Also, all three of these streets are higher traffic—people using Amazon end up using both Oak and Pearl once they get into town. I feel like mixed uses works best when there is a mix of lower-travel and higher-traveled streets—for example, 11th/12th/13th work better because 12th can be used as a calmer bike route between the higher-traffic 11th and 13th. Given that it dead-ends at Civic, if it were two way Oak would be a calmer street</p>	<p>thank you for sharing this comment. It has been recorded in the project record.</p>	3/21/2016	email

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
3/15/2016	beznys@gmail.com					
3/16/2016	ananonymous (from Kurt Yeither)					

Date	Sender email	Message	Response	Response date	Received through
3/17/2016	Linda Lynch	Attached are the comments of the League of Women Voters of Lane County on the proposed enhancements to the corridors studied. Thank you for considering the League's interest in this project.			
3/17/2016	danika.esden.tempska@gmail.com	I've heard the City and LTD speak about the Move Ahead project at a few meetings and I wanted to share my thoughts, Actions to move forward and make any decisions regarding traffic changes on Amazon should be held off until a proper assessment has been made regarding the traffic situation on Willamette Street during the re-stripping experiment. Changes made to Willamette Street during the re-stripping will affect Amazon and 29th Avenue and there is no way to make an educated decision until the Willamette Street experiment has collected proper traffic data. To be clear I prefer the Enhanced Corridor over EMX on Amazon Parkway. I do not support the implementation of the EMX Alternative. Additionally, I think that removing parking along Oak and Pearl street will be a disastrous mistake that detracts from the businesses and helps no one in the area. The streets in this area are not wide enough to support the addition of an EMX lane along Amazon, discussion of adding such a thing are unrealistic and not well suited to the area. Part of the problem with the Willamette re-stripping experiment is that it is counting on cars being able to re-route through Amazon Parkway to take up the burden of narrowing Willamette Street. If you add the addition of an EMX lane there will be no space for these cars to move through the area. The city seems to be banking on a sudden shift in the population from car travel to bike travel, there has been no indication that this is occurring at this time. What is becoming increasingly clear is that the City is trying to compartmentalize and implement changes that will grossly affect the same set of issues. The Moving Ahead project is in fact tied to the Willamette re-stripping project and should be addressed as such, these two streets that run in parallel are going to drastically affect the traffic flow in the area and this is very important to residents and businesses.	Thank you for your email. Your comments have been captured in the public record. The EmX alternative has the EmX operating in mixed-traffic (similar to how transit service currently functions) along Amazon Parkway. We appreciate you taking the time to outline your concerns.	3/18/2016	Sasha Luftig
3/18/2016	Emily Eng - eeng@uoregon.edu - UO Campus Planning, Design and Construction	Here are comments from the university. Thank you for the opportunity! The University of Oregon appreciates and supports improvements to the transportation system that expand convenient and affordable options for people to get to and from campus and university events. UO supports changes that improve bus service on MLK Jr Blvd in general and before, during and after large events at Autzen Stadium and PK Park. However, the MLK Jr Blvd Corridor Alternative should avoid changes that would negatively impact events at the UO Athletics Complex/Autzen Stadium. UO wants to work with the City of Eugene and LTD to make sure that complex traffic plans developed for large events at Autzen are considered in the Alternative design. UO's expert on large event traffic plans (Vicki Strand) will be available to discuss this topic after she finishes managing operations for the Olympic Trials this summer.	Thank you very much for these comments. We will document them. I'll also work with the project team to determine when the appropriate time will be to engage Vicki Strand in a conversation about traffic plans.	3/22/2016	Sasha Luftig
3/18/2016	craigf@efn.org	More bike lanes, paths and bike-friendly streets!	Hi Craig, thank you for sharing your comment and ideas. They have been recorded in	3/21/2016	
3/23/2016	brian1813@msn.com	Dear Moving Ahead, Here's the latest on one of Portland's BRT bus projects , as reported in an OPB article: Portland's Proposed Rapid Bus Actually Slower Than Existing Bus http://www.opb.org/news/article/portland-rapid-bus-transit-how-fast-slow/ It looks like TRIMET has conceded to the same types of design problems that seem common to Eugene's BTR plans, "cross-overs", too narrow corridors, etc. After spending a year and a half on design, their "transit study released Tuesday, 3-22-16, may force big changes in what could be a \$250 million project." At least they haven't started construction, a slow BRT system will never generate significant ridership; it will only prove to be a boondoggle for all commuters. Please review the OPB article. Thanks,			

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3/17/2016	Linda Lynch					
3/17/2016	danika.esden.tempska@gmail.com					
3/18/2016	Emily Eng - eeng@uoregon.edu - UO Campus Planning, Design and Construction					
3/18/2016	craigf@efn.org					
3/23/2016	brian1813@msn.com					

Date	Sender email	Message	Response	Response date	Received through
4/22/2016	314159pigu@ gmail.com	<p>Dear MovingAhead project team,</p> <p>I just saw the meeting agenda posted for the joint work session on Monday. Hidden in the document appears to be a motion to eliminate any transit projects on River Road from consideration.</p> <p>To make this move with such little notice is both baffling and disingenuous. After the Hwy 99 corridor, the River Road corridor offers the greatest opportunities to serve low-income and minority communities who need transit the most. In addition, River Road offers the greatest opportunity among all corridors studied for transit exclusivity and is in desperate need of safety measures to reduce speeding if Eugene is serious about its commitment to Vision Zero. And the success of current lines #51 and 52 shows that the demand is already present for high-capacity, fast, reliable bus service down the corridor.</p> <p>This is on top of many other changes that dilute the value of MovingAhead improvements, including studying the MLK corridor without the participation of the city of Springfield, choosing a route through South Eugene that misses the key destinations on Hilyard Street and instead mainly serves parkland, and eliminating the majority of bus lanes on Hwy 99 where there is ample ROW available and traffic lanes could easily be narrowed.</p> <p>Having seen the success of LTD's first three EmX corridors and the Main-McVay project, I expected better from MovingAhead. However, it is not too late to reverse these changes. LTD and the City of Eugene have a chance to salvage this process and renew their commitment to giving the Eugene area a world class transit system.</p> <p>I urge the City Council and LTD to change course and take the following actions before the process gets too far along:</p> <ol style="list-style-type: none"> 1) Retain River Road as a corridor under study for EmX and Enhanced Corridor improvements. 			
6/25/2016	pegmcken39@aol.com	<p>I recently bought a house on Jeppesen Acres, and became aware of Design Unit 4 of the Beltline/Coburg Rd interchange, with a sound wall planned for construction east of Coburg Rd.</p> <p>The noise in my backyard registers between 60 and 75 dB depending on time of day, although I am a quarter mile from the Beltline. Please consider sound control in your construction plans for those of us west of Coburg Rd as well. Since tire noise is nearly half of the sound made by a highway, abatement begins with constructing roads of quiet materials. See above link.</p>	Hello and thank you for sharing your comment and ideas. They have been recorded in the project record.	7/18/2016	
4/26/2020	bruce@eugenemagazine.com	<p>I reside at 2792 Elysium Ave, which backs up to Coburg Road. We have a high rear year berm which extends to the sidewalk. On top of the berm is a wooden fence, which needs to be replaced. We are planning to do that replacement during the month of May. What are your plans and timeline for an EMX line and will the new fence and berm be torn down for the bus line?</p>	Thank you for your email. The project team is still in the planning stages for all the corridor studies and no decisions have been made yet about improvements on any corridors. We encourage you to check out our website at MovingAhead.org for more information or sign-up for our mailing list.		

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
4/22/2016	314159piguy@gmail.com					
6/25/2016	pegmcken39@aol.com					
4/26/2020	bruce@eugenemagazine.com					

Date	Sender email	Message	Response	Response date	Received through
1/23/2017	Lee.Shoemaker@ci.eugene.or.us	<p>You left me a voice mail message asking for improved pedestrian crossings on Highway 99 on behalf of one of your clients. Most of Highway 99 is an ODOT road but the City of Eugene does work with ODOT staff on crossings, signals, etc. As it turns, out Eugene and ODOT staff are in discussions about more and better crossing opportunities.</p> <p>If you can reply with information about where your client could use a safer crossing, please reply and I can forward to the appropriate staff. I will provide them with your contact information. 541-284-7070 x124 and your e-mail address.</p> <p>Lee</p> <p>Lee Shoemaker Bicycle and Pedestrian Coordinator City of Eugene Public Works 99 E. Broadway, Suite 400 Eugene, OR</p>	<p>Thank-you so much for speaking with ODOT on our behalf. Paul gave me the addresses 582 Highway 99 on one side and 450 Highway 99 on the other. He also mentioned he goes to the St. Vincent de Paul Building quite often and would especially like one near there. We did a little research and there are places along this stretch of road with a ½ mile between safe pedestrian crossings. This seems a far way to walk for someone who has a disability or is elderly. If there is anything we can do to help this process, please let me know. If you could please let us know how ODOT responds, we would be grateful.</p> <p>Thanks,</p>	2/2/2017	Kristie Krinock
1/26/2017	541-485-0098. Don Linskie	<p>Project Team,</p> <p>I received a voice message on Wednesday, January 25, 2017 at 11:35 a.m. from Mr. Linskie. I have captured his voice message below and am hoping someone can give him a call back before the weekend to discuss the project and the possibility of us widening Coburg Road.</p> <p>Mr. Don Linskie, a local real estate broker, lives on Coburg Road. His physical address is 1073 Coburg Road. He is calling because of concerns he has regarding us widening Coburg Road. According to Mr. Linskie we have already taken a large chunk of his front yard when we previously widened Coburg Road. He is worried that if we take any more of his frontage he won't have any parking in the front of his house. He would like to talk to someone as to whether or not this is going to happen and what he needs to do because it would be a real loss</p>	<p>Just checking that no one else has called Mr. Linskie yet. If not, I will do so first thing in the morning. Apologies.</p>	2/1/2017	Kelly Hoell

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
1/23/2017	Lee.Shoemaker@ci.eugene.or.us		<p>From: SHOEMAKER Lee Sent: Thursday, February 02, 2017 9:49 AM To: INERFELD Rob <Rob.Inerfeld@ci.eugene.or.us>; VARELA Larisa M <Larisa.M.Varela@ci.eugene.or.us>; DUNBAR Reed C <Reed.C.Dunbar@ci.eugene.or.us>; RODRIGUES Matt J <Matt.J.Rodrigues@ci.eugene.or.us> Subject: FW: Improved pedestrian crossings on Highway 99</p> <p>I received a voice mail message from Full Access on behalf of a client who cross Highway 99 at the places identified below. Please see below.</p>	2/2/2017	<p>From: INERFELD Rob Sent: Thursday, February 02, 2017 1:05 PM To: VARELA Larisa M <Larisa.M.Varela@ci.eugene.or.us> Cc: MovingAheadProject <MovingAheadProject@ltd.org> Subject: RE: Improved pedestrian crossings on Highway 99</p> <p>Larisa,</p> <p>Please make sure this input gets included as part of MovingAhead in some way. I wonder if Full Access is a group that we should reach out to as part of Vision Zero outreach. Another location where we've heard that people with developmental disabilities have trouble crossing the street is Coburg and Willakenzie.</p> <p>Rob</p>	<p>from Hart Migdal to 'VARELA Larisa M' cc questions@movingahead.org subject Highway 99: Safety: No Followup required date Feb 3 9:17 am 5MTH</p> <p>Sure. I'll just cc questions@movingahead.org and adjust the Subject for this format: Corridor: Topic:No Followup Required (For movingahead). I encourage you to do the same with any information from your VZ work, etc. that pertains to MovingAhead corridors. It will then enter the comment database which we'll be reviewing as the project progresses and in preparation for meetings with Sounding Board, Oversight, etc. As far as I know, MovingAheadproject@ltd.org has been used primarily to track e-mails between staff and consultants. questions@movingahead.org is for comments from the public.</p> <p>I'll also save this to the project folder.</p>
1/26/2017	541-485-0098. Don Linskie					

Date	Sender email	Message	Response	Response date	Received through
1/3/2017	gsando@uoregon.edu	<p>I received your letter about the enhanced MLK Corridor Alternative project. I would like to get involved in the public participation aspects of the project. I definitely think some enhanced improvements to the street would be welcomed. I live in the Chevy Chase neighborhood and have been in discussions with my neighbors about creating a more pedestrian friendly MLK Blvd. In particular in the intersection of MLK and Chevy Chase. There is curve on that corner that cars usually speed through as pedestrians cross MLK. There is also an LTD bus stop in that corner that is used by many UO students that live North of MLK. That bus line is pretty busy during the academic year. They usually jay walk across the street because there is no designated cross walk and cars are usually traveling pretty fast. So I think it's a dangerous section of MLK both for vehicles but especially for pedestrians. It would be great to see some data on crashes on that insertion. Even a simple designated crosswalk on the corner of MLK and Chevy Chase would make a big difference for safety. Thank you for your attention and I look forward to being a part of this important process.</p> <p>Best, Gerardo.</p> <p>> Gerardo Francisco Sandoval, PhD, > Associate Professor, > Planning, Public Policy, and Management, > Co-Director, > Center for Latino/a and Latin American Studies, > University of Oregon, > 103 Hendricks Hall, > Eugene, OR, 97403, > 541-346-8432</p>	<p>From: GALLOWAY Zach A Sent: Monday, January 09, 2017 5:11 PM To: 'Gerardo Sandoval' <gsando@uoregon.edu> Subject: RE: Moving Ahead - MLK Enhanced Corridor Alternative</p> <p>Good evening Dr. Sandoval, Thank you for sharing your comments. We will record your comments in the official project record.</p> <p>I appreciate your insights on the transit design and need for street improvements along the MLK Corridor. This type of feedback will help as the project moves into a more detailed stage of corridor design.</p> <p>Your email address will be added to the interested parties list for future update and public meetings in your area of Eugene. Please continue to stay involved!</p> <p>Zach Moving Ahead Project Management Team</p> <p>Zach Galloway AICP Senior Planner City of Eugene Planning + Development Urban Design 99 West 10th Avenue Eugene Oregon 97401</p>	1/9/2017	Zach Galloway
12/14/2016	jevra.brown@state.or.us	<p>From: BROWN Jevra [mailto:jevra.brown@state.or.us] Sent: Wednesday, December 14, 2016 11:43 AM To: 'Sasha.Luftig@LTD.org' <Sasha.Luftig@LTD.org>; HENRY Chris C <Chris.C.Henry@ci.eugene.or.us>; GALLOWAY Zach A <Zach.A.Galloway@ci.eugene.or.us> Cc: TAYLOR Clara <clara.taylor@state.or.us> Subject: "Moving Ahead" transit project</p> <p>Thank you for notifying the Department of State Lands (DSL) about this project. As you narrow the corridor options, please contact me if you have questions about removal-fill law requirements. If the final choice(s) involve ground disturbing activities within mapped wetlands, please have the responsible planning department submit a wetland land use notice (WLUN) to DSL. DSL may have a new website by that time. The planning departments will receive the link to the WLUN online form, or contact me if it is difficult to locate.</p> <p>The DSL property ownership section is reviewing project locations. If they have questions regarding potential project activities on state-owned lands they will contact you.</p> <p>May your efforts result in fulfilling rewards, Jevra Brown, Aquatic Resource Planner Planning and Policy Unit, Aquatic Resource Management Program Department of State Lands 775 Summer St. NE, Suite 100, Salem, Oregon, 97301 ph 503-986-5297 (M, T, W); cell: 503-580-3172 (Th, F); fax 503-378-4844 jevra.brown@state.or.us</p> <p>Messages to and from this e-mail address may be available to the public under Oregon Public Record Law.</p>	<p>FYI - Christopher C. Henry, PE</p>		

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
1/3/2017	gsando@uoregon.edu	<p>(1/12/2017) HI Chris and Zach, LTD response to this message from Mr. Gerardo Sandoval had gotten delayed about a week due to Ashley's vacation/Sasha's leave. I've attached the only pedestrian involved crash at the intersection of Chevy Chase and MLK that I could locate using LCOG's tableau crash mapper. There appears to be one from 2015, though I don't have any more insight as to the cause of the accident- Chris, do you have any more access to the details? I have a few other questions:</p> <ol style="list-style-type: none"> 1) I have not yet followed up with Mr. Sandoval, but I wanted to check in with you two to see if either of you had yet responded to his message? 2) If not, would you like me to follow up and explain how he can get involved? 3) Maybe he would be a good invite as a resident for the Cogito corridor based MLK listening session? <p>Thanks, Hart Migdal</p>				
12/14/2016	jevra.brown@state.or.us					

Date	Sender email	Message	Response	Response date	Received through
12/7/2016	john@jphammer.com	<p>From: John Hammer [mailto:john@jphammer.com] Sent: Wednesday, December 07, 2016 9:00 AM To: sasha.luftig@ltd.org; HENRY Chris C <Chris.C.Henry@ci.eugene.or.us>; GALLOWAY Zach A <Zach.A.Galloway@ci.eugene.or.us> Subject: "Moving Ahead"</p> <p>I received your advertisement dated 11/18/16, "Moving Ahead".</p> <p>"Moving Ahead" is slick propaganda to support more mass transit (Light Rail concept). Why do we need more raised station concrete travel lane that has negligible improvement for bus transportation? This adds up to greater unwanted LTD payroll tax for vast majority of Eugene/Springfield citizens and the outlying community.</p> <p>I don't use and I don't want more LTD in any form, especially increased payroll tax. An independent survey should first ask the community if it wants more light rail and cost or status quo. Remind our citizens that public employees don't pay LTD employment tax so working citizens pay a greater tax burden. Light Rail EMX concept is not needed nor is wanted by the community at large.</p> <p>Moving Ahead project management team is self-serving to push EMX. Citizens don't have a vote on LTD payroll tax and angry that they can't vote.</p> <p>Respectfully,</p>	FYI - Christopher C. Henry, PE		
6/21/2017	Brian Weaver, brian1813@msn.com	<p>from BRIAN Weaver to questions@movingahead.org subject Pioneer Parkway/Gateway Review date Jun 21 8:23 pm 15D</p> <p>Hello Moving Ahead,</p> <p>Have you or LTD seen the November 2015 "PERFORMANCE REVIEW OF LANE TRANSIT DISTRICT'S GATEWAY EMX" and the November 2016 "Technical Memorandum" follow-up, both conducted by CSA Planning for the Eugene Chamber of Commerce?</p> <p>Please let me know.</p>			
8/9/2017	Lawanda J. Manning, ljmanning01@gmail.com	<p>Senator Manning is interested in attending your next board meeting. When is the next schedule monthly board meeting?</p> <p>Thank you</p>	None yet		

Date	Sender email	Notes	Response back from sender	Date	Response back TO sender	Response back from sender
12/7/2016	john@jphammer.com					
6/21/2017	Brian Weaver, brian1813@msn.com					
8/9/2017	Lawanda J. Manning, ljmanningo1@gmail.com					

Appendix C: Public Outreach Milestone Summaries

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MovingAhead community workshops

The City of Eugene and the Lane Transit District (LTD) hosted five community workshops in May 2015. These workshops were held throughout the study area with each workshop focused on one or more geographically-related corridors. Individual workshop information includes:

Highway 99 Corridor

Monday, May 18, 5-7:30 pm
 Willamette High, 1801 Echo Hollow Rd.

River Road Corridor

Tuesday, May 19, 5-7:30 pm
 North Eugene High, 200 Silver Ln.

Martin Luther King, Jr. Boulevard/Centennial Boulevard Corridor

Tuesday, May 26, 5-7:30 pm
 Springfield High Library, 875 7th St.

30th Avenue/Lane Community College Corridor

Wednesday, May 27, 5-7:30 pm
 Eugene Public Library, 100 W 10th Ave.

Northeast Corridors (Coburg Road, Martin Luther King, Jr. Boulevard/Centennial Boulevard, Valley River Center)

Thursday, May 28, 5-7:30 pm
 Monroe Middle School, 2800 Bailey Ln.

The Randy Papé Beltline Corridor was discussed at most workshops, as it intersects with many of the study corridors. The purpose of the event was to present information about MovingAhead and allow participants to provide feedback on aspirations and concerns for MovingAhead and multimodal improvements in the corridors. Approximately 130 people attended the five workshops.

In addition to the in-person workshops, the team prepared a virtual workshop for online comments. The virtual workshop was open from May 11, 2015 to June 5, 2015. Approximately 1,000 people viewed the website during that time, with over 850 unique visitors to the website. Comment forms were collected in-person at the workshops and through the virtual workshop, email, and postal mail. 44 people submitted comment forms at workshops, with an additional 89 comment forms collected online. There were also 17 comments collected by email and two comments sent by postal mail.

Advertising and outreach

The open house was announced and publicized in several ways, including:

- **Project website and email distribution list:** The website was updated to advertise the five workshops and the virtual workshop. The City of Eugene website was also updated to reflect information on the workshops. An email was sent to over 500 interested parties on April 30, May 6, May 26, and June 5, 2015.
- **Press release:** A press release was sent to all major news outlets by communications staff at LTD.
- **Social media:** The City of Eugene and LTD advertised the community workshops on their Facebook and Twitter accounts throughout May.
- **Newspaper ad:** LTD ran an advertisement in the Register Guard on April 27, May 11, and May 25, 2015.
- **Project flyer:** An event flyer was distributed to stakeholders and posted around the City of Eugene during May. All LTD buses also carried a large advertisement with information about the workshops.

- **Cascade outreach by community partners:** Community partners were sent materials to forward to their networks. Partners include, but are not limited to, 1000 Friends of Eugene, United Way, neighborhood associations, and school districts.
- **Targeted community leader outreach:** Project staff sent targeted emails to community leaders to share with members of their organizations. The organizations include, but are not limited to, the Eugene Bicycle and Pedestrian Advisory Committee, the Housing Policy Board, and the Human Rights Commission.
- **Newspaper articles:** Two articles were written about the workshops. Articles appeared in the Register Guard (<http://www.registergaurd.com>) and on the KEZI ABC 9 webpage (<http://kezi.com>), both published on May 12, 2015.
- **News stories:** Two TV news programs ran stories on MovingAhead and the upcoming workshops, KEZI on May 11, 2015, and KVAL on May 12, 2015.

Format

The workshops were structured as a sit-down event, with two presentations and two small-group exercises. Participants were seated in groups of 6-8 people with a staff member facilitating for each group. At each table, participants discussed opportunities, constraints, and priorities for the featured corridors. In the first exercise, participants identified areas on a large corridor map that were opportunities as well as areas that needed improvements. The second exercise was a cross-section exercise that tasked participants with designing different road configurations (including travel lanes, bike lanes, or transit lanes) along the available right-of-way for that corridor. Although each workshop focused on a single corridor or subset of corridors, materials for all corridors were available.



May 27 30th Avenue/Lane Community College corridor workshop

Comments

Below is a summary of the comments collected through the in-person workshop comment forms (44), online form (89), emails (17), and postal mail (2). *Note: not every respondent answered every question on the collected comment forms.*

The comment form asked community members five questions. The first question was regarding the purpose and need of the project. The next three questions on the form dealt with the specific opportunities (and important places), barriers, and facility types for one of the specific study corridors. The form also asked participants to rank the importance of the following elements for each corridor:

- Bike lanes with protection from adjacent auto traffic
- Wider sidewalks
- Trees between sidewalks and streets;
- Transit in its own lane or in a lane shared with right turning cars and trucks
- Transit in a lane shared with cars and trucks

- Center turn lane
- Planted median
- On-street parking

Finally, the form asked participants to share any other ideas or comments they had on the MovingAhead project. The form also included optional demographic questions. A copy of the comment form is available in the appendix of this document.

Project Purpose and Need

Comments on the project's purpose and need were submitted by 24 people in the virtual workshop and approximately 20 people at the in-person public meetings. Several comments indicated that the Purpose and Need and Goals and Objectives were clear, provided a good overall vision for the project, and was comprehensive with pieces related to the economy, environment and livability. Comments on the purpose and need include:

- References are made to documents and plans with no explanation of what they are and where to find them
- There are too many objectives that say the objective is to meet the objectives of some other planning document - document is too insular and simply just does not speak clearly to the residents and businesses that are supposed to be served by LTD and the City
- Need to reconcile expectations about number of bicycles and pedestrians
- Concern about movement of pedestrians and bikes
- It will be tough to double the number of those that bike and walk, this will take a lot of education, incentives, and a safe environment
- Connectivity with pedestrians and bike access is important
- Safety around schools for walking and biking is crucial
- Continue to prioritize active transportation
- Need to provide transportation downtown for work, school, and entertainment (including evenings and late night service)
- Need to add senior friendly parkways at least 3 miles from shopping
- Concern about how to get people safely off transit and across the street to their destinations
- Careful consideration of bus stop locations to discourage midway crossings
- Need to reach into the neighborhood for improved service
- Make it a goal to separate bicycle traffic/lane from auto and truck lanes with medians
- Need to think about how to move people across the Willamette River
- The natural environment must be acknowledged and supported as a vital component of livability, not just the built environment
- Spend money on autonomous personal transportation and stop spending it on outdated modes like buses and trolleys
- Planning should not provide for suburban development of the farmland north of East Beacon Drive and north of the east part of West Beacon, where Class 1 and 2 soils should be saved for growing food
- Objective 1.3 is a good goal; supports putting public transit as a first choice, cars second
- Objective 2.4 is about leaving the place better than you found it and implementing improvements that enhance the environment
- Objective 3.2, 3.3, and 3.4 coordinate all planning with land use and community needs

Corridor-specific comments

30th Avenue/ Lane Community College Corridor

A total of 39 people attended the in-person workshop, 14 comments were collected at the workshop, and 28 comments were collected online.

Important places

When asked about the most important places to be able to access by foot/mobility device, bike or transit in the corridor, respondents mentioned:

- Amazon Park (future site of YMCA at Roosevelt)
- Lane Community College
- Woodfield Station
- South Willamette business zone - 29th Avenue and Willamette Street
- Path from golf course to LCC
- 30th Avenue from Harris Avenue to LCC
- Schools – South Eugene, Roosevelt, and Camas
- Hilyard Street to Kimberly Street or University Street
- Agate Street and 30th Avenue to LCC
- Amazon Parkway
- 18th Avenue and Oak Street
- 19th Avenue and Alder Street
- 18th Avenue corridor from Willow Court to Agate Street
- Kimberly to Ribbon Trail
- 30th Avenue and University Street
- Spring Boulevard off 30th Avenue. to Mt. Baldy trail
- Doctors' offices and buildings along Oak Street
- Civic Stadium site (new Kidsports location)

Corridor barriers

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Vehicle volume and speed is a barrier on 30th Avenue
- Tiny shoulders are a problem
- Crossing on/off ramps at Spring Boulevard
- Buses to LCC are infrequent in evenings and weekends
- Hard crossing locations along south side of 30th Avenue to LCC
- Bike path on Amazon Parkway is uninviting and risky
- Amazon Parkway from 19th Street to 29th Street is difficult
- Proper, clear signage on the trail network connecting to LCC
- Bus into the neighborhoods (not just to downtown) to cut back the number of trips
- More bike transport on buses
- Lack of bike lanes on 30th Avenue
- Large hill
- Transition from Amazon path to High Street
- No transit stop available around Agate Street/Kimberly Street
- No bike lane going west by Camas Ridge Elementary
- Intersection of 30th Avenue/Amazon Parkway/Hilyard Street is difficult on a bike
- Lack of bike/ped connection from 27th Avenue east through Amazon Park
- Crossing Kimberly Street
- Agate Street and 30th Avenue intersection

- Harris Street and 30th Avenue intersection
- Hilyard Street to University Street
- No bike or pedestrian facilities from Agate Street to 30th Avenue

Street facilities

When respondents were asked to rank the level of importance for certain street facilities, 37 out of 42 respondents said bike lanes with protection from auto traffic were very important or somewhat important, and 29 respondents said sidewalks were very important or somewhat important. The most unimportant street facilities to respondents were parking (23) and a planted median (17).

General comments

General comments about the 30th Avenue/LCC corridor include:

- Importance of careful and multiple media spots to tell people about any changes to street design
- More people would ride bikes to LCC if there were improvements from Hilyard Street to the campus
- Public transit and progressive bike lanes can help make the region a safer place
- LCC route only serves a single purpose and money should be spent where multiple purposes will be served
- Need alignment with other city-based planning projects
- Provide better weekend service to LCC campus
- Ensure that freight and traffic mobility is maintained
- Harris Street to University Street should be a school zone with a 25mph zone
- Improve bicycling to LCC; more students would bike if it was safer
- Money is being wasted here, transit is adequate and cyclist are rare on 30th Avenue
- Need a separate area for bikes and pedestrians – 30th Avenue is a semi-highway road

Randy Papé Beltline Corridor

A total of nine comments were collected online. No comments were collected in-person.

Important places

When asked about the most important places to be able to access in the corridor by foot/mobility device, bike or transit, respondents mentioned:

- W 11th Avenue
- Gateway
- Parks
- Bike paths along river
- Delta Oaks shopping center
- Schools – Clear Lake, Shasta, Willamette High School, Cascade, and Danebo
- Coburg Road
- Barger – Winco and Bethel library
- Costco
- Fred Meyer
- Jerry's

Corridor barriers

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Need access to cross Highway 99
- Lack of bus service along Beltline Highway
- Beltline Highway cuts Bethel in half and it is hard to get around
- Lea Avenue lacks street lights, speed bumps, and sidewalks
- Lack of pedestrian/bicycle bridges over Beltline Highway
- Railroad tracks
- Crosswalk needed at River Road and Division Street

Street facilities

When respondents were asked how important certain street facilities were for them, out of nine respondents, seven people said transit in its own lane is very important or somewhat important. The most unimportant street facilities to respondents were parking (7) and center turn lanes (5).

General comments

General comments about the Beltline corridor include:

- The Beltline Highway needs a sound-abatement wall to shield residential areas from traffic noise - most cities have a tall concrete wall planted with ivy along freeways running through residential areas
- Build shared- use paths all along Beltline Highway
- Would love a BRT line and bike paths along this corridor
- Connection to safe routes to school program is very important
- Pedestrian islands are a death-trap for motorcycles

Coburg Road Corridor

A total of 17 people attended the in-person workshop and 13 comments were collected online. No comments were collected in-person.

Important places

When asked about the most important places to be able to access in the corridor by foot/mobility device, bike or transit, respondents mentioned:

- | | |
|-------------------|--------------------------|
| • Oakway Center | • EmX station at Gateway |
| • Downtown | • VA Hospital |
| • Chad Drive | • Albertsons |
| • Riverfront area | • Sheldon Plaza |

Corridor barriers

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Oakway Road has no crosswalks and heavy traffic
- Lack of protected bike lanes on Harlow Road
- Difficult to cross Oakway Center parking lot
- High speeds and narrow sidewalks
- Corridor could use a separated cycle track
- Harlow Road and Garden Way is difficult to cross – very dangerous

Street facilities

When respondents were asked to rank the relative importance of certain street facilities, 13 out of 13 respondents said bike lanes were very important or somewhat important, and 11 out of 13 respondents said sidewalks and transit in its own lane are also important. The most unimportant street facility to respondents was parking (8).

General comments

General comments about the Coburg Road corridor include:

- Coburg Road is frequently congested with autos and has many crashes, but the design of the corridor makes alternatives unappealing
- Bicycling seems risky, transit is slow and stuck in traffic, and walking is unpleasant and can be dangerous
- Support for improved facilities for walking and biking in the corridor
- More frequent bus service is needed
- Crossing Coburg Road is difficult with traffic lights far apart
- Cars do not stop for walkers at non-light intersections, this needs improved enforcement
- Improve transit from Eugene Station to north side of Ferry Street bridge
- Ferry Street bridge could be a bottle neck for traffic with dedicated transit lanes
- Important piece is to connect to and around Oakmont Center
- The biggest hazard is turning vehicles
- Encourage businesses to remove barriers for walkers and bikers
- Do not put another bridge over the Willamette River

Highway 99 Corridor

A total of 24 people attended the in-person workshop, eight comments were collected at the workshop. Eight additional comments were collected online.

Important places

When asked about the most important places to be able to access in the corridor by foot/mobility device, bike or transit, respondents mentioned:

- | | |
|---|----------------------------------|
| • Willamette High School | • Four corners area |
| • Eugene Airport | • Winco |
| • Maxwell Road to Barger Road area | • Jerry's |
| • Shopping centers – Barger/Echo Hollow | • Petersen Barn Community Center |
| • Willamette High School | • Gilbert shopping center |
| • Parks – Trainsong, Shasta ball fields | • Bethel Library |

EVENT SUMMARY

Corridor barriers

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Garfield Street and 7th Avenue
- High speeds on Highway 99
- Beltline Highway cuts off bike/pedestrian transit
- Lack of bike options from Maxwell Road to Barger Drive
- 4 corners - angle of road is sharp and speeds are high
- Railroad yards are a major obstacle -- Maxwell Road to Roosevelt Boulevard
- Bus service is not frequent enough
- Highway 99 is hard to cross for pedestrian/bikes
- Lack of bike lanes north of Bethel Drive

Street facilities

When respondents were asked to rank the relative importance of important certain street facilities, 12 out of 16 respondents said bike lanes were very important or somewhat important and 8 respondents said sidewalks are also important. The most unimportant street facility to respondents was parking (9).

General comments

General comments about the Highway 99 corridor include:

- Highway 99 needs wider sidewalks for the current mixed bike and pedestrian going both directions
- Heavy trucks on Highway 99; need more electric car charging stations and park and rides
- Corridor needs more protected bike lanes
- Connection to safe routes to school program is very important
- Corridor seems too auto-oriented and would not serve transit well, except to the airport
- Bus stop needed at Petersen Barn Community Center (lots of senior services)

Martin Luther King Jr. Boulevard /Centennial Boulevard Corridor

A total of 22 people attended the in-person workshop and six comments were collected online. No comments were collected in-person.

Important places

When asked about the most important places to be able to access in the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Kinsrow/Garden Way area
- McKenzie Willamette Hospital
- Mohawk Boulevard
- Businesses along Centennial
- Schools – Hamlin, Springfield High School
- Oakway Road
- Hayden Bridge Neighborhood
- Marcola Meadows

Corridor barriers

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Wide, 4-5 lane sections are uncomfortable for biking and walking
- Martin Luther King Jr. Boulevard is very wide, needs buffered bike lanes and crossing improvements
- Marcola Road needs bike/pedestrian improvements for comfort and safety
- Bike lanes end along Centennial Boulevard at various intersections
- Island Park bike path connection at D Street has blind turn and no bike lane

Street facilities

When respondents were asked to rank the relative importance of certain street facilities, six out of six respondents said bike lanes were very important and six people said trees between sidewalks and streets are also important or somewhat important. The most unimportant street facility to respondents was parking (6).

General comments

General comments about the Martin Luther King Jr. Boulevard / Centennial Boulevard corridor include:

- Further involvement of Springfield residents and stakeholders for the Centennial Boulevard corridor
- Bike Paths need clearer and safer transitions into street traffic
- Extension from Marcola Road and 29th Street through Hayden Bridge area
- Centennial Boulevard is a noisy mess and avoided by avid walkers
- Interstate 5 bridge is in a handy spot- would like better access
- Need wayfinding signs for pedestrian routes on Centennial Boulevard
- Centennial Boulevard may need grinding and overlay to accommodate BRT

River Road Corridor

A total of 49 people attended the in-person workshop and 14 comments were collected there. An additional 28 comments were collected online. Two comments were sent by postal mail.

Important places

When asked about the most important places to be able to access in the corridor by foot/mobility device, bike or transit, respondents mentioned:

- | | |
|---|--|
| • From Park Avenue to Hilliard Lane. – heart of the community (stores, homes and the schools) | • River path system |
| • Razor Park | • North and south of Beltline Highway |
| • Fir Lane - access to natural food stand and river/park | • River Road Recreation Center |
| • Santa Clara Square, River Road Station/NEHS area | • Access to Willamette River |
| • Schools - River Road, Howard and Kelly | • Bus stop at Scenic Drive and Dublin Avenue (for power wheelchairs) |
| | • Division Avenue between the two shopping centers |
| | • Santa Clara Square |
| | • Fred Meyer |

- River Road Transit station
- Howard Avenue and River Road
- Maxwell Road and River Road
- Silver Ln. and River Avenue
- Emerald Park
- The new Ecco Apartment complex
- River Avenue Post Office
- Lower River Road - stutter flash

Corridor barriers

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Crossing River Road at Elkay Drive
- River Road is too loud, wide, auto-oriented, and fast; no one wants to bike or walk along it
- High speeds/lack of crossings on River Road
- Beltline Highway bisects the corridor, leaving few parallel bike/ped connections
- Bus service gets stuck in traffic
- Infrequent marked crosswalk along entire corridor
- Long crossing distance at Hilliard Lane
- Very dangerous to bike on Division Avenue east of Moore Street
- No good crossing between the shopping areas
- River Road under Beltline Highway is too narrow
- No sidewalk going west on Hilliard Lane
- Howard and River Road - 3 way intersection is confusing for pedestrians and drivers
- Too few protected pedestrian crossings on River Road
- No crosswalk or light to cross River Road near the bus stop at River Road and Lindner Ln.
- The River Road intersection at Silver Ln. is congested and dangerous for bikes and pedestrians
- The Santa Clara shopping center area is congested and dangerous for bikes and pedestrians
- Lack of crosswalks along the corridor
- Hatton Avenue has a dead end and cannot be accessed from Sunny Drive or Golden Avenue
- No sidewalk on the south side of Howard Avenue
- No service to the Post Office on River Avenue
- No light at Dari Mart/new apartments
- Lack of crosswalk at River Road and Division Avenue
- Lea Avenue has broken sidewalks, lacks street lamps and speed bumps
- No crosswalks between NW Expressway and Knoop
- In future planning for River Road, reference the Lower River Road Concept Plan (developed 2002-2004)

Street facilities

When respondents were asked to rank the relative importance of certain street facilities, 39 out of 42 respondents said bike lanes were very important or somewhat important, 32 people said trees between sidewalks and streets are very important or somewhat important, and 30 people said transit in its own lane is very important or somewhat important. The most unimportant street facility to respondents was parking (33).

General comments

General comments about the River Road corridor include:

- Include River Road in EmX project

- Listen to residents who want a slower River Road with easier, safer crossing for pedestrians and bicycles, and build green space (trees and median strip landscaping)
- Please provide wide or protected bike lanes all along River Road
- The River Road residents who live on the west side of the road need to access the river bike path with many more protected places to cross
- There is no access to the end of Delta Highway except by freeway, would like to see a connection by surface street
- Would like a bus that goes all the way to the south end of Chambers Street
- Bring back express bus to UO
- Do not want a highway running through our neighborhood
- Would like to see this extended a bit northward to a possible bus terminus at Oroyan Avenue at the failed shopping center
- This corridor in particular is well situated for the conversion of two general purpose traffic lanes to transit only
- Please don't add to the right-of-way width of this street by simply adding bus lanes- reallocate the space to BRT from all the single-occupancy vehicles out there
- Safe routes to school is in serious need
- Seems like there's going to be terrible traffic problems soon due to all the new housing being built in the River Road and Santa Clara area - public transportation sooner than later would be good
- River Road businesses are not close enough to most residential areas to reasonably plan to walk, would be easy on the bike if it was safer
- Continue to solicit input from the public - we especially need visual representations of various options
- Need for a bridge from River Road east to Good Pasture Island Road or VRC (or further north from railroad to Delta Highway)
- Lea Avenue did not receive resurfacing a few years ago when all residential streets along River Road received this treatment
- Transfers downtown discourage ridership if waits are longer than 10 minutes
- The EmX corridor could restore River Road to its roots: tree lined, easy to cross, mixed residential and business
- Beaver Street needs a real bike lane
- There is potential for slowing traffic and building community – making places – along the corridor

Valley River Center Corridor

A total of five comments were collected online. No comments were collected in-person.

Important places

When asked about the most important places to be able to access in the corridor by foot/mobility device, bike or transit, respondents mentioned:

- | | |
|---|---|
| • Valley River Center | • EWEB waterfront (via Coburg Road viaduct) |
| • Neighboring business park | • Downtown |
| • Waterford Grand/Willamette Oaks area apartments | • Eugene country club |
| • Village Plaza and the surrounding apartments | • Doctor offices on Willagillespie Road |

EVENT SUMMARY

Corridor barriers

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- VRC is awkward to cross for bikes/pedestrians
- Goodpasture Island Road, south of the bike bridge, is nerve-racking to ride for cyclists
- Poor pedestrian/bike connections across Delta Highway at Goodpasture Island Road
- Large surface parking around Valley River Center increases pedestrian /vehicle conflicts
- Fast vehicle speeds along Goodpasture Island Road
- No pedestrian bridge under the Washington/Jefferson bridge
- No river crossing north of Beltline Highway

Street facilities

When respondents were asked to rank the relative importance of important certain street facilities, three out of five respondents said bike lanes were very important or somewhat important. The most unimportant street facilities to respondents were center turn lanes (3) and parking (5).

General comments

General comments about the Valley River Center corridor include:

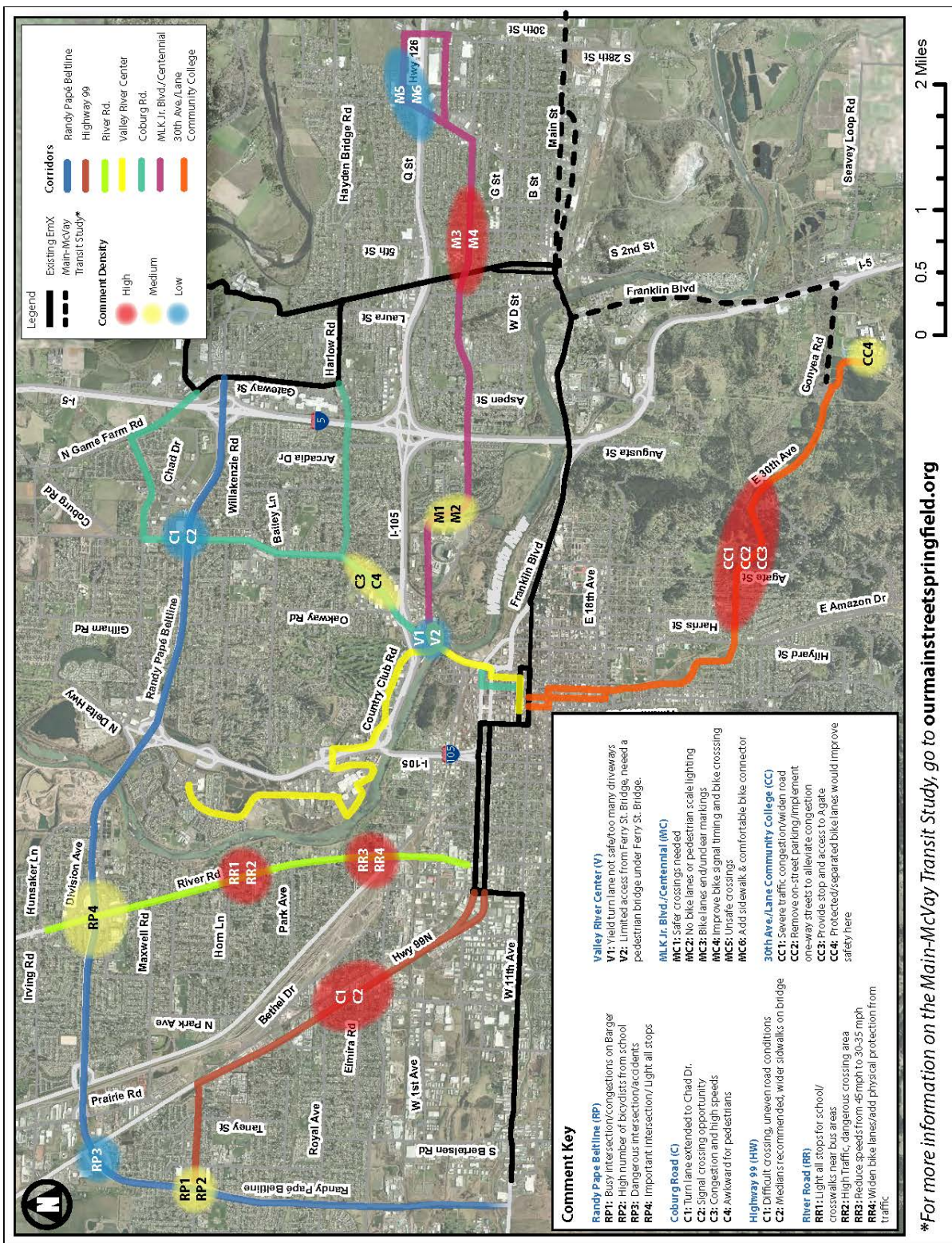
- If both the Valley River Center and Beltline Highway corridors are advanced, consider looking at potential transit connections between them at Delta Oaks
- The circuitous bus route through Valley River Center is unnecessary; transit would be more successful in this corridor if it served Valley River Center via a straight-line path on the north side of the property
- Focus energy on downtown revitalization rather than servicing a mall
- Major congestion across river with no bridges except Ferry Street bridge
- Electric bicycles not allowed to cross river on pedestrian bridges
- Bike/ped access across river is important
- Link Crescent Avenue to Valley River Center
- No dedicated or Business Access and Transit lanes required on Valley River Center
- Consider removing bike lanes from Valley River Center to river
- Connect neighborhoods underserved by transit to Valley River Center

Demographics

Respondents of the workshop and online comment form had the option of answering demographic questions. Of the respondents who provided demographic data, nearly all are Caucasian (59). About 26 respondents ride their bike for their commute, while 21 drive alone. Most respondents providing their age were over 55 years old (31).

Base map exercise results

Participants of the workshops were asked to work in small groups to identify needs, opportunities and important places on specific corridors. Below is a map showing the concentration of comments placed on the map, with a focus on the density of comments given by participants. A few of the most common responses written are also included.



*For more information on the Main-McVay Transit Study, go to ourmainstreetspringfield.org

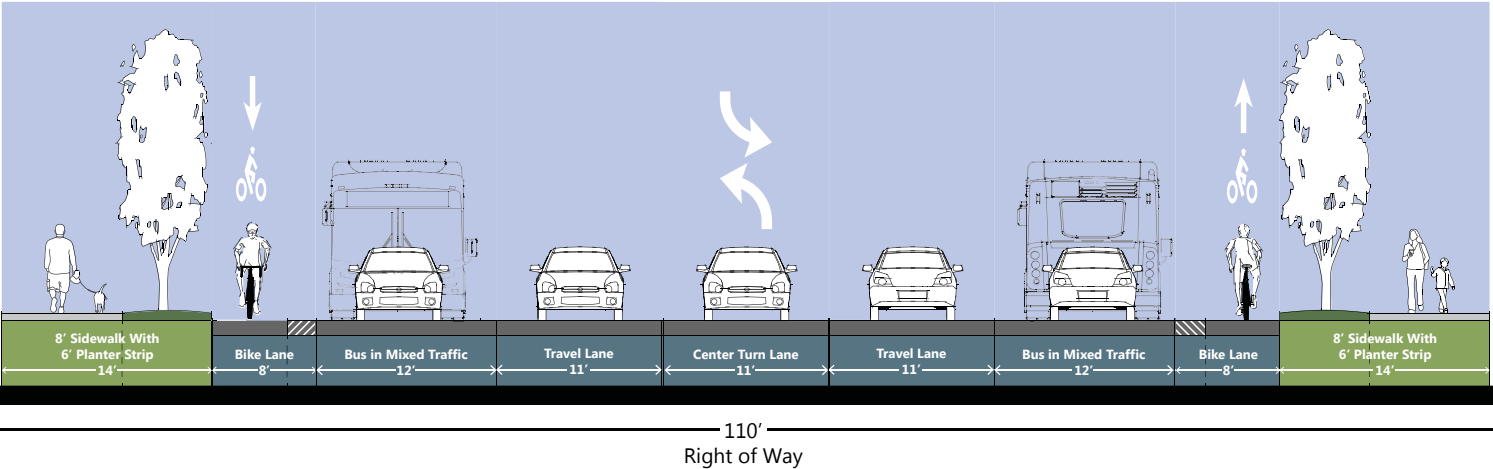
Cross section exercise results

Participants of the workshops were asked to work in small groups to test different ideas for how specific corridors could be developed. Using this information, participants discussed the benefits and impacts of developing some kind of bus rapid transit in the corridor.

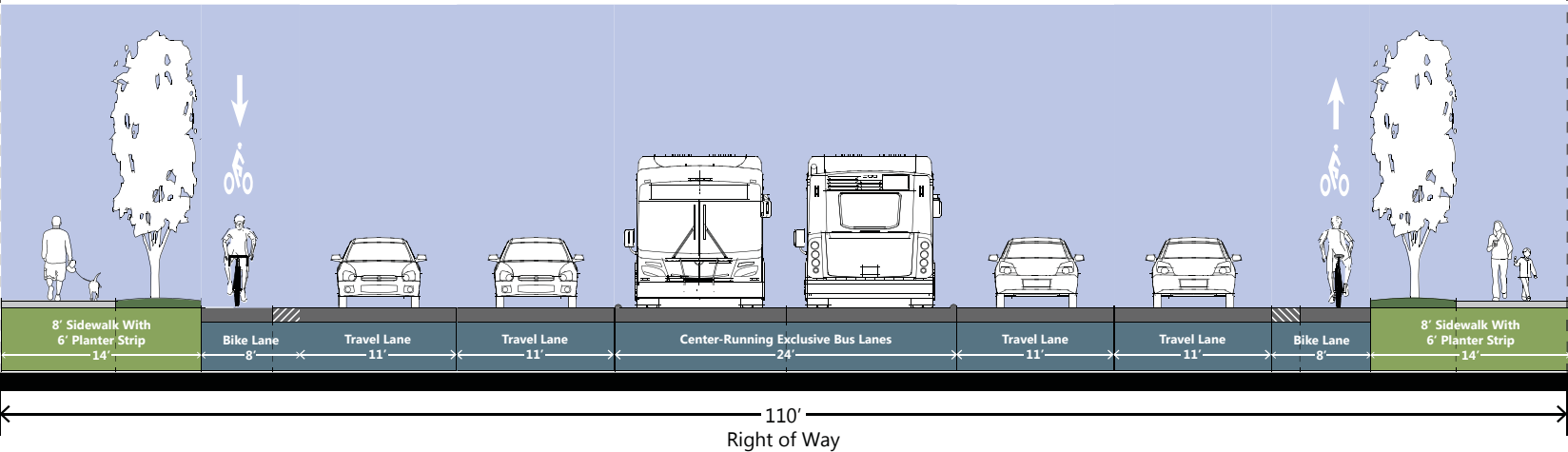
Below are the most common cross-sections developed for each corridor.

Highway 99 Corridor

Workshop Concept 1



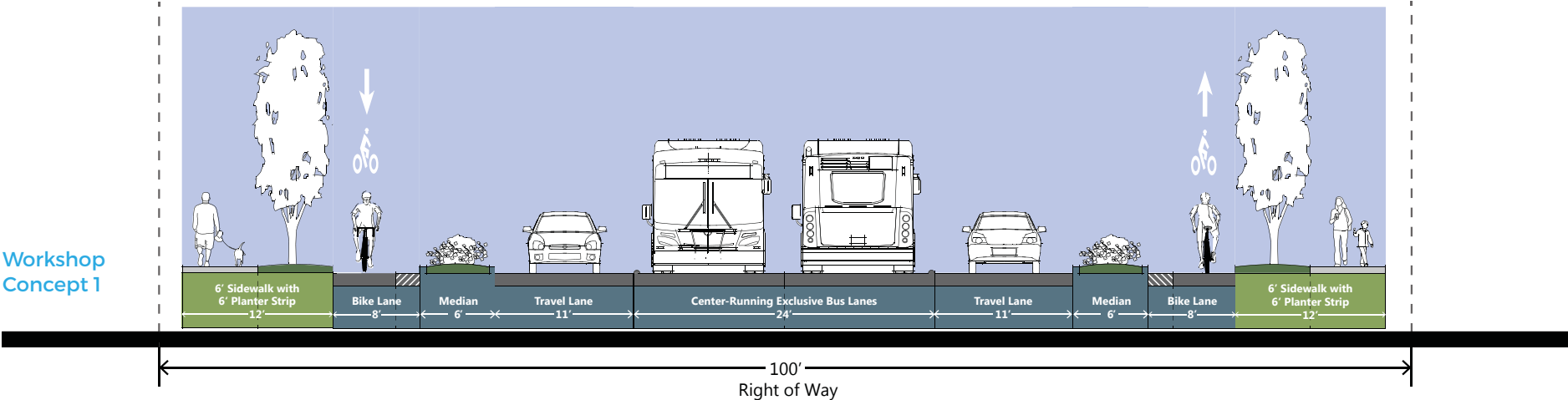
Workshop Concept 2



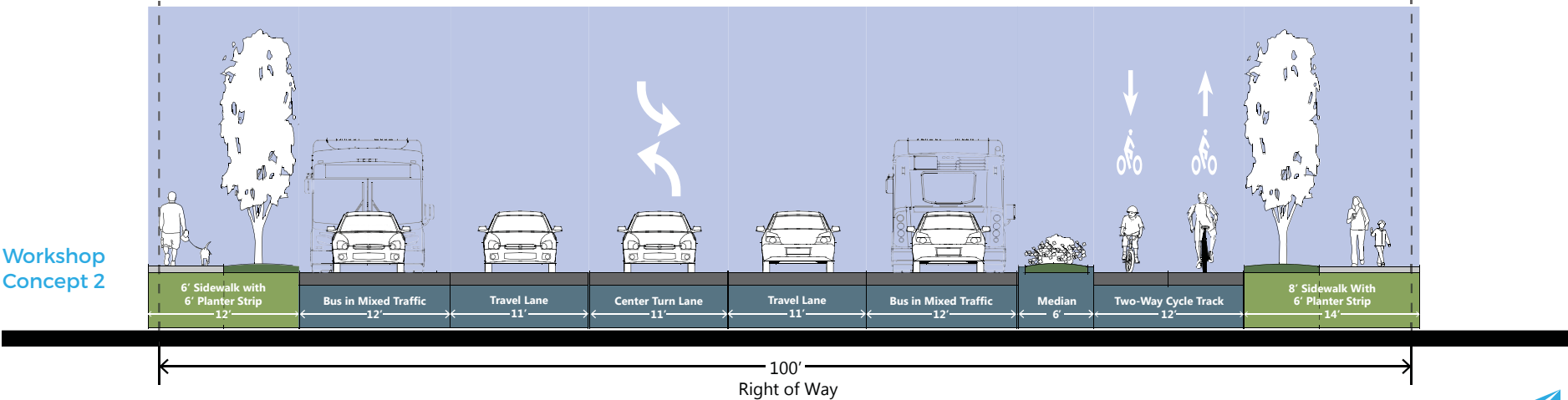
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River Road Corridor

Workshop Concept 1

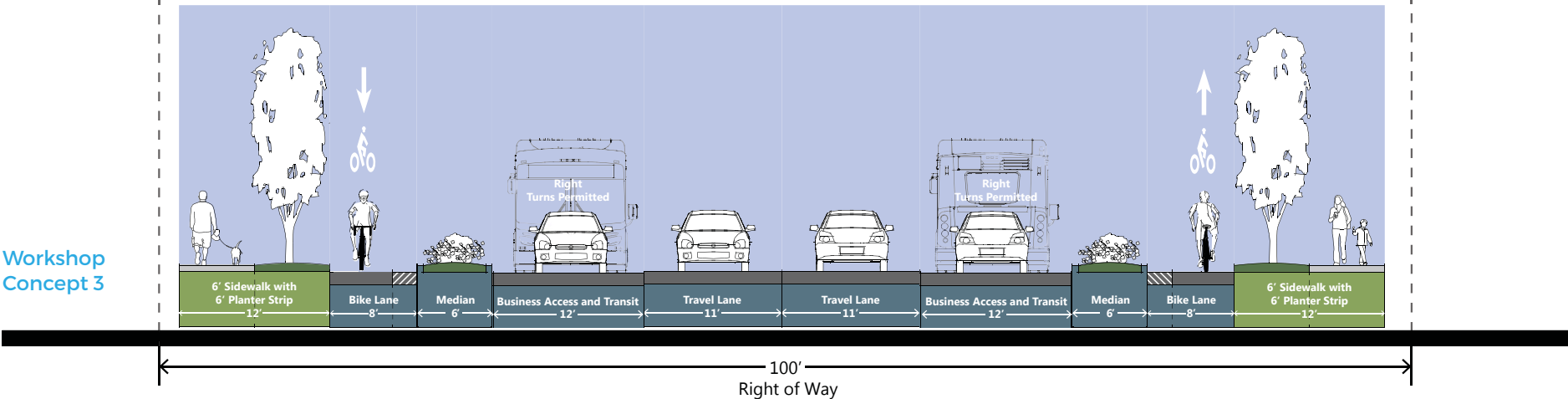


Workshop Concept 2

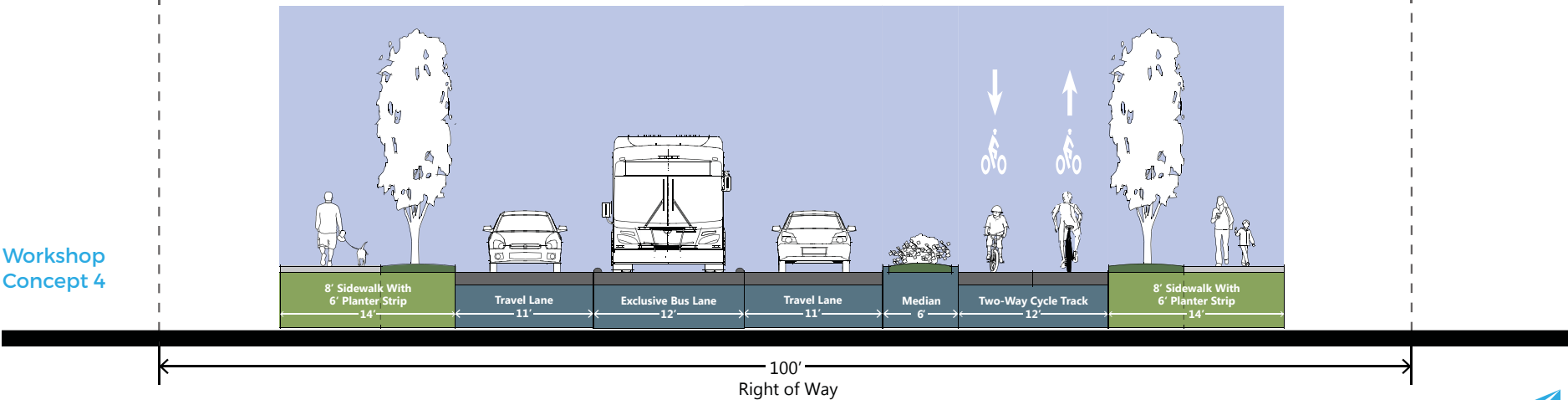


River Road Corridor

Workshop Concept 3

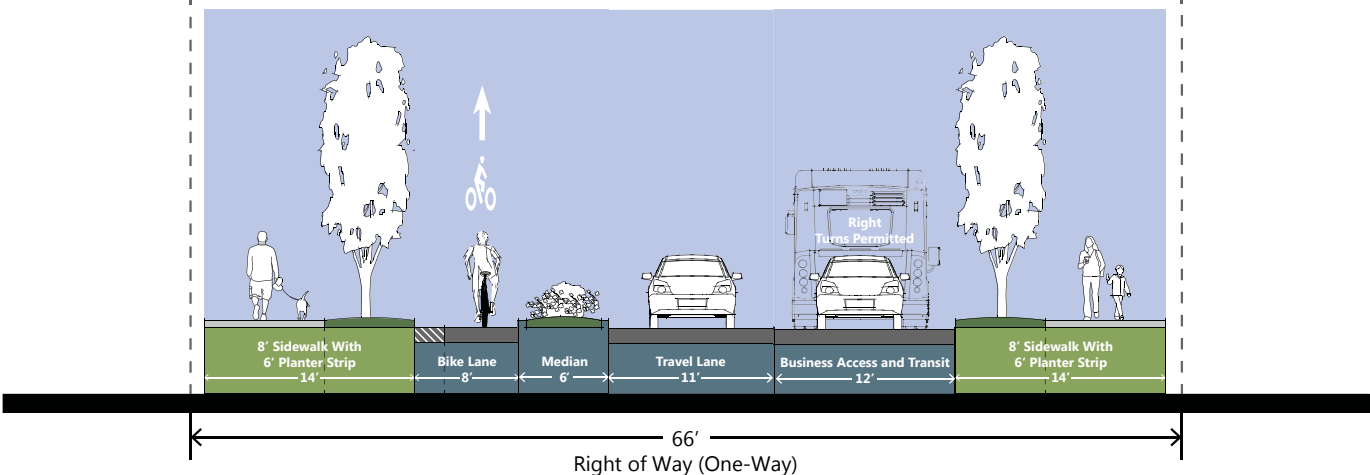


Workshop Concept 4

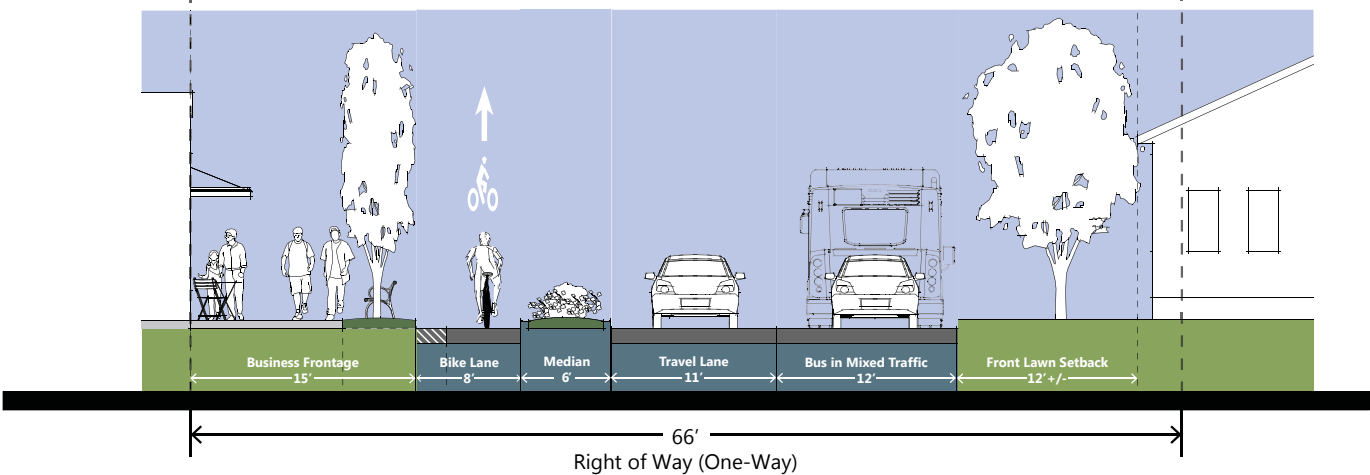


30th Avenue/LCC Corridor

Workshop Concept 1



Workshop Concept 2

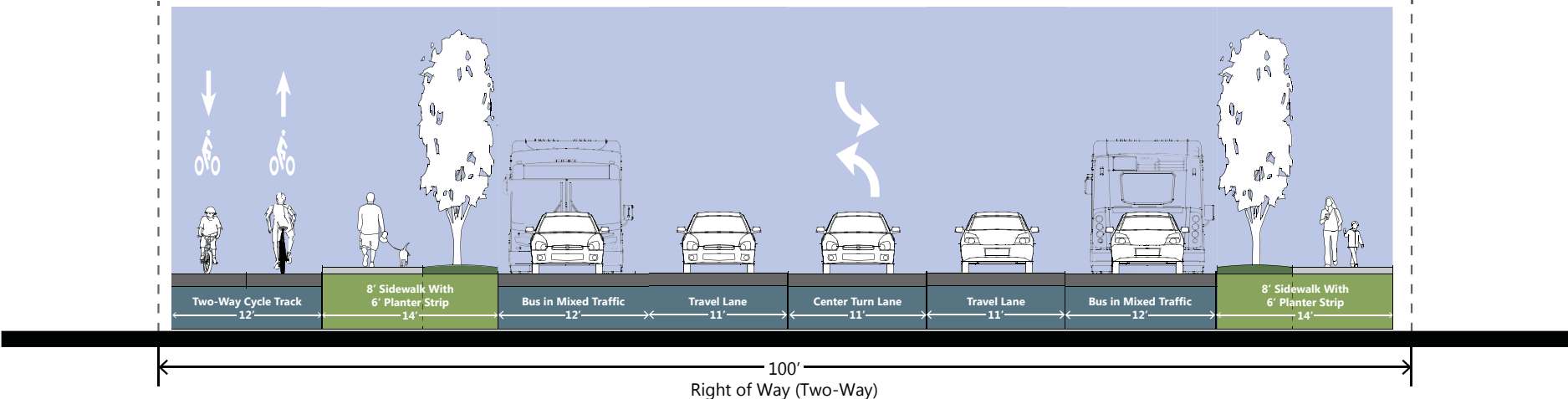


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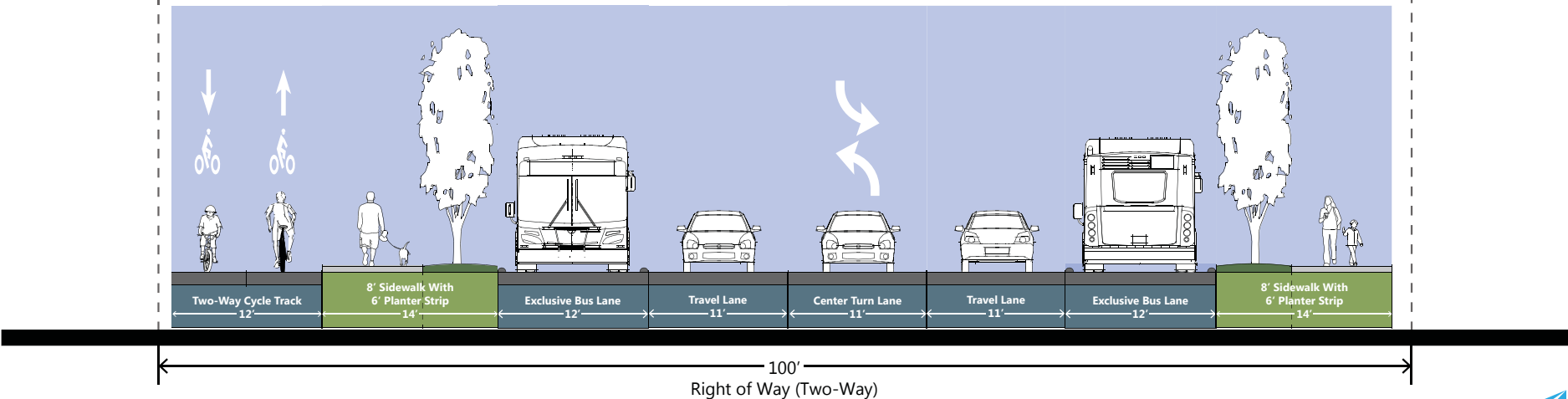


30th Avenue/LCC Corridor

Workshop Concept 3



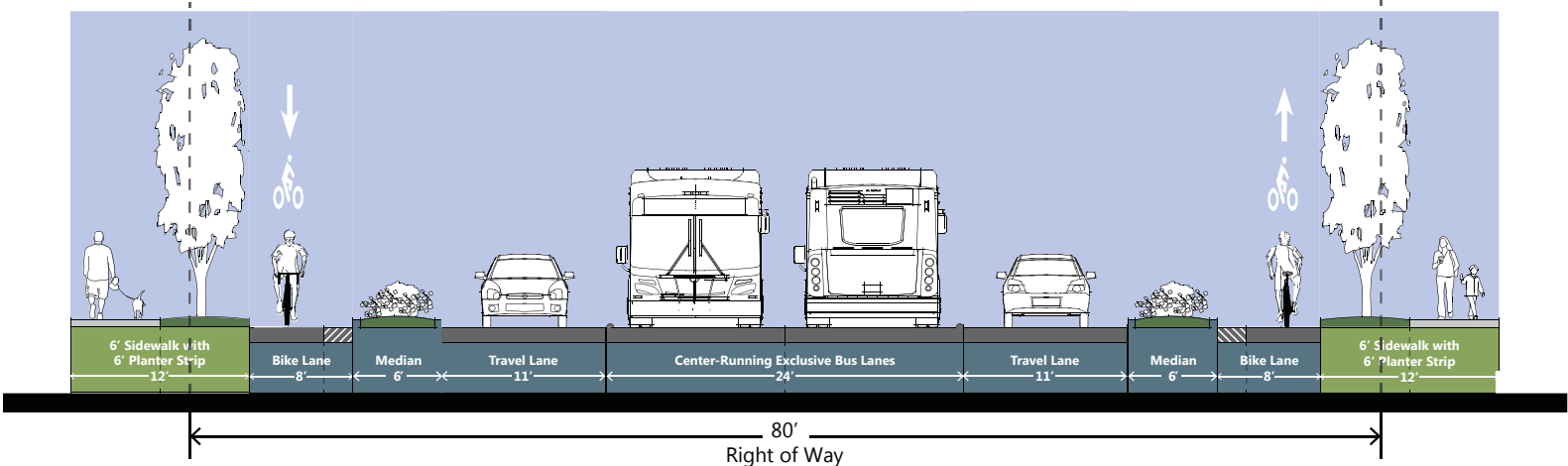
Workshop Concept 4



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Martin Luther King, Jr. Blvd./ Centennial Blvd. Corridor

Workshop
Concept 1



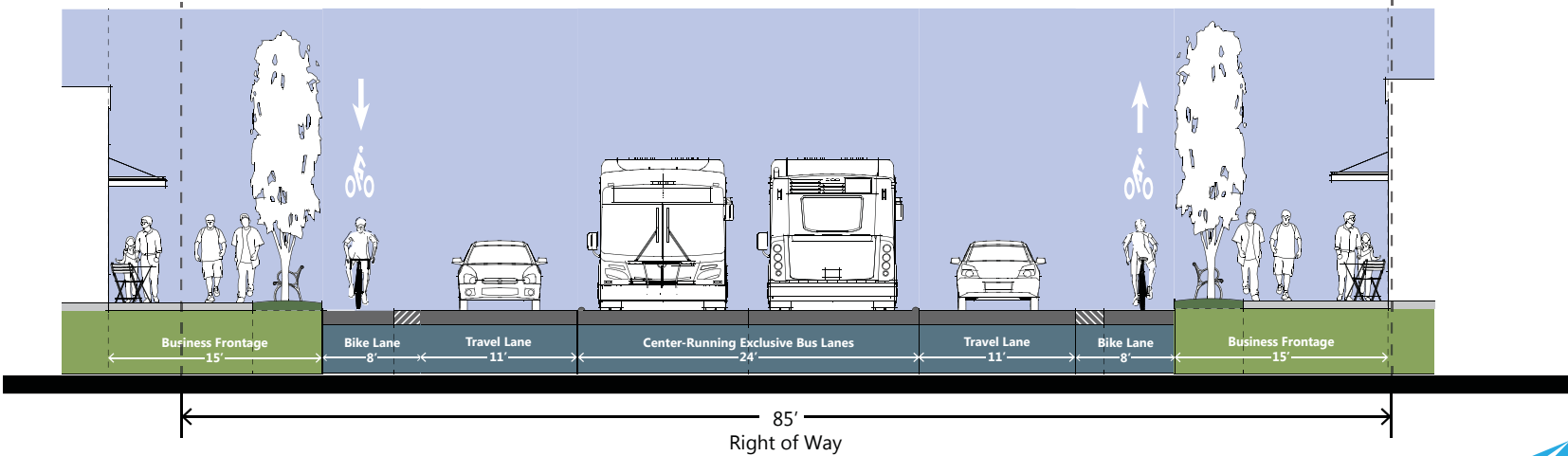
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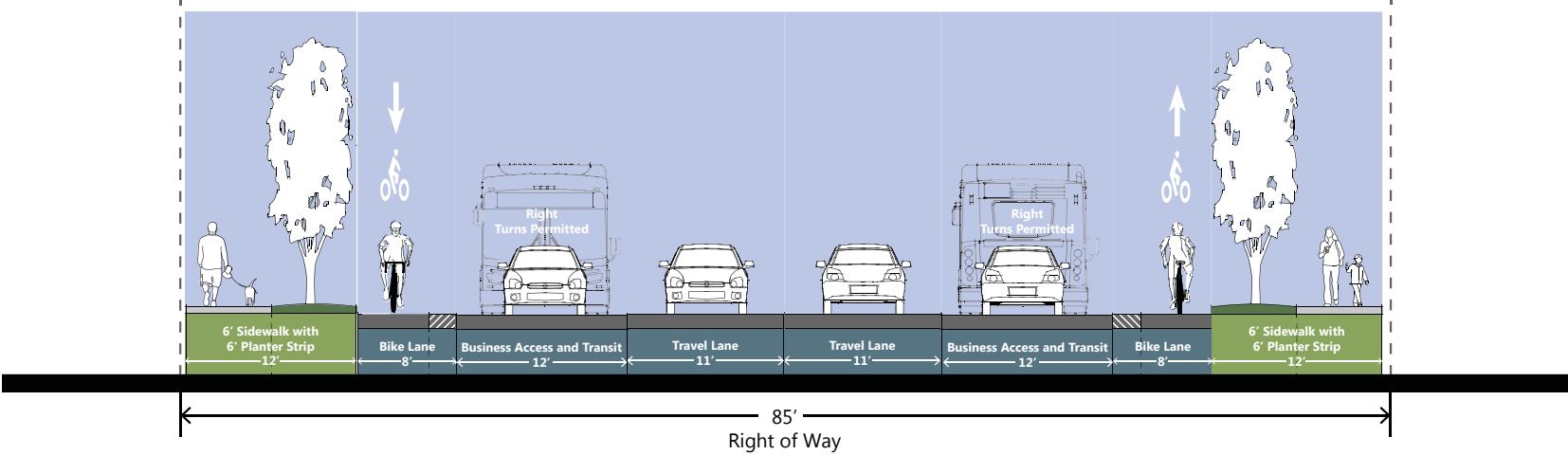
Coburg Road Corridor

Coburg Road Corridor

Workshop Concept 1



Workshop Concept 2

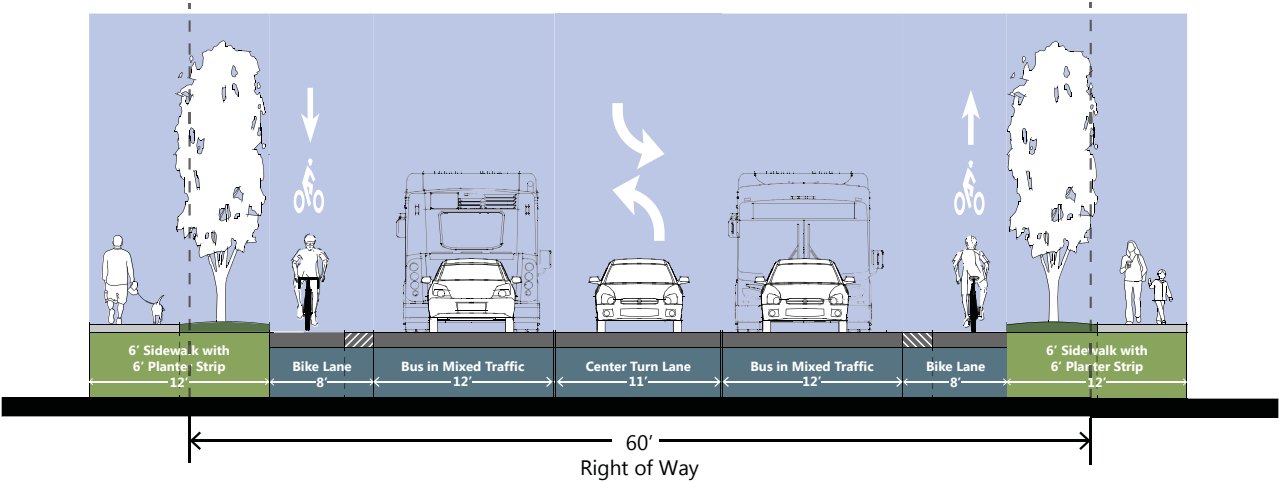


DRAFT



Valley River Center Corridor

Workshop
Concept 1



DRAFT

Comment form – Valley River Center Corridor

May 2015



We appreciate your input! Your comments will help MovingAhead develop corridor ideas to study. Please take a few minutes to complete this form and leave it tonight, return it by mail to MovingAhead, PO Box 7070, Springfield, OR 97475, or email to questions@MovingAhead.org. You can also submit comments online at MovingAhead.org. Please return comment forms by June 5, 2015.

First, please tell us a little about yourself

Do you live in: Eugene Springfield Other _____

What is your zip code? _____

Preliminary Purpose and Need Statement

Please share any comments about the Preliminary Purpose and Need Statement (review the complete Purpose and Need Statement at MovingAhead.org).

Valley River Center Corridor

Where are the most important places to be able to access by foot, mobility device, bike, or transit in this corridor?

What barriers make it difficult to get around by foot, mobility device, bike, or transit?

How important is it to include the following elements in concepts for the Valley River Center Corridor?

	Very important	Somewhat important	Neutral	Somewhat unimportant	Unimportant
Bike lanes with protection from adjacent auto traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wider sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trees between sidewalks and streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit in its own lane or in a lane shared with right turning cars and trucks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit in a lane shared with cars and trucks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Center turn lane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planted median	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other comments

Please share any other ideas or comments that you would like the project team to consider during the development of the MovingAhead project.

How did you hear about this event? Newspaper Email Project website Word of mouth Other: _____

As a recipient of federal dollars, this project is requesting demographic information at public events to evaluate the effectiveness of public outreach activities and to comply with Title VI of the Civil Rights Act. The identity of individuals is kept confidential. The results are reported as totals only, and used solely to help improve future outreach.

Your Race/Ethnicity

- African-American (not Hispanic)
- Caucasian (not Hispanic)
- Hispanic
- American Indian/Alaskan Native
- Asian or Pacific Islander
- Unknown/ Don't want to say

How do you commute to work?

- Drive alone
- bike
- Walk
- Take transit
- Carpool
- Work at home
- Retired

Gender Identity

- Male
- Female
- _____
- Don't want to say

What's your age?

- Under 18 years old
- 18-24 years old
- 25-34 years old
- 35-44 years old
- 45-54 years old
- 55 years or older

Multiple routes studied for EmX expansion, transit options

Four major transportation corridors in Eugene or Springfield could be selected this fall for an in-depth review aimed at improving them for public transit, biking and walking.

The Eugene City Council and Lane Transit District Board on Monday heard about the collaborative study effort by the two public entities called “Moving Ahead.” The review is intended to lead to the design, funding and building of transit, pedestrian and bicycle improvements on four major roadways.

First, seven key corridors will be reviewed in the next few months, including Randy Papé Beltline, Highway 99, River Road, Coburg Road and 30th Avenue in Eugene, and Centennial Boulevard in Springfield.

Public transit changes on the streets could range from relatively minor improvements, such as the installation of bus-only lanes at intersections, to full-scale EmX bus rapid transit service, councilors and LTD board members were told.

Changes for pedestrians and bicyclists could range from improved crossings, such as pedestrian “islands” and crossing signals, to expanded sidewalks and bike lanes.

LTD planner Sasha Luftig told the officials that planning for four corridors at once is more efficient than the traditional way of making decisions for one corridor at a time. That’s the approach the community has used to implement EmX routes in Eugene and Springfield, but which has taken between eight and 10 years from the start of planning to the start of service, she said.

Mayor Kitty Piercy and some councilors said they agree with the new way to plan for transportation improvements, including bus rapid transit.

“I appreciate this more efficient approach,” Piercy said.

This fall, the City Council and LTD Board will be asked to select up to four corridors to advance to project development. All of the corridors are in Eugene except for Springfield’s Centennial Boulevard portion of a Northeast Corridor.

Officials say a vigorous attempt to gather public opinion on what residents want to see on the streets will begin next week, with the first of five workshops.

The council and LTD board also will get information from other local officials, a project oversight committee, and city and LTD staff.

The MovingAhead review will occur at about the same time as Main Street in Springfield and McVay Highway are being studied for possible EmX service.

An advisory committee in January recommended that local officials consider extending an EmX bus rapid transit line along Springfield’s Main Street as one way to improve transit service on that corridor.

But the committee stopped short of recommending EmX service along McVay Highway to Lane Community College, saying that LTD ridership doesn’t justify the increased operating costs.

Making busy major streets in Eugene and Springfield safer has become a priority for local officials in recent years, especially in the wake of fatal collisions between motor vehicles and pedestrians or bicyclists.

In February, the latest incident focused attention on crash-prone Main Street in Springfield. On Feb. 22, a 68-year old resident killed three children, ages 4, 5 and 8, as they walked with their mother across Main Street in the Thurston area.

Follow Ed on Twitter [@edwardrusso](#) . Email ed.russo@registerguard.com .

What's Next

Four public workshops will take place in the next two weeks to gather opinion on improving major streets in Eugene and Springfield for pedestrians, bicyclists and public transit. All meetings will last from 5 p.m. to 7:30 p.m.

Corridors to be reviewed: Randy Papé Beltline, Highway 99, River Road, Coburg Road, MLK Jr. Blvd./Centennial Blvd., Valley River Center and 30th Avenue

Highway 99 corridor: Monday, Willamette High School, 1802 Echo Hollow Road, Eugene

River Road corridor: May 19, North Eugene High School, 200 Silver Lane, Eugene

30th Avenue/Lane Community College corridor: May 27, Eugene Public Library, 100 W. 10th Ave.

Northeast corridors (Coburg Road, MLK Jr. Blvd., Centennial Blvd., Valley River Center): May 26, Springfield High School, 875 Seventh St.; and May 28, Monroe Middle School, 2800 Bailey Lane, Eugene

Can't attend a meeting?: Visit movingahead.org now through June 5

Watch the KEZI 9 News Live Stream >> (<http://www.kezi.com/livestream>)



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Eugene
51°



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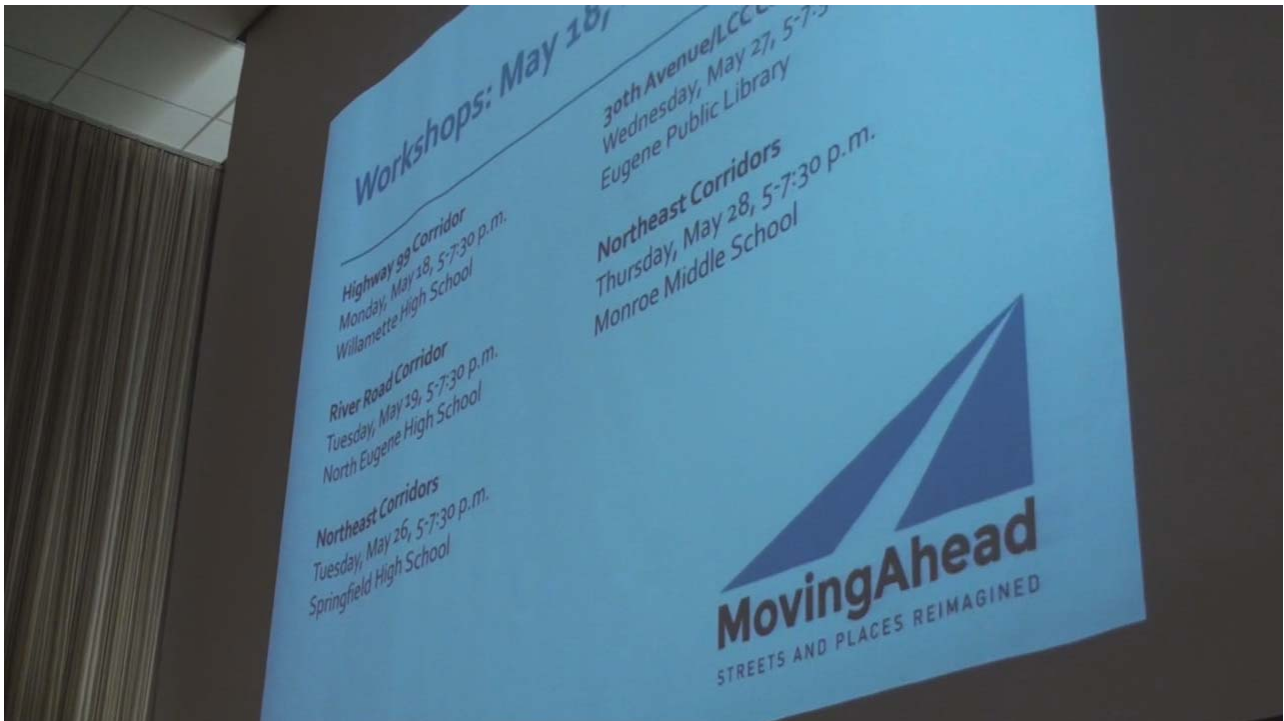


North Bend
54°

(<http://kezi.com/weather>) (<http://kezi.com/weather>) (<http://kezi.com/weather>) ([http://kezi.com/weathe](http://kezi.com/weather))

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New Transportation Direction Forms, Input Sought



By **Brian Richardson** May. 12, 2015

EUGENE, Ore. – Major transportation upgrades could be coming to four corridors in the Eugene and Springfield area.

It's all part of the "MovingAhead" plan. The Lane Transportation District detailed the plans at the Eugene City Council's Monday Work Session.

The proposal calls for an evaluation of several corridors in the community that may need improved services as the cities continue to expand. Some of the corridors include River Road, Coburg Road and Centennial Blvd.

If chosen, LTD will then perform an extensive study at the sites to determine what kind of improvements need to be made. Those could include expanding to EmX services, improved crosswalks or new lanes for buses.

"If there's congestion along the way we can add something like a cue jump so we can skip the congestion point and operate more efficiently to provide that service," said Sasha Luftig, Development Panner with LTD.

Currently there are seven corridors named in the proposal. LTD hopes to have that list down to four by this fall.

LTD is seeking public input. It has a series of meetings upcoming for people to weigh in on the plans.

For more information on this project including information meetings, click here. (<http://www.movingahead.org/>)

Funding for this project could largely come from federal contributions, but the financial details remain limited in the early stages of this proposal.

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APPENDIX D: MOVINGAHEAD PUBLIC OUTREACH SUMMARY



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APPENDIX D: PUBLIC OUTREACH SUMMARY

The project team conducted outreach during summer 2015 to solicit feedback on which corridors and transit options should move forward for further study in the next phase of the project. The project team participated in eleven events throughout the summer; engaged the Latino community through a Latino leaders' focus group and additional events; engaged the business community through meetings coordinated by the Eugene Chamber of Commerce; presented to several community groups; held an in-person open house in September; and solicited feedback via a virtual open house. The team spoke with more than 600 people about the project over the summer. This number does not include the people who serve on existing City and LTD committees and commissions that received project information through their representation on the MovingAhead Sounding Board. In addition, more than 1,000 people visited the virtual open house and 372 comment forms completed.

Community events

The City of Eugene and the Lane Transit District (LTD) hosted several community tabling events during summer 2015. These events were held throughout the region and focused on the corridor options being considered for six of the project's study corridors. The community events include:

We Are Bethel Celebration

Petersen Barn, Eugene
12-4 pm, June 5

Art Walk-Downtown Library

100 W 10th Ave., Eugene
5-6 pm, August 7

Willamalane Summer Fair

Island Park, Springfield
12-4 pm, July 1

River Road Picnic

Emerald Park, Eugene
6-8 pm, August 10

Jefferson Westside Picnic

Monroe Park, Eugene
5-8 pm, July 14

Amazon Pool

2600 Hilyard St., Eugene
2-5 pm, August 12

Sunday Streets Downtown

Monroe Park to Kesey Plaza
12-5 pm, July 26

Bethel Family Fun Night

Petersen Barn, Eugene
5-7 pm, August 13

Echo Hollow Pool

1655 Echo Hollow Rd., Eugene
1:15-3:45 pm, August 5 (during open swim)

Concert in the Park: Make-A-Band

Cal Young Park, Eugene
5-6 pm, August 27

Sunday Streets Friendly

Friendly Neighborhood to Friendly Park
12-5 pm, September 20

During the eleven events listed above, the project team spoke with over 415 people about MovingAhead and the corridor options being studied.

Latino leaders focus group and outreach events

The project team conducted outreach focused on engaging Latino community members including these three events:

- Centro Latino Americano bus pass distribution tabling event on August 25
- Focus group for leaders in the Latino community on August 26
- Tabling event at Casa de Luz in the Bethel neighborhood on September 19



Participants at the Latino Community Leaders focus group on August 26, 2015

The team spoke with 20 families at the bus tabling event and conducted roughly 10 surveys. The team interviewed 17 people at the focus group and spoke with 38 families at the Casa de Luz event and conducted about nine surveys. Comments and feedback from the focus group are contained in this summary in the “comments and survey results” section.

The focus group included a presentation, corridor options discussion, and small group discussion. Participants were asked to discuss potential opportunities and concerns that they have or have heard expressed in their communities. They were asked to examine the corridors and indicate which options would best serve the Latino communities around Eugene and Springfield.

The team spoke with 20 families at Centro Latino Americano during the monthly bus pass distribution event and collected ten surveys. The team spoke with 38 people at the Casa de Luz in the Bethel area while families picked up food boxes provided by Food for Lane County. Nine families completed surveys. Project newsletters were also left at the information table.

Business leader outreach

On June 30, City of Eugene and LTD staff met with the Director of Business Advocacy and the President of the Eugene Area Chamber of Commerce. The purpose of the meeting was to discuss the most effective ways to engage the business community in the MovingAhead process. These chamber leaders recommended first introducing the project to the Local Government Affairs Council (LGAC) and then working with that committee to determine how to engage businesses along the corridors. Staff presented to LGAC on July 17 and met with the LGAC transportation subcommittee on July 31 to review corridor design concepts. On September 11, the Chamber hosted an expanded LGAC meeting at the Eugene Public Library to discuss and solicit feedback about the role of transit in improving the economy and which corridors the businesses would like to see advanced for more study. In total, staff talked to an estimated 40 different business leaders through these meetings.

In-person open house

The open house was held on September 14 from 4-6 pm at the Eugene Public Library (100 W 10th Ave., Eugene). The purpose of the event was to present information about MovingAhead and allow participants to provide feedback on the corridor options being proposed for six of the study corridors. Approximately 40 people signed into the open house and 22 participants filled out a comment form.

The open house was structured as a drop-in event. The room included stations with boards for participants to review information and talk with staff, as well as areas for attendees to complete a written comment form. The stations included:



Participants at the open house on September 14, 2015

- **Background:** This station focused on the purpose of the project, including general background, the role of public comments in the decision-making process, and the spectrum of transit options being considered for all corridors in the project area.
- **Corridor options:** This station provided information on each of the six corridors and presented options for transit, cycling, and pedestrian facilities.
- **Next steps:** This station had a timeline that showed the upcoming process for the project.

Participants were also encouraged to fill out a comment form at the open house (open-ended comments are discussed in the “comments and survey results” section). Participants were asked to provide their feedback for each corridor.

Community group presentations

The City of Eugene and LTD staff attended community group meetings to share information about MovingAhead and gather input. Staff attended meetings with any organization that expressed interest in a MovingAhead presentation. These organizations include LiveMove, Oregon ASLA Chapter, League of Women Voters of Lane County, Bethel Lions Club, and Jefferson Westside Neighbors. The project team spoke to an estimated 55 people at these presentations.

Additionally, at the request of Better Eugene-Springfield Transit (BEST), staff conducted regular check-ins with members of BEST. These check-ins included project updates and information on next steps in the process.

The project team also hosted a virtual open house, described in the next section.

Virtual open house

The team prepared a virtual open house that was available from August 7 to September 21, 2015. Approximately 1,600 people viewed the website during that time, with over 1,300 unique visitors to the website. There were a total of 372 comments collected through an online survey. There were also 14 comments collected by email and no comments sent by postal mail.

Each corridor had its own webpage (Figure 1) allowing survey respondents to explore a map of the corridor and look at potential transit, cycling, and walking improvements possible in the corridor. Links to another page described Enhanced Corridor, EmX, bicycling, and walking improvements helped respondents better understand the proposed corridor transit options. After reviewing the map, respondents filled out a brief survey that asked for their opinions on the transit options in that corridor. They could then go to another corridor page, review the map, and fill out a separate survey specific to that corridor. Respondents were not required to comment on all corridors.

The surveys for each corridor had four questions:

1. Based on the examples shown, do you think EmX should be considered for further study in this corridor?
2. Based on the examples shown, do you think Enhanced Corridor options should be considered for further study in this corridor?
3. What else would you like to know (before making a decision) or what else would you prefer?
4. What else should the project team be thinking about if this corridor advances for further study?

Advertising

The open house, virtual open house, and summer events were announced and publicized in several ways, including:

- **Project website and email distribution list:** The website was updated to advertise the various summer events, the open house, and the virtual open house. The City of Eugene website was also updated with information on the open house. An email was sent to over 600 interested parties on August 8, August 20, and September 8, 2015.

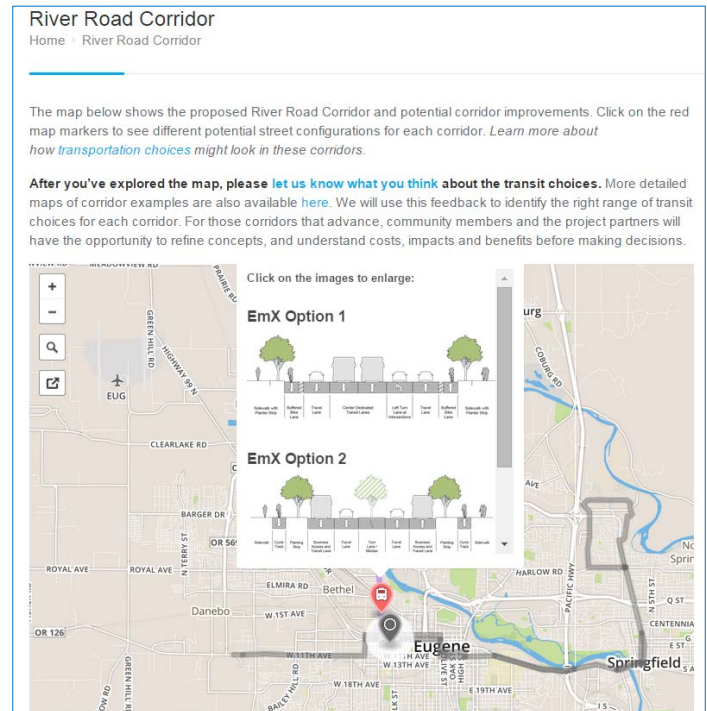


Figure 1. Screenshot of the virtual open house.

- **Press release:** A press release was sent to all major news outlets by communications staff at LTD.
- **Social media:** The City of Eugene and LTD advertised many of the summer events and the open house on their Facebook and Twitter accounts throughout August and September.
- **Newspaper ad:** LTD advertised the summer events and virtual open house in the Register Guard on July 27, 2015.
- **Cascade outreach by community partners:** Community partners were sent materials to forward to their networks.
- **Targeted community leader outreach:** Project staff sent targeted emails to community leaders to share with members of their organizations.
- **Newspaper articles:** An article was written about the open house in the Register Guard on August 26, 2015.

Comments and outreach results

Latino Leaders focus group comments

The Latino Leaders focus group provided the project team with insights on how to outreach to the Latino community throughout the region and constituents of different organizations.

When asked what constituents valued about the region, participants noted that improving public transportation is a major goal and that the city should work towards encouraging more people to ride the bus. Participants mentioned that the long timeline to construct new service could be a problem if no solutions can be offered in a shorter time.

Participants also shared some of the things they had heard in the community regarding transit options in the region. Some of the major issues they discussed included:

- Springfield has a larger Latino population than Eugene, and Springfield is very important for this reason.
- EmX needs to run more frequently. It takes a significant amount of time to get places. Gateway, with 20-minute service, is a problem.
- The group noted that most of the Latino constituents live near Highway 99, River Road, or Coburg Road.
- There is a need to improve walkability including safe crosswalks, and transit.
- Constituents also want lighting, and more blinking crosswalks spaced more closely together.
- Highway 99 and River Road lack of crosswalks near social services.
- Younger participants mentioned that accessing destinations on the bus takes too long.
- Families are concerned about safety and where the bus stops are located, especially downtown.
- The project team should meet with bus riders so that they can speak for themselves.
- Highway 99 is important because it helps to bridge the gap to Junction City.
- Project that contribute to improving the environment by getting people to use public transportation are important.

- EmX and increased frequencies will help get more people to use public transit.

Open house responses

Tables 1 and 2 below provide a summary of the survey responses collected through the in-person open house comment forms (22) and online comment forms (372). Not every respondent answered every question on the comment forms.

Subsequent sections provide examples of other comments received during outreach.

Table 1. Responses from in-person and virtual open house to “Do you think EmX should be considered for further study in this corridor?”¹

	No. of responses	Do you think EmX should be considered for further study in this corridor?			
		Yes	Possibly	No	No answer
Coburg Road	100	62%	14%	22%	2%
Valley River Center	n/a ²				
River Road	133	66%	19%	15%	1%
Highway 99	85	60%	21%	13%	6%
MLK, Jr. Blvd	57	40%	24%	24%	12%
30 th /LCC	85	43%	25%	23%	8%

Source: CH2M analysis of in-person and open house responses.

Table 2. Responses from in-person and virtual open house to “Do you think Enhanced Corridor options should be considered for further study in this corridor?”³

	No. of responses	Do you think Enhanced Corridor options should be considered for further study in this corridor?			
		Yes	Possibly	No	No answer
Coburg Road	100	61%	16%	15%	9%
Valley River Center	54	30%	37%	22%	11%
River Road	133	53%	22%	19%	6%
Highway 99	85	45%	32%	17%	6%
MLK, Jr. Blvd	57	49%	16%	16%	17%
30 th /LCC	85	51%	28%	17%	5%

Source: CH2M analysis of in-person and open house responses.

Open-ended comments

Participants were asked to provide the project team any concerns or ideas that they might have regarding the refinement of alternatives. The following provides a sample of comments received from open house comment forms (22), online comment forms (372), at summer events (6), and emails (15). A full summary of all comments received is provided in **Attachment A**.

¹ Due to rounding, not all rows in the table add up to 100 percent.

² Only Enhanced Corridor options are under consideration for the Valley River Center Corridor.

³ Due to rounding, not all rows in the table add up to 100 percent.

Coburg Road

- Extend EmX and Enhanced Corridor service to Amtrak station
- Coburg is scary with fast moving traffic
- Coburg is one of the most important EmX corridors because the service will reinforce development and help meet Envision Eugene goals
- Concerned about property owner opposition from the first attempt at EmX on this corridor
- The VA clinic and all the new development at Crescent and north has limited bus service and bikeway options
- Would like to know what impact transit options would have on traffic flow
- Need to know how improvements would be paid for
- Do not add more buses to Coburg Road
- Need to consider ways of reducing traffic that may cut through neighborhoods after improvements are built
- Will be difficult to implement EmX or Enhanced Corridor because of space constraints
- Bicycle and pedestrian crossings are difficult
- Bicycling facilities separated from traffic are important
- Auto access to businesses must be maintained
- Buses in mixed traffic cause congestion
- The corridor is an important corridor for autos, given the nature of development and connection to freeways

River Road

- Very interested in EmX in light of expected area planning efforts
- Would like a landscaped median between bikes and vehicles
- Prefer buses to run in the center lane so that bus riders only need to cross half the street
- Enhance the 55 bus line to include evening and weekends
- Likes that the potential EmX would extend to Irvington
- A Junction City to Eugene bus should be tested because of the increase of housing north of Beltline and the new state facility in the area
- There are bus stops on both sides of River Road near Briarcliff but no crosswalks to get across; a crosswalk is critical here
- EmX option 2 is preferred because of turn lane in the middle
- Buffered bicycle lanes and cycle tracks are needed because it is currently unsafe
- Consider route options that don't require going to/through downtown Eugene
- The Northwest Expressway should be improved to encourage use by commuter vehicles
- Consider safety of all road users in design for River Road
- Avoid options that reduce auto capacity on River Road
- Improve facilities for cyclists on River Road
- Concerns about cost
- Safe crossings and safer cycling facilities separated from traffic are a major issue
- Avoid tree removal with any transit option

- Carefully consider the northern terminus of the corridor – potential for economic development opportunities
- Insist on dedicated transit and cycling lanes
- Reduce the speed limit on River Road
- Beltline interchange is a particular area of concern

Highway 99

- Highway 99 needs to include a regular bus connection to airport
- Good Enhanced Corridor candidate because of anticipated long-term changes
- Interested in understanding how reliability would be affected if buses ran in shared lanes
- Interested in understanding how the corridor contributes to the greater transit system
- Consider route options that don't require going to/through downtown Eugene
- Pedestrian and bicycle crossings are presently unsafe, make the environment safer

Martin Luther King, Jr. Boulevard

- MLK without Springfield connection is a waste, connect the corridor to Springfield
- Extend EmX and Enhanced Corridor service to Amtrak station
- Good candidate for Enhanced Corridor because of ridership
- Holds promise of best return on investment
- Primary traffic concerns in this corridor are related to events at Autzen Stadium
- Essential corridor connecting student housing, Eugene, and Springfield
- Bicycle and pedestrian improvements are needed
- There are already dedicated bus routes serving the corridor
- Other corridors could use EmX service more
- Do not compromise any of Alton Baker Park to alleviate Ferry Street Bridge congestion.

Valley River Center

- Need to understand how Enhanced Corridor treatments would improve service in this corridor more specifically
- The corridor is already adequately served
- Bicycle and pedestrian access in the corridor could be improved
- Route through Valley River Center will be too slow
- Pedestrian and cyclist safety is important
- Make the riding experience more pleasant

30th/LCC

- Needs bigger pedestrian improvements from 30th to LCC campus
- Needs evening and weekend bus service to LCC for attending events and meetings
- Express bus service to LCC would be best
- Oak and Pearl should be for buses along 30th/LCC and High Street should be a cycle track
- Corridor does not connect well to other high capacity transit

- Need more details about how bicycles will be accommodated
- Unsure EmX makes sense given lack of density on corridor
- Do not make changes to transit in the corridor
- Better cycling options along 30th are important
- EmX may provide a good transit option for LCC students
- Crossings along 30th are difficult
- The Amazon connector would increase foot/bicycle traffic east and west across the bridge
- Corridor would complement changes occurring in the South Willamette area

General comments

- More separation of bike lanes and transit all over to help with safety for all users
- Concerned about Centennial route and with multi-family housing on the route, EmX would make a lot of sense here
- Likes the current Springfield EmX because it is frequent and easy to use
- Concerns about how access to business will be affected by transit changes
- Would like to see connectivity between bike lanes and paved paths as part of improvements
- The addition of EmX lanes is good for Eugene and usage will increase with growth

Demographics

Respondents to the in-person and virtual open house comment forms had the option of answering demographic questions. Out of all online and in-person comment forms completed, a total of 68 respondents provided demographic data. Of those respondents:

- 85 percent were Caucasian (58)
- 32 percent were retired (22)
- 31 percent ride their bike to work (21)
- 21 percent commute in a car alone (14)
- 66 percent were over 55 years old (45)

Attachment A

This attachment contains a full summary of public comments received, advertising materials, and examples of outreach materials used at events (including Spanish language materials).

Online open house comments

This section shows all comments received from the online open house to the two open-ended survey questions:

- What else would you like to know (or what would you prefer)?
- What else should the project team be thinking about if this corridor advances for further study?

All comments are presented as submitted.

River Road

What else would you like to know (or what would you prefer)?

What else would you like to know (or what would you prefer)?

I wish I could take a bus from River Road and Stults to Riverbend Hospital without going through downtown Eugene. I think the whole "wheel spoke" transit design is cumbersome and generally not useful. We should be expanding the routes, with more buses going from point A to point B without having to go through (and change buses) the downtown Eugene corridor. I am fine with electric buses going up and down River Road rather than the huge, costly, seldom used (except before and after school) Em-Ex. It is one of the few things I disagree with Peter DeFazio about.

If EmX is installed along River Road, the NW Expressway needs to be expanded into a true expressway (four lanes, no stoplights) to send commuter traffic around the River Road neighborhood instead of through it.

EmX options should be dropped before "enhanced" corridor (without EmX) is pursued

A separated bike facility will make transit and walking safe and comfortable. It will also aid in the crossing environment for all users, especially pedestrians and especially the young and old. Safety and comfort of all users should be used for ranking more than just "vehicle throughput". If we do this then it's clear this more complete street method is best for River Road. #SRTS #completestreets #visionzero

How is the traffic lanes going to be adressed? Do not think lanes should be decreased in number or speed. River Road is a main arterial from North Eugene to downtown. Working folks need the access. no em ex at all. waste of time and money.

coburg road should be prioritized first, transit there is a messsss and drastically needs improvement. the biggest issue with river road are the large intersections around beltline that the state needs to look at

There is way too much vehicle traffic on River Road to cut it down to one lane of traffic. I used to ride the bus every day to and from work (downtown), but the bus doesn't come early enough for my new schedule. Taking the bus from downtown to Santa Clara only took 30 minutes, not too much longer than driving does.

I would prefer that bicyclists are in the road rather if EMX goes in.

What is the problem to solve and wouldnt improving the bike path system be less expensive and more effective?

Assuming the reason the 6th/7th configuration for the West 11th EmX was chosen was to accomodate a RR EmX route , meaning RR will be one of the four corridors chosen. ;-)

No vehicle travel lanes should be removed. Keep two vehicle travel lanes, add in the extra lanes.

How will this be paid and will it put us more into debt (local debt and national debt)?

How can we insure that 4 travel lanes remain? The 3rd listed option did not have a number but it's the best option!

How many people take the bus now?

I would like to know more about plans to improve traffic flow and pedestrian/bicycle safety.

much of the difficulty for us bikers is crossing river road. I would like to know more about crossings.

traffic counts, speed limits, pedestrian safety

No emx. An enhanced median with vegetation and maybe another light to slow traffic down. Busses are fine. No Emx.

Pedestrian movement with each of these proposals--frequency of crossings etc.

I would like to see increased bus service. I am not sure EX is the right choice. Is EX compatible with a

I like the bike path with the green buffer between automobile traffic.

how will safe access to buses be provided for riders who need to cross River Road to get to a stop?

I greatly prefer the EmX Option 2. Trees in the center and a protected bike lane... Excellent!

I think a hybrid of examples 1 & 2 would be preferable. Example 1, with bus lanes on the inside lanes seems preferable to traffic along River Rd. where there is a lot of housing off the main road, and therefore many drivers making turns. I also like the cycle tracks with trees/plants between the cyclists and motorists. A concern I have with example 2, is that vehicles making turns with buses on the outside lanes, and then bikes on the far side, is that it may make the bicycles less visible to turning drivers.

Would restoration of express service be a more economical alternative? I recall the 76X (I think it was) was a very popular, heavily used route from NW Eugene to downtown and the UO.

Relocating the bus station by beltline

I prefer Example 2

I'd prefer no further widening or tree removal. What can be accomplished within the existing footprint of the road - to enhance it? Are turnouts a viable alternative to a dedicated lane? I'm also curious to know if EmX busses are really that much heavier that roads have to be completely resurfaced to thick concrete. And, along those same lines ... with technology advancing rapidly is there another mass-transportation option on the horizon - the next generation of bus or ? that we should be looking at now? What's the best option available ... in five years?

any tree removal involved

Would like to see this continue South on Chambers to 18th and possibly through 28th to connect with the Amazon Station

Fix the roads and NO EMX !!!!

I would prefer that safe pedestrian crossing of River Rd is given the utmost importance, especially as more vehicle traffic expands. More crosswalks are needed, more stoplights, and a maximum vehicle speed of 35 mph, please!

No more Emx routes without a public vote, and it would be nice to have an option for enhanced routes for conventional auto access

Less emphasis on River Road, more on main feeder streets such as Horn, Howard.

What else should the project team be thinking about if this corridor advances for further study?

Need a transit station at the end. Improve sidewalks, crosswalks. How about a landscaped center island all along River Road?

Bicycling River Road now is terrifying (I do it often); please design separate bike track, as in one option shown here. BRT-EmX would also be an outstanding addition, the sooner the better!

Community support is high here which should make approval easier. The Neighborhoods Area Planning Process about to begin is an ideal medium for developing a 20 minute concept incorporating both Transportation and Land Use planning.

I currently use the bus but River Road at Briarcliff Dr has no crosswalk so I feel like I'm taking my life in my hands every time I cross River Road on foot. A crosswalk is definitely needed.

Not doing it. Leave River Road as it is. Change the bus routes so people can get from River Road to Springfield. We can't get to Valley River Center from River Road, why not spend some money figuring out how to do that? It is silly that the River Road corridor has no efficient method to get across the river. I bet with the large amount of money the emex costs, we could do a nice easy bridge from Maury Jacobs to VRC. Spend the money on something people need and will use.

More, better, safer crossings for bikes & peds especially at high traffic areas like Maurie Jacobs park.

Consider transit further north to the failed shopping center at River Road and Oroyan Ave -- excellent potential to revive or redevelop this area. Also need better connections between River Road and the river bike path.

Bike and pedestrian crossings need to be increased. More service in the neighborhoods would be good.

I prefer EmX option 2 because of the Cycle track. It would feel and be unsafe to use even a buffered bike lane on a road with vehicle traffic that moves as quickly as River Road. While it would be great to have EmX, even the Enhanced Corridor option would be worthwhile, as bike and pedestrian improvements are really needed on River Road. In addition, it is very challenging to cross River Road anywhere that there isn't a light or pedestrian crossing with a signal. More crossings would be useful, but the biggest improvement would be to simply slow down River Road. It's inappropriate to have such a high speed road in the middle of a residential neighborhood. It kills the character of the neighborhood and cuts off most residents from the river and river path - which are important for residents' health.

Yes! Bicycle and led crossings are very difficult in the corridor - even crossing at a light. The current design is also not conducive to business access - walking to businesses feels unsafe as per above, and car access isn't always easy either.

Most of the corridor looks like an ugly "strip," unfriendly to pedestrian traffic and uninviting to casual shopping or outdoor dining etc. I'd like to see the whole corridor redeveloped to look more like a Parisian boulevard with wide sidewalks, slowed traffic, and trees in the center lane between essential turn lanes. This would allow the "River and Garden District" to be not just a bedroom community, but a destination.

There are few businesses along River Road south of Maxwell. There should not be through-traffic using River Road to get to Beltline. If EmX is installed on River Road, other driving lanes should be reduced (single lanes for drivers) and the Expressway should be expanded to handle through-traffic. Get through-traffic off River Road in a residential area and reduce the speed limit.

ped crossings, bike safety.

Bicycle and pedestrian crossings are few and far between on this busy and wide corridor. This makes it unsafe to cross the road at multiple points along the corridor. River Road needs an upgrade that is human scale, not just auto-centric, with application of multi-modal transportation solutions.

Bicycle and pedestrian crossings are challenging in this area. Also challenging is the large number of driveways along river road, personal and business alike. In my mind it makes the concept of adding islands or a central divider of any sort undesirable.

How to transition the enhanced corridor along south River Road to the existing lane configuration north of Beltline and the future transit station at the Hunsaker/Irving intersection. With fewer traffic lights and businesses south of River Avenue the vehicle speeds are higher and more conducive to a different lane configuration than the more congested northern segment.

Better connectivity between the east and west side of River Road.

Pedestrian and bike crossings are very challenging across River Rd. I have repeatedly seen cars blow through flashing crosswalks when pedestrians are crossing. It's scary. Would love to see a slower, safe route that is more bus, ped & bike friendly. Clearer cross-road turn lanes for business access rather than all the head-on confusion now with cars trying to merge from the center lane because it's rarely possible to get all the way across the road. And peds & bikes having to use the center lane as a safe place to wait to cross the road. Get all the through, speeding traffic to NW Expressway.

Consider a loop with NW Expressway

You should insist on dedicated lanes for all high frequency transit corridors like this, otherwise what's the point? You should also be clear about the very likely increase in adjacent property values and opportunities for re-development given access to this high-frequency transit corridor. In other words, please don't get caught up in the design details of one corridor vs. another, but be clear about the comprehensive vision of a connected, high speed transit system that also carries out the adopted municipal land use and climate change plans. and by the way, you are doing a disservice to show the map of this corridor without the other ones on the map - This map looks like a road to nowhere when I believe you are trying to do multiple corridors at the same time to create an actual transit *system*.

Love example 2. I love the landscaping, protected bike lanes and business access/emx lane.

There are 5 school hazard busing zones along this corridor because River Road is uncomfortable and unsafe to cross. We NEED to make this a complete street that reconnects the neighborhoods.

Crossing river road from the bike lane on one side of the street (for example the northbound bike lane) in order to turn left onto a side street on the other side can be treacherous depending upon the time of day.

No, bicycle and pedestrian crossings are just as safe and easy as anywhere else. We have a number of stoplights with crosswalks. Businesses are accessible now.

A spoke idea is dumb, I do not want to go through downtown eugene to get from river road to sacred heart in springfield. Adding an emex on river road will do nothing to mitigate the heavy traffic and speeding that takes place daily. Emex is a waste of money, manpower and helps no one now, or in the future.

Consider strategies to enhance community access to businesses, crossing safety, and, in general advancing River Road as a "street" not a "road," that is, a street that serves the neighborhood, not just a through way to somewhere else.

Safer pedestrian crossings--lower speeds, more crosswalks, etc. Very hard to cross RR and crosswalks too far between.

Turn lanes & business access for personal vehicles should be prioritized. I strongly prefer EmX Option 2 for the River Road Corridor

already stated in the last question

I like the idea of the bike lane/sidewalk having a buffer - that would encourage me to bike since I won't go on the bike path when it's dark. Sidewalks at the elementary school roads would be nice too since schools like River Road Elementary don't have sidewalks for kids to be safe.

Business access might be difficult if there are too many different lanes that need to be crossed. (especially in a left-hand turn scenario)

River Road is a main artery from North Eugene to the downtown area, there are no other options. Constricting traffic flow will lead to significant congestion and defeat the purpose of efficient traffic flow.

1) Need a direct LTD route connecting River Road and Santa Clara with the Airport and Bethel without needing to go through downtown (possible loop: RR->SC->Airport (via Beacon/Awbrey Ln)->Greenhill/Barger->Echo Hollow->Royal or Roosevelt->RR).

2) Get River Road traffic to use NW Expressway instead.

3) Fix intersection/speed up stoplight at Irving (turning left) onto south NW Expressway (stopped using NW Expy going south from Beacon/Irvington in the mornings after waiting at Irving for lloonngg minutes as Irving traffic emptied onto NW Expy -- all with Beltline in sight but no way to get to it!)

Pedestrian crossings! And as much greenery/trees as possible. I like separated bike lanes.

Slowing down river road. Separated bike lanes. More crossings for bikes and pedestrians.

Yes to all of the above.

Car traffic is to important in this corridor

Slow the speed limit. Keep two vehicle travel lanes each direction. Add lanes, don't subtract.

Bicycle/pedestrian crossings are critical to providing access to bike paths and connecting neighborhoods

Simpler, less costly ways to improve the safety and aesthetics of the thoroughfare such as better signage, brighter painted bike lanes and more turn options for bike lanes. Smaller, more efficient transit mini-buses for local neighborhoods to get people home not make them walk 4 or 5 blocks after working all day which is the case with EMX. EMX eliminated some routes making people have to walk further. Some people with disabilities or the elderly will have more of a hardship because of EMX.

There is a very high volume of vehicle traffic down River Road. If you cut down to one lane each way to make way for a bus (that doesn't ever look full), it will make commute time too excessive for those who must use cars. Beltline is the only other option, but that also is too congested. There aren't any high traffic businesses south of the Maxwell area. Traffic is for the most part driving through.

There are a lot of elderly people in the River Road area. Many of them do not use the sidewalks, bike paths or bike lanes; they prefer the bus or using a private vehicle. Removing a traffic lane should not be an option! River Road is crowded enough as it is. The 3rd option showing shared EMx/car lanes on both sides of road is the best option. This allows the best use of the road without removing a traffic lane.

Buses need to run more often and at later times. the last bus leave at 10:45 from the Eugene Station. There are many people who have business in other places within the city. and need to get back home. After 8:00 buses also come ever 45 minutes which is a problem.

Good pedestrian and bike crossings would help. Currently planting strips are too small for trees. This looks bigger than 99 which is good. Minimum is 6', should shoot for 8'+ for planting strips. Consider only one side of the street having sidewalks or cycle tracks and planting strips, so the other side can have wide plantings strips 10'+, so can get real canopy trees that will thrive. Two way traffic for bikes is ok.

It would be very dangerous to cross River Road. We would need safer pedestrian crossings.

I think an EmX route would benefit on River Road since it seems to be one of Eugene's busiest areas. It's always backed up around commuter time and I think the EmX system would help that, encouraging public transportation and improved traffic flow.

Adding detailed street guides to the river bike path so people know what streets they would come out on if they were on the river path and then popped onto River Road. connecting with bike path and river is important for us bike commuters.

safer biking, such as your example of a bike lane next to pedestrian lane, then a buffered median between the traffic

Crossing is always problematic for pedestrians! There needs to be a way to bike safely to and from Santa Clara that avoids River Road.

River Rd EmX Option 2 better for bikes & peds

I prefer the protected bike lanes of option 2 wherever possible.

The River Road corridor is a neighborhood and this must be kept in mind during any transportation planning. Schools and kids attending schools populate the area. Safety is a concern

Close the river ave on ramp, and Division off ramps. Loop River ave and connect with Division ave, and the traffic can use river road. That will help beltline and Division ave traffic.

Operational targets for EMX vs Enhanced Bus service, span and frequency of service. Intersection proposal for center running transit lanes vs left turn lanes / left turns from separated cycle track

I'd like to see more ped and bike crossings of River Road, and also a lower speed limit for River Road.

The new striping for the bike lanes is beneficial on the recently resurfaced section. Easy access to businesses along River Road is very important - we want more user-friendly type of businesses all along the corridor accessible by walking, bikes, cars and transit. We are so excited about getting Emx to serve our neighborhood and to connect with the other bus rapid transit routes in Eugene.

bicycle and pedestrian crossings

Taking a back-seat to business and pedestrian friendly mid-street islands

Don't cut down any more trees along River Road!

Both bicycle and pedestrian crossings are difficult, particularly north of Irving Road.

Dedicated to moving many cars quickly and abundant parking lots, this corridor has left people stranded in an ocean of high speed commuters and dense traffic. Although the bike lanes along River Rd do enhance bicycling, the proximity and speed of the traffic can be uncomfortable and daunting for many and impossible for children. Pedestrians are outcasts facing extreme danger if trying to cross at a convenient location if that location is distant from a traffic signal or protected crosswalk. (By the way, thanks for the lighted protected crosswalks. The odds of getting across the street now have gone from nearly zero to quite possible.) The street options presented are nice. I especially like the idea of one lane for vehicles. I'd like to know what's in place for enabling people to get from the busses to the sidewalks in the "bus in the center" scheme as well as right hand turning options for cyclists. The parking lots are dead spaces in the landscape. It seems best for both the business owners and their non-motorized customers when shops can abut the sidewalks. Parking in the back would work to improve the look and ambiance of the streetscape. This would allow for better ownership of the area by community residents who might then be able to walk and dine outside in a calmer, more pleasant atmosphere. This, in turn, would hopefully increase foot traffic which would, in turn, help merchants whose stores people would now discover.

Bicycle & pedestrian crossings are very difficult and dangerous in this corridor. Also, just riding in the bike lane is dangerous due to the large number of driveways/curbcuts and the congestion near beltline road. The riverside path is not a good alternative because it meanders so much, is too far away from businesses, and has pavement in terrible shape.

There must be 2 lanes for car traffic each way in this proposed route. Otherwise traffic back-ups will be horrific. Especially around the Beltline interchange and the intersections in Santa Clara. The EmX route should be extended north at least to Lynnbrook for maximum effectiveness and ridership.

Improved bicycle safety. The river bike path doesn't always work for biking distances near River Road, so the actual River Road needs to be more bicycle safe. Traffic often drives over 40mph, so decreasing speeds would also help safety.

Improved access and public transit needed

More bus systems within the neighborhood

Changing the speed limit to 35 mph.

I like the cycle track example. Bike improvements are needed along River Rd. Very intimidating road for bike commuters.

Biking is very dangerous on River Rd.

See previous question..

Connection across the Willamette, not just downtown.

Currently, because the last bus runs at just before 7:00pm, fewer people are able to use this as a method to get home from work.

There is significant bicycle traffic in the area and VERY heavy seasonal foot traffic by the school. Another big consideration is quality of life/aesthetics. It is a very pretty part of town, and we highly value the established trees in the area. All consideration should be given to retaining these trees.

Too many Peds crossing at non-crosswalks.

Pedestrian crossings are spaced too far apart. There is little connectivity between the east and west side of River Road.

River Road should be at the top of the list for future EMX expansion due to it's large number of residents and businesses. Car traffic should be slowed by narrowing the lanes and the transit/ped/bike facilities should be improved.

Anything to make traffic flow smoother around the beltline exits

light signal for a crosswalk to Maurie Jacobs Park

Pedestrian and bicycle crossings are difficult in this corridor.

Currently bicycle and pedestrian crossing is dangerous, especially between Park and the Chambers overpass. We need safe islands and more lighted intersections. Also, you should add a design version that has a two way bike lane on the east side of River Road since that is the side with access to the river path and most businesses. Separate it from the street with a wide planted median.

I would like to see specific plans for additional signal lights, pedestrian refuges, and landscaping for safety and beauty. I think it is necessary to have the landscaped area between cars and bike lanes. I would like to see signage that indicate where bike/ped paths lead to the West Bike Path. As traffic slows on River Road, I am confident that businesses will experience more business. Nearby neighbors are more likely to walk to local businesses, and it will be easier for cars to enter and exit. I often drive on by just because someone is tailgating me and I fear I will be rear-ended if I were to turn in. It is not clear which example has center turn lanes.

Through traffic needs to be diverted to the Expressway or 99E. And if Santa Clara keeps growing, then another bridge that feeds northern RR traffic to Delta highway should be pursued.

In addition, A smaller bridge would be useful for local access across the river, somewhere in the mid-region between Beltline and the Chambers railroad area. This would reduce the ridiculous traffic that has to go up or down RR in order to access the Beltline or 105 bridge to get across the river. The VMTs are about 4 extra miles. That's a lot of gasoline, pollution, time and unnecessary traffic.

I would like to see fewer lanes, more planted islands (similar to Coburg Road in areas) and maybe some enterprise zones to encourage walkable, multi-use nodes.

River Road in the lower RR neighborhood deserves to have a more neighborhoody feel, not a highway feel.

Our neighborhood should not be seen as a thoroughfare.

Looks like the team is thinking about the right transportation concepts (bike, ped, mass transit) ... I'd also like them to be thinking about returning RR to a 'great street' - enjoyable to travel on, visually appealing, easy and safe to cross with access to businesses and definitely slower than it is now. Traffic calming via artistic visual friction would be nice. Public art is always welcome. Perhaps something in/on the EmX stations (if that's the way we go) that talks about River Road history. All kinds of opportunity and I hope there's creative thinking and mass collaboration between ODOT, City, County, Neighborhood, LTD, etc to reach the best possible outcome.

It would be good if no current stops were lost, and a few extra stops added. I know it's supposed to be rapid transit, but if it replaces other routes completely which had more stops, it doesn't encourage

people to ride because they have a longer walk ahead of them when they get off than they did before.....

I don't understand question 2. For the southern, residential stretch of River Road I like EmX Example 2, with dedicated bus lanes. Limiting through car traffic on River Road is strongly preferred to keeping our neighborhood a highway where people drive 50+. Northwest Expressway should take on through traffic. Different parts of River Road are different; the north, commercially developed part is probably fine with 5 lanes of car traffic. Lots and lots and lots of pedestrians play frogger crossing RR at unmarked crossings, especially south of Hilliard. Pedestrians need many more, friendlier ways to get to businesses on the east side of RR. Please think about the effect on roads arterial to RR; Howard Ave., Horn, and Hilliard are not properly engineered and are extremely dangerous for pedestrians. People regularly drive down Howard at 60+ mph because it is straight and has no stop signs. Please help us get speed bumps or other traffic controls on Howard. I expect restrictions to traffic flow on RR to contribute to this angry traffic on Howard. Thank you! I will sell a car if we get EmX on River Road!

Bicycle and pedestrian crossings are the worst on river road compared to anywhere in Eugene. It is worse than highway 99. It is extremely dangerous. My husband rides his bike by choice to work every day and puts his life in danger riding along River Rd. Our family cannot ride our bikes anywhere because we live in north santa clara and riding along River road to get to the bike paths is not a choice with children. Also, attempting to cross the street or get out of the parking lot of the Fred Meyer on Division street is really difficult. There should be a light added.

EMX may be a long term solution in this corridor, but enhanced bus would be sufficient for the immediate future.

Stay the hell off River Road NO EMX dam it !!

No one wants it!!!

A speed limit of 35 mph or less is absolutely essential to improve safety on River Road. At 40 mph, too many drivers feel like they are on a highway. This is unacceptable in this corridor with so many residences and business parking lots. Speed kills!

River Road is a large collector, and as such should not be considered in the same vein as neighborhood streets. Sounds harsh, but it's true. Eugene has a hard time recognizing that fast, efficient flow of auto traffic is much cheaper than mass transit. The "fleet" of autos in our community is becoming cleaner and more efficient with every year, so there are no environmental benefits to mass transit if it impedes existing traffic.

Connection to the Whitaker neighborhood along 1st Ave/Railroad Blvd. Also cyclist/pedestrian connectivity with the River path.

1. Extend the line further north. 2. Extend straight south across 11th with a transfer downtown at 11th.

River Road is a wide road that mainly serves drivers of vehicles. There should be ways to facilitate the passage and safety for pedestrians

Landscape improvements associated with any transit project would be a good upgrade for this area.

Emergency vehicle travel. River Road is constantly traveled by fire and ambulance. These vehicles need as many alternatives to get through traffic as possible--several traffic lanes, no barriers in middle of street. For much of the corridor, bicyclists have the alternative of the river bike path. Improving access to that bike path from the neighborhoods would be a better use of funds. Would be better if connections could be made to go to shopping & medical centers without needing to go downtown. Travel by EmX on improved Beltline with connection on River Rd makes more sense to me--to Valley River Ctr, Coburg Rd, Gateway.

Valley River Center

What else would you like to know (or what would you prefer)?

I dont think this corridor is a high priority for enhanced service.

How much travel time improvement this would have

What's the transit service now? What enhancements would actually be made here? Is there space for a cycle track? Is one needed? What's current transit use? What's the potential transit use? Why not Bus Rapid Transit/Exclusive?

Know more about potential for more bus stops along this line

there should be a transit only bridge from river road to this corridor that would carry pedestrians, bicycles, buses/emex only. no cars or trucks to help alleviate traffic on the other corridors

Elimination of shared turn lane.

more revenue generated from actual policing -- people ticketed for traffic violations & jail time for gross negligence in paying tickets.

There is nothing in the information you have presented which indicates what the population density of this area will be within the next 5-15 years and what demands that will place on existing infrastructure. There is nothing about expected costs and how these changes will be paid for, maintained and how this plan will improve less dependency on single occupant vehicles. You seem to operate on a premise that building things this way will force people to abandon cars. What you dont show is any realistic numbers given projected growth and a modest reduction in single occupant vehicle use, how this will improve already congested streets. Further, you do not address how this cost will not divert funds needed for existing infrastructure repair we are already struggling for. Your utopian dream has a lot of vapor!

I believe that this corridor is adequately covered. Plus, we have the bike paths very near.

It looks expensive

If current route on delta will be available

I think the other corridors are better options for further work than this one

If there were a local bridge spanning the river by VRC, this would be a far more integrated and attractive transit alternative.

I would hope that no current stops would be lost on this route. In fact, it would be a help if a couple more were added. This is a very unpleasant road for pedestrians, especially near the Oregon Medical building. There need to be traffic-light controlled stops by that building anyway, not just a crossing. The stations should have far better roofs with far better shelter, at least at that stop! A Californian must have designed the current LTD stations as they give almost no shelter from the pouring rain. A stop near a medical facility should be large, and should provide adequate shelter from sun, rain, wind, and the busy roadway. I could also fault the shelters at Riverbend for that. They aren't a lot of help in the rain. If you want to increase ridership, the whole experience has to be more pleasant. More than once I have driven rather than negotiate the bus route here, having to wait a half hour in rain or hot sun along a route that has inadequate sidewalks in places and inadequate shelter from pouring rain.

This is for the most part the existing bus route for 66/67. Simplify the Southern end and just bring it across Washington/Jefferson to meet the EMX at 6th/7th.

NO EMX !!!! Just fix the roads. Tax payers drive cars you know!!

Reducing the volume and flow efficiency of auto traffic on Delta by forcing it to share a lane with Emx is a reprehensible idea. It would be unsafe, inconvenient, and lead to increased greenhouse gass

emissions from idling. If an "enhanced corridor" could be accomplished with out impacts to existing auto traffic, it might be ok. I would speculate that a route to and from VRC would be even less cost effective than existing Emx routes.

Not much. The route does not seem relevant to me, but I realize there are lots of people living in area.

I think the existing bus service works for the employees in the area who use public transit to commute. Few shoppers or others visiting the area will use the EMX, so I think it would better serve some of the other corridors under consideration.

What else should the project team be thinking about if this corridor advances for further study?

Nothing.

Many key issues still need to be addressed: (1) transit routing through VRC parking lot is far too slow and impedes travel further north. (2) Inadequate bike/ped connections across Delta Highway and to the riverfront path. (3) Excessive vehicle speed on Goodpasture.

You should insist on dedicated lanes for all high frequency transit corridors like this, otherwise what's the point? You should also be clear about the very likely increase in adjacent property values and opportunities for re-development given access to this high-frequency transit corridor. In other words, please don't get caught up in the design details of one corridor vs. another, but be clear about the comprehensive vision of a connected, high speed transit system that also carries out the adopted municipal land use and climate change plans. And by the way, you are doing a disservice to show the map of this corridor without the other ones on the map - This map looks like a road to nowhere when I believe you are trying to do multiple corridors at the same time to create an actual transit *system*. And this project should insist that there ian actual connection from the river path to the VRC / bus terminal, as well as better bicycle and pedestrian access along that road that goes into the mall parking lot that was recently re-paved as 5 lanes with no bike access. Transit links with walking and biking and actual uses of land, so I hope you can make it clear how this system will work from a user's perspective and push for all public and private entities to build that actual interlinked system.

The area is already so congested around valley river. Roundabouts should seriously be considered.

Why won't Eugene put modern roundabouts in?

see other response

The streets are narrow as it is. Additional lanes (bike/car/etc.) could increase the risk to all users if folks are not paying enough attention.

Works with shopping

Pedestrian and bike safety.

See previous comments. Lets get real.

As I said, I believe that this corridoro is adequately covered. We need to spread our money and resources around.

The Country Club Road portion of the bike path is largely redundant with the North Bank trail. With good connections to the North bank it could be circumvented. However the Goodpasture Island section and onward (for the bike path) would be quite useful.

Yes

Not sure about bike needs, as the river path remains an option, but as a biker, I'd vote for bike lanes on all roads.

No further comments

Bike/ped access on the Valley River Bridge needs to be improved; the intersection currently is very inhospitable.

There should be more places to cross the road safely. Easy vehicle access to Oregon Med. group, Women's Care and the Cancer center, the police station, and so on, are important -- and so are having bus stops there. That's why I'm not sure rapid transit is the best choice for this corridor, which could probably use a couple of extra stops instead of fewer. More stops and better shelters with a regular bus route might be a better choice, esp. if the regular route could run more like the old breeze did, every 15 or 20 min instead of every half hour or hour.

Simplify Southern end and tie northern end into Coburg Road

This area is becoming more dense with housing and also lacks close access to shopping and food.

Use the money to fix the roads not to pander to the unemployed and the "travelers" as kitty would call them. There not the ones paying for this you know WE ARE

Reducing the volume and flow efficiency of auto traffic on Delta by forcing it to share a lane with Emx is a reprehensible idea. It would be unsafe, inconvenient, and lead to increased greenhouse gass emissions from idling. If an "enhanced corridor" could be accomplished with out impacts to existing auto traffic, it might be ok. I would speculate that a route to and from VRC would be even less cost effective than existing Emx routes, and that's hard to do.

Build at transit only bridge over the river to shorten the route.

Educate the public on how easy it is to access the mall area by bicycle from most of Eugene by using the riverside bike paths.

Martin Luther King, Jr. Way

What else would you like to know (or what would you prefer)?

I would like this to be part of a separate project integrating with the city of Springfield. This project does not make sense by itself as it currently stands.

Why no multi-use path or bike facility labeled on the EmX Example2?! With that included that would be preferred as it is not too wide. Would want more information about widths, what this would look and feel like on the ground.

the only reason there is alot of traffic on this corridor is all the student housing. The UO should have shuttle vans that go from the apartment complexes to the UO on a regular basis to help alleviate the issues on this corridor

If this route is going to be advanced, it should include Springfield. It makes no sense to build this route without Springfield.

How much traffic does MLK actually carry on a typical day? I would not support an EMX buildout option if its primary purpose is to shuttle folks to/from Duck games.

This would be with VRC as lowest priority for me.

Will the shared use path on the side be bike-friendly? The current sidewalk isn't especially

Seems like this corridor is already well serviced by bus and EMX would not offer broader connection to rest of community/other emx lines.

This corridor likely has sufficient right-of-way to provide full EmX treatment. Suggest that it also consider routing to include the Autzen parking area, as well as the large population of students.

NO EMX

This is too short of a route for Emx, and existing traffic flows are adequate, as is the current level of bus service. Ramrodding this through when LTD knows the money will never be available from Springfield is poor stewardship of public interests.

I think this corridor is well served by existing bus lines. Many of the residents are students and the bus/bike path system gets them to and from U of O pretty efficiently. I think this corridor is a low priority for an EMX line at this time.

What else should the project team be thinking about if this corridor advances for further study?

Heavily used route due to the student housing, Autzen Stadium and etc. EmX maybe someday, but only if it can be integrated into a Coburg Road EmX design. Why stop at I-5? Centennial Blvd is a heavily used corridor for getting to and from Eugene and Springfield, and especially for UO game days - I-5 to I-105 to Pioneer Parkway to Centennial to Autzen. Could tie Coburg Road EmX to Pioneer EmX too.

Better bike connections are essential, as is greater transit frequency

This is an essential corridor that connects Eugene, Springfield, significant student housing, Alton Baker park and associated events (like football games and park events). You should insist on dedicated lanes for all high frequency transit corridors like this, otherwise what's the point? You should also be clear about the very likely increase in adjacent property values and opportunities for re-development given access to this high-frequency transit corridor. In other words, please don't get caught up in the design details of one corridor vs. another, but be clear about the comprehensive vision of a connected, high speed transit system that also carries out the adopted municipal land use and climate change plans. That said, the chart that compares volumes and such is nearly impossible to understand and not helpful, in my opinion. How about a couple simple renderings of the street that show how it is and how it could be; show multiple ideas so no one will accuse you of pre-deciding anything, but give us some ability to actually imagine what this corridor can look like.

I like example 1.

What is the current and potential flow for active transportation in this corridor? There are some missing links in the current system but with a good path system network here maybe a robust bike infrastructure isn't needed along this whole corridor, just fixing some of the broken connections on the system?

Shared pedestrian/bicycle space is good. I like having EMX on one side. Think about a cycletrack on the other side.

This route already has dedicated bus routes to the university and that's what people who are living there need.

Access to the stadium from those who live out of town. Make it too confusing and there will be accidents.

This area could use EmEx, but the others need it more.

Good way to provide transportation to games and apartments.

It is working well now. Great access for pedestrian, bikes and vehicles. If it isn't broken don't fix it "again".

I'm disturbed to see that there aren't plans to put a bike lane on MLK. There are a large number of employers on this road with employees that would be more likely to bike if there were a safer route like a bike lane on MLK. As it stands the road is too congested with cars to bike easily or safely.

This corridor would benefit from better bike routes. Currently the bike path from Springfield just sort of peters out going into Eugene

I don't see bike lanes included in these enhancements, perhaps because of the river path?

Impact of game day. And of course, vehicle access to businesses is important.

Bike travel along this road is difficult for commuting. If bike improvements were made it would get many of us cyclists another option other than Coburg Rd which is getting very dense with traffic and more dangerous around Oakway center entering/exit traffic.

There are definite bike/ped safety issues associated with curves, poor sight lines, high design speeds, etc. which need to be addressed. Improvements will have to distinguish between transit service throughout the year vs. for special events (Ducks football, Duck/Ems baseball, etc.). To be most

effective, routing should be direct between this area and the UO (i.e., don't go first to the downtown station).

No EMX don't you get it

Nothing

Nothing

As with most projects of this nature in our community (both current and future), there is insufficient demand from stakeholders.

the potential connectivity between Eugene and Springfield along this route is great. It would also provide really good transit service to Autzen, PK Park, and all of the apartment complexes on MLK - similar to what EmX has done for the Arena area.

Add another designated ped Xing near the baseball stadium (east of the existing ones). People still dart across the busy road to avoid walking west to the existing crosswalk.

Highway 99

What else would you like to know (or what would you prefer)?

I would be interested in better transit and bike/ped connections to cross streets like Royal and Roosevelt

projected traffic volumes, delay. What would bus reliability be in future if there were not separate facilities?

I wish I could see a system map to know how this contributes to the system before offering an opinion. The map I see is like a route to nowhere and I can't imagine how it plugs into other routes.

What are the measurements? The one with the center turn lane looks too wide to be 'pedestrian scale'. Crossings would be so long! Center BRT and cycletracks would be best for safety, comfort and ease of use.

Emex is a bad idea all around. The idea one has to go through downtown Eugene to get from Santa Clara to Sacred Heart in Springfield is ridiculous. Don't waste the money.

Whether EmX would still run in an Enhanced Corridor

the Coburg road corridor needs to be prioritized first but this could be looked at secondarily where the EmX would turn around at the location it ends (Barger and Beltline).

No changes

I would prefer if the bike lanes were next to the EMX lanes rather than separated by the trees.

n/a

I would like to see a better functioning and easier to read proposal map. Right now text doesn't display properly and the enhanced corridor options are difficult to make out, they are all scrunched together and mostly appear as symbolic. Pictorial display or enhanced graphics are needed.

Again, why Hwy 99 wasn't a priority over W. 11th is questioned. This is a main route to the airport and I think some kind of regular, public transportation is critical to the community.

Would the fares be the same. Could those living in this corridor afford to pay them?

I'd prefer that you spend money on improving traffic flow for personal vehicles.

I would like to know cost information as well as whether residential and job densities in the Echo Hollow and downtown areas support enhanced transit

do nothing. leave 99 alone.

How can this corridor be developed to better serve the airport.

I would prefer the least intrusive option, that is the option with the fewest lane additions, but with best efficiency.

Leave the Hwy 99 like it is.

I liked the first 2 options, where the bikes are protected from the cars by a row of trees.

The EmX stops on other lines are few and far between. LTD took out some stops that had been next to banks or medical offices, and very convenient, esp. for people with physical issues around walking. They weren't replaced by the EmX stops, making the route actually less convenient. I'm thinking of the old route 11 on W. 11th. There used to be stops near physical therapy and OCC credit union. Those stops were taken out and not replaced. If EmX comes into a corridor, I'd like to see it be rapid transit, but not completely replace those convenient "smaller" stops...it seems like some route should still serve them.

connections to other routes

No one wants to be forced to go downtown on every route. Other options that have a better origin/destination pairing should be considered.

EmX improvements make sense for already invested or planned future investment corridors. It isn't clear to me what constituency EmX would serve on this corridor.

More lanes for cars NO EMX!

More options

I like alternative 2 and it would be great to have a cycle track there

I would like to know if and what bus service beyond 99/Barger look like (towards airport and new industrial development).

What else should the project team be thinking about if this corridor advances for further study?

EmX for sure. Needs to be a complete street - sidewalks, bike lanes, enhanced crosswalks. Need a transit station at the end - in that shopping center there would be perfect.

I think access control is important along this alignment if we want to build bicycle/ped use (I like the idea of eliminating most left turns, for example, with an EmX lane). Connections to cross streets, and east across the railroad, are also important for both transit and bike/ped.

bicycle or pedestrian crossings are difficult

Better ped crossings. Consider wide shared bike/ped "sidewalks." Add freight from UGB expansion. Is transit to airport feasible?

Going slightly further than the 569 and Barger intersection. perhaps as far as Terry Street or make it a loop through Royal or Roosevelt.

More landscaping should be installed in the center. I prefer option 1 but with a center landscaped median in between the exclusive bus lanes.

A way to connect the River Road neighborhood to this system with an active transportation (& transit??) bridge over the train? Something like that was in the PedBike Master Plan. Is it still?

Don't keep building on a transit system that is horrible. No emex, and change the routes so people do not have to go through downtown eugene. I would have to take two, possible three buses to get from santa clara (river road) to 18th and Chambers. How dumb is that! At least two buses and lots of time with a lot of homeless people who use the bus as their "home" to get from Maxwell and River Road to Sacred Heart in springfield via downtown eugene. Really? I will never support emex for any reason.

How will pedestrians get to the transit lanes in the middle? What will prevent people from just crossing anywhere?

Easing the ability get downtown via bike from the Bethel area. Bike/pedestrian paths just kind of stop right before you get to four corners, and taking a bike onto the bridge on 99 over the railroad is risking suicide.

there are a lot of people in this area that just walk out across the street. I think the emx should go along the sides instead of the middle to keep the people from further running out anywhere across traffic

This corrdior really deserves proper, center running EmX service as opposed to watered down BAT lanes.

This area is always very congested during school times with students from Willamette, Shasta and Cascade. Having good pedestrian options is important. There are currently few options for park and rides in the Bethel area, which is very inconvenient. I would like to see a park and ride at the start of the EmX route wherever that ends up.

Stop shoving mass transit down our throats!

Business access, Business access, Business access.

Bicycle and pedestrian crossings must be improved in this area. Needs lower speed limit.

I already feel safe riding my bike in the bike lanes on Hwy 99, though left turn bike lanes would make sense. I'm not sure why such radical changes are being proposed and why money needs to be spent on something already functioning pretty well. I do think bike lane surfaces are in very poor, rough shape on feeder roads such as Seneca, Garfield, Royal, and Bertelsen (this is where some money should be spent). I do still want to have rapid access when I do take my car on 99 and would consider it a negative to eliminate lanes which could significantly slow or impair traffic flow and in essence create new gridlock potential. 99 is intended to be a HWY for heavy trucks, and efficient transportation use and should be less of a multi-use corridor compared to a more natural setting like the Amazon parkway with bike and pedestrian paths . I don't think making life more miserable for car drivers is necessarily going to make them want to ride alternative transportation modes but just create some resentment and make Eugene a less desirable place for new businesses.

What is the feasibility of extending this route down Barger to Green Hill and up to the Eugene Airport?

Definitely should be more pedestrian friendly.

Pedestrian and bike crossings and safety should be considered when planning this project.

Buses need to run much later both to the city center downtown and out to Barger. Many folks in West Eugene get off work late and need buses that run later.

99 is a nightmare for bicyclists and pedestrians, both for riding safety, because of all the cars turning, and for crossing safely. Also, the street desperately needs trees and greenery. It is truly ugly, which is a shame as a key entrance to our great city. The planter strips are too small for the trees health. Not sure if this is taking, when I press enter, the ok just spins and looks like it's working.

HWY 99 is very difficult for pedestrian or bicycle traffic. Could you consider overpasses? Or, are they too expensive?

Why spend millions on the less than 5%??

Emx lanes should go in the middle of the street where they don't have to be crossed to get to a business and might take up less room.

The corridor needs any and all improvements, as it the entry to the city from the airport. I would love to see emx go to the airport, as well as bike lanes all the way out. And trees would be a huge enhancement.

Is there a well defined problem that this project would be seeking to solve? Are people who would otherwise be taking transit or cycling along this route not doing so because of infrastructure deficiencies? Are there other transportation issues in Eugene that are more urgent in terms of inhibiting the movement of people and goods?

leave it alone

Business access is cridical. Buses should not interfere with access to any business.

As a bicyclist in this corridor, separation from automobile traffic is preferred. In example 2, the plan has the bicycle lane and EmX lanes separated by landscaping. This would be ideal for the bicycle community's safety and well-being.

You know better than I what to consider. My only thought is that bike/pedestrian overpasses must be more cost effective in the long run when you consider all the time savings for motorists not having to stop. Ruminates on that.

I agree with EMX along this corridor. I would also like to see significant bike improvements. The option of a cycle track looks very appealing.

Extending the route further out to the airport at least.

Bike/Ped signs are difficult due the wide roadway and high vehicle speeds. Should consider adding some ped wings with signals between the signalized intersections. Business access is also difficult. At certain time of the day it is almost impossible to make a left turn out of a business onto the highway. Maybe there should be a low center median, forcing cars leaving a business to turn right and then having dedicated left/U turn lights at the signalized intersections.

Bicycle and pedestrian crossings are very few and far between and problematic in this corridor. I see people standing in the turning lanes and on medians all the time and crossing very unsafely so as not to have to walk an extra quarter mile to a stoplight. More crossings should be added, esp. at EmX stops. And those crossings should be activated by pedestrians; you shouldn't have to wait for 5 or 10 minutes til the automatic system decides it's your turn. I'll give Walnut station as an example; you might be desperate to catch your bus, but even when you press the crossing button, you have to wait til the traffic has had its LONG turn. Then you get a short time to try to get across all of Franklin. That should be done better at the crossing, and it should definitely be done better at new crossings on Hwy 99.

pedestrian crossings

Bicycle connections around the four corners area a tricky and uncomfortable, especially for less aggressive, non-commuter type travelers.

There are no sidewalks in many areas of this corridor.

I'd like to see EMX all the way to the airport

Just fix the roads for CARS!

Extend to the Airport

I usually bike around 99 though it is accessible. It is ugly now and improvements will enhance entrance to Eugene.

I think anything that helps green/beautify this corridor will greatly benefit the community- especially in advance of the 2021 track and field event.

30th/LCC

What else would you like to know (or what would you prefer)?

I agree that transit improvements, particularly EmX, are necessary to south Eugene and particularly LCC. However, I cannot support too much investment in the alignment down Amazon Parkway, which is poorly conceived as a transit corridor. Patterson/Hilyard is a much better option from a transit operations standpoint. (I have commented before on this before and still lack a definitive answer as to whether Patterson/Hilyard is included in this corridor or not). Here are just some of the several reasons I believe Patterson/Hilyard is the better choice for an EmX corridor: (1) An alignment on Hilyard will better serve destinations such as the proposed new YMCA, student housing in the corridor, the front door of Amazon Park/community center, and the node at 24th and Hilyard while still serving Roosevelt Middle School and South Eugene High School. An alignment on Amazon Parkway mostly just serves open space and the back of developments. (2) Because of the importance

of destinations along both Hilyard and Willamette Streets, it is likely that north-south transit will always run on these streets (similar to today's #24 and #28). An EmX line on Amazon Parkway would compete with transit on both these corridors, drawing down ridership. An EmX line on Hilyard would not have this problem because it would replace the #28 (except connector service) and would be far enough from the #24 to avoid competition. (3) As is evidenced by the success of both #81 and #82 in serving the LCC market, there is demand from LCC both to downtown (presumably to transfer) and directly to the UO/Hilyard area where there is much student housing. An EmX alignment on Hilyard, taking 11th to the Eugene Station, would serve both markets. An EmX line down Amazon only serves the #82 market. (4) My observation of the #82 has been that it is mostly empty during school breaks. Running the LCC service down Hilyard Street would justify frequent service even during school breaks because of the other major transit destinations it would serve. Also, it seems like the majority of the transit trips originating from the Hilyard corridor would be in the opposite direction of peak travel to LCC, helping with capacity problems. (5) An EmX line down Amazon Parkway only allows the #82 to be eliminated, leaving the south Eugene area with a tangle of north-south lines like it has today (#24, 27, 28, 73, 81, 82). An EmX line down Hilyard would allow the entire south Eugene area to be served by just 2 trunk lines, the new EmX line and a more frequent version of the #24, greatly reducing system complexity and probably also operating cost. (6) An EmX alignment down Patterson/Hilyard could easily be extended to Broadway and connected to a Coburg Road alignment at some point in the future. This would create a new cross-town corridor that could be part of a future frequent grid system. (This extension could also serve some of the new development near the courthouse.)

why does this route exist? It doesn't seem to connect to any other high frequency transit corridor, thus doesn't contribute to a system. This is an out and back type of proposal, supporting a campus built on the fringes of town. If anything, this route will lead to land use change in areas our community doesn't want that change to happen.

Why are bike facilities being considered later?! That's ridiculous. Is this about transportation planning for the corridor or not?!

the emex out through glenwood to LCC makes more sense. it is flatter and during inclement weather will be less likely to have to close down

Traffic signals are needed on Harris and 30th

I would prefer that you stop making auto drivers feel as though they are committing a criminal act by needing to drive.

leave it alone

How are bikes going to be accommodated? I cannot support any project that does not accommodate bike traffic, especially around parks and schools.

More details on the proposed changes.

You should integrate bike options from the beginning. This corridor (ESP. 30th) is in desperate need of bike and pedestrian improvements.

Run EmX down Willamette Street to serve far more destinations than just LCC. Make Willamette a two way street for its entire length with an EmX only pass through at the Hult. Start the line at the train station and end it at 29th and Willamette, with some busses continuing to LCC. This would maximize service to destinations people actually want to go to rather than running the line mostly through parkland. Also, consider acquiring ROW from the old stadium site for a dedicated bus lane. Connect by new ped bridge to SEHS and by ped path to College Hill neighborhoods. Leave room for bike lanes on Willamette by using a shared lane design or taking/sharing a car lane (or car turn lane).

I have trouble believe EmX to LCC makes sense, because of the lack of density (existing and potential) along the travel corridor.

There should be bike lanes on 30th, preferably protected.

LCC route is tailor-made for Em-x expansion. Best chance for most ridership.

The status quo seems better suited to moving people and goods through this corridor than any of the options proposed here. That said, you should have included a diagram showing the existing use of the roadway. It is strange that widening the roadway to provide dedicated transit and bike lanes wasn't considered on the Amazon Parkway stretch as that doesn't appear to be space-constrained.

I think that this option is less heavily traffic than some of the others that are under examination. The others should be enhanced or expanded with EmX before this one.

leave it as it is. do nothing

No changes to these routes.

I live at 1285 e. 30th. Should I expect for you to widen the road at all or force md to pay for sidewalks? Amazon Parkway should be mainly for cars that need a quick way to bypass Willamette and Hilyard/Patterson in getting downtown and northern Eugene. Buses that have nowhere to pull off obstruct traffic or make it dangerous for oncoming traffic when cars try to manuever around a stopped bus.

Pearl Street dumps into Amazon Pkwy. When people get off work, Pearl St backs up because of the reduction from two lanes heading south to one lane - and there are many people who try to hand in the left lane, then try to switch to the right lane at 19th, rather than turn left onto 19th. If Willamette is reduced to two lanes and a turning lane, car commuters heading home will try to bypass Willamette by using Amazon. This could cause an increase in traffic accidents, including possible bicycle accidents, since many bike commuters also use that road to get back onto the bike path. How will this be handled?

Nothing just repave the road and leave it alone

Bicycle routing/access along corridor

Why not utilize a direct route to LCC on I-5? There's plenty of capacity on the existing Franklin Blvd Emx to accomodate a transfer station for LCC-only ridership.

Would like to know more about shared use paths.

Acording to you, is there enough room and safetey for bicyclist on 30 ave. from Hilyard to the College?

I would prefer leaving 30th Avenue as is.

What else should the project team be thinking about if this corridor advances for further study?

Could be a good EmX route for LCC students and faculty. Need a transit station at LCC or somewhere there. Include extension to McVay Highway and Glenwood in the planning.

The study needs to explore ways to construct bicycle facilities from Eugene to LCC.

Better bicycle options along 30th are a must

30th avenue next to Camas Ridge has a speed limit far above what it should be. Why is the speed limit on High St. downtown 20 mph when the limit in the school zone 35? There are other places in town that are large connectors - Harlow in front of Bertha Holt goes to 20 mph, and that is a street just as major as 30th. This street is dangerous to cross, it divides the neighborhood. And, please stand in Camas Ridge's playground at any time of day and try to have a conversation in a normal tone. The noise pollution is severe.

Route thru mcvay in Glenwood.

There is just not enough information here. Even if bike infrastructure were included I'd want to know measurements, some pro/cons and other information. This section has great potential. Big potential for both positive and negative impacts here so we need more information and we need a complete street design to look at!

It is very difficult to cross 30th between halyard and university ave

A lot more students would bike & ride the bus to LCC if it was easier. EmX would be much more bike-friendly than the current buses. Please study this route more!

bicycle and pedestrian crossings are HUGELY important in this corridor, as there are several day care centers and schools in the area (and Parker re-opening will only add to the number of children walking and biking in the area).

I don't live in Eugene. I live in Fall Creek and work in Eugene. I am not on a bus route. I would like you to consider that Eugene residents aren't the only ones affected by your decisions. I avoid driving in Eugene because it is already difficult. This means I also don't shop in Eugene. When I have to drive downtown for work I take Amazon Parkway to Oak street. This is already a congested route. If you make this any worse for cars it will be impossible to get there from LCC (where I work.) The more you make it difficult for me to drive and park in Eugene, the more I go elsewhere. Not that my voice matters or that you'll care in any way what I have to say. CARS ARE EVIL. Your narrow, one-way streets are not worth my bother. Best wishes on your continued success.

nothing

Repairing the pot-holes.

Bicycle and pedestrian crossings are horrible along 30th Ave. A separate multi-use path to LCC is badly needed. The Amazon section is pretty good.

It is sometimes difficult to get across 30th Avenue from the Agate/Kimberly intersection and though pedestrians and cyclists frequently use the sidewalk there, it feels dangerous - cars go too fast. Trucks constantly use their jack brakes as they go on that curve and it is extremely loud for residents along 30th.

Bikes, bikes, bikes. Children should be able to bike to parks and schools without unreasonable fear.

bicycling to lcc is hard, as there are no bike lanes.

Reduction in conflict should be the goal. No new bike projects without using the alder st model of segregated bike lanes with signals. Better and safer road crossings red signals not the yellow for pedestrians. EMEX for sure on this corridor because you have more public support in this area, LCC is a ready market as well as South Eugene, It dovetails nicely into future development of gleanwood and Springfield access to LCC.

This is a route that needs to be open for cars so neighborhoods S. of 30th and E. of Willamette can be accessible. With the proposed changes to Willamette Street, it is increasingly difficult for residents to travel out of the neighborhood. It's much easier to take 30th to I-5 to shop, do other business or services.

Pedestrian and bike safety.

Both bicycle and pedestrian crossings are unsafe along Amazon and 30th past University. We need sidewalks and safe bike lanes through these areas. I live off 30th and drive 30th daily to get to I-5 then work. The speed limit between University and Spring Blvd is too high (45). Should be 35 between University and at least Emerald St. so cars aren't barreling up and down a hill that has nearby bus stops, a school crossing and no sidewalks.

What do the different lines mean for the trees in the median? Top priorities in this order: 1. Hwy 99. 2. Coburg Rd. 3. River Rd. 4. 30th/LCC. 5. MLK. 6. VRC.

Bike/ped should be the top priority in the corridor. Bike/ped improvements increases, not decreases, access to businesses.

Walking is difficult along 30th, though there are bike lanes. The arterial streets are too steep for most bikes.

Along the Amazon, side walk connections, oak street needs to have parking, but when parking is full, lanes are tight.

There should be bike lanes on 30th, preferably protected due to the high speed of traffic.

not sure if this is the best route for enhanced corridor options.

Instead of placing the bike lane on the same level as the cars, it's far safer to have the bike lanes level with the sidewalks. This approach is used throughout Europe successfully. The conflicts between bikes and auto vs bikes and pedestrians are far deadlier.

This corridor seems poorly suited to expanded transit use compared to other areas of town, as there isn't really a concentration of residences or destinations within an easy walk of the route. If the aim is to reduce travel time from downtown to LCC, signal priority along the route is probably about all you need. Bicycle traffic is already relatively well served in this corridor, except over 30th Blvd. where no bike improvements are suggested.

No. Do nothing

Pedestrian crossing are a big issue. Also balancing increased transportation options with limits to growth and neighborhood liveability.

Bike/ped access ad crossings.

More overhead pedestrian/bike crossings (like the one by SEHS) should be placed along Amazon Parkway. One near the exit/entrance by the Community Garden; another one by the Dog Park parking lot (29th); another one at the 24th Avenue intersection; and, keeping the one by SEHS (so 4 total). The reason I believe the overhead walkways are important is 1.) safety for all concerned, 2.) a lot of times older folks/people with little kids/animals are slower than the time allows for crossing. Commuters mainly use Amazon Parkway and so I think it should have as few obstructions as possible (mainly having to deal with slow pedestrians--maybe a 5th overhead should be put in at 19th for the massive amounts of students that hamper traffic at least 3 times a day. A left-hand turn lane definitely needs to go in from Amazon Parkway onto the exit at the Community Garden (as it is very dangerous to other cars in both directions--people turning take too many risks as they are trying to avoid being rear-ended by drivers that don't expect stopped cars on that thoroughfare). Bikes should have to stay off this street and instead stay on the path through the park. The street lights should default to favor drivers using the AP (versus the cross street--so that drivers can hit the green light at 24th). If all these things are incorporated the speed limit can be 40-45mph--making for an efficient way to move drivers through this section of town.

Bicycle paths / crossings are troublesome where Pearl empties into Amazon Pkwy at 19th. Changes to this AND Willamette could increase risks to cyclists.

I would like to see consideration of how cars can make left hand turns onto 30th from either Harris or University much more safely that happens now. The new light at 30th and University makes pedestrian crossing easier, but car crossing is still very difficult. I would also like to see the light at 30th and University be adapted to have bicycle activated controls at the street and not only on the sidewalk.

I like the possible EMX configurations to run between LCC and downtown. I would like to see improvements along 30th that make it more bike friendly in the next round of this planning.

Thanks!

I love the new pedestrian crossing at University and 30th! one other safety consideration is the intersection of Agate and 30th. (1) the left turn lane from 30th onto Agate can be dangerous because it is created from the "fast" lane, which disappears, creating a danger of being rear-ended by oblivious speeders in the fast lane. (2) pulling out from Agate onto 30th can be dangerous because drivers coming east on 30th are coming around a curve at high speed (speeding on 30th is a problem). Not sure if either of these two issues can be addressed in the new corridor design. Thanks!

adding Springfield to the corridor and making it one line like the others.

I think EMX is a good option but I think the Coburg Road and 18th corridor from the old Hynix plant to the University should have priority. This could be an excellent corridor for enhanced bus service.

This route would complement the changes being considered for the South Willamette Special Area Zone, including increased density between 24th and 29th. Pedestrian access to Willamette Street would be important. I would also like to see connection to Route 28, where it crosses the corridor at Hilyard St.

NO EMX stop pissing away our tax dollars

Critical multi-modal intersections should be carefully considered - primarily the gateway to south Willamette at 27th Avenue, as well as key nexus areas at 30th, 24th, and 20th/Civic Stadium.

I think a protected bike facility should be added from Albertsons all the way to LCC.

As above, but I think the vocal minority pushing for more mass transit would balk when faced with the prospect of it impacting their own neighborhood. I think NIMBY would do this one in.

I bicycle the route at times and don't like being on sidewalk. Prefer bike lane or path.

This route is the only one being considered in the south part of Eugene and therefore should be near the top of the priority list. The corridor is heavily used by bus riders now, showing an EMX line here would be well used and provide a better experience for transit users.

A bikeway separate from traffic over 30th avenue is needed. Either a bike lane off of spring blvd towards the U of O which would be a difficult climb or a flatter route from Franklin to LCC.

Coburg Road

What else would you like to know (or what would you prefer)?

What impact will these changes have on the existing traffic flow, and what impact would this have on cyclists that have to navigate that area?

I don't understand why there is no good change here? No cycletrack or no buffered bike lanes on the northern section. Plus both designs in the most northern section are the exact same-Enhanced or EmX in Shared Lanes and regular bike lanes?! How is that improving the corridor?! These kind of designs are NOT going to allow us to reach our goals! Increased active transportation? No. Decrease greenhouse gas emissions? No. Increased livability? No. Make these safer more complete streets!

Due to high traffic, I like the buffer zones for cyclists. A well designed bicycle lane also keeps bikes off sidewalks. A good addition would be bicycle parking facilities such as I've seen in Chicago. I anticipate that bicycle usage would grow if these are added and traffic would abate in turn.

I would like to see more protected bike lane.

Leave Coburg Rd alone

This area is already built up close to the road. It is an important car traffic area

more policing & ticketing of drivers in violation of traffic laws. if drivers here had to pay a few thousand dollars in a year in traffic tickets, they may just start to follow the rules of the road & make themselves more aware of what they r doing behind the wheel. ALL day EVERYDAY i still see people on cell phones driving & i have yet to see any police anywhere available to stop them & ticket them.

How is this going to be paid and is it a responsible use of money. Is this going to put us into more debt to pay for this? Where is the money coming from? When I say us, I also mean more federal debt because whether it be local debt, state debt or federal debt, we all are on the hook for it and have to help with paying it back.

Prefer NO MORE buses period.

Leave Coburg with the current lane structure. Build recessed bus stops along the route to provide safety.

Route EmX on Chad where there's lots of destinations/ employers eg RG, Veterans Hospital., etc.

How can it be made safer for peds crossing

It seems like it would make traffic worse and more dangerous

I'm not convinced that the additional vehicle lanes are a good idea. This would only invite more car traffic. Adding transit lanes and protected bike lanes, as well as encouraging pedestrians would allow this to be a friendlier area.

I would like to know exactly how much the improvements would cost, and how it would be funded.

What will EMX cost for ridership? What will prevent vehicle traffic from moving to Oakway Rd. in order to by pass congestion. Oakway is a challenge to turn onto from neighborhood streets.

How will ridership payment happen? What prevents vehicle traffic from taking alternative neighborhood street routes such as Oakway Rd.

Taking away a vehicle traffic lane in this corridor is a non-starter, so EmX is out. The proposed enhanced corridor option is not specific enough to comment on.

dedicated lanes and bike lane routing. (would the road be restriped or would emx only lanes be shared bike routes sort of like w 11th emx lane

EMX are you kidding there is no room for it. Have you ever driven coberg during rush hour. If you think adding EMX will fix the problem then you're clinically insane ! Really you're insane if you think that will fix the problem the cars are not going away

How is bicycling easy and accommodating for shoppers along the corridor? There are extensive travel lanes to navigate judging from the cross sections. Would a cycle track or mixed use path be integrated better instead?

emx to gateway not as far north as willakenzie or creastent due to a lack of demand. also student traffice seem problematic due to a lack of mass transet to high schools making it mandatory!

What else should the project team be thinking about if this corridor advances for further study?

This is going to be a tough corridor to introduce EmX service. Tight, built out, crowded. Get creative. Need a station at the end. Like at Crescent Village or there about. Opportunity to connect to Pioneer Parkway route should be included.

Bicycle and pedestrian crossings are difficult.

I think EmX is a great idea, but I am concerned by a few elements of the proposal as it stands: (1) In the segment from Harlow to Beltline, the illustrations show BAT lanes immediately adjacent to bike lanes. This would make me feel unsafe as a bicyclist. Either this section should have EmX lanes in the middle, or a physical barrier between the BAT lanes and bike lanes. (2) Any option needs to include a station near the Campbell Center and the EWEB redevelopment to allow frequent service to this area. (3) One of the biggest chokepoints along the corridor is Ferry Street Bridge, which slows to a crawl during a crash and messes up transit operations. Dedicated lanes should be considered here even though they would be expensive -- maybe open BRT so it could serve other routes like #12, 13, and 79x too. Maybe a new transit bridge on the west side of Ferry Street bridge, allowing a new transit station near 3rd Avenue, and continuing the busway at grade immediately west of (or underneath) the viaduct with an undercrossing of the railroad. (4) Under I-105 is another chokepoint. Maybe a single median transit lane could be created by eliminating one northbound left turn lane, or shifting one of the southbound through lanes to be west of the pillars carrying the bridge. (5) The connection across Crescent to Game Farm/Gateway is ill-conceived as part of a network, since the Harlow segment has been eliminated from study. Instead, I recommend an EmX corridor up Coburg Road that branches at Chad Drive, with one branch going east on Chad Drive to a terminus the vicinity of the new VA Hospital (doing a road diet on Chad Drive) and the other branch continuing on Coburg and Crescent to a terminus near Crescent Village. Since east of these destinations the route is through

low-density or rural areas, it does not make sense to run EmX style service. (Use a regular bus service like the new #12 that will begin in September to serve that area and make connections to the EmX trunk line and branches.)

A Buffer cycle track is necessary and safer.

You should insist on dedicated lanes for all high frequency transit corridors like this, otherwise what's the point? You should also be clear about the very likely increase in adjacent property values and opportunities for re-development given access to this high-frequency transit corridor. In other words, please don't get caught up in the design details of one corridor vs. another, but be clear about the comprehensive vision of a connected, high speed transit system that also carries out the adopted municipal land use and climate change plans.

Will the bike lanes be protected enough to encourage those who do not ride to ride their bikes?

The area is so incredibly congested. A roundabout corridor should seriously be considered.

there are no good options for riding a bike along this corridor and crossing Coburg Rd can be a bit difficult and tricky.

Coburg Rd. is not very cyclist friendly -- it seems fairly hectic, and I've avoided cycling there. Some type of cushion against cages would be appreciated by a cyclist.

Why is the River Road design so much better than this Coburg Road design? We're about to spend money on a NE Livable Streets project yet do nothing great for this main arterial?!

Do we really want change and an improved community?! If so these designs HAVE to change.

Bike and pedestrian crossings need more lights, walkways, safety, difficult on oakway to cross street as pedestrian,

Buffer bike lanes-fast moving cars discourage people from biking Coburg Rd

I prefer buffered bike lanes. Traffic moves fast on Coburg.

Consider using Oakway Rd. (via Cal Young Rd.) as an alternative to the most congested part of Coburg Rd.

Personal vehicle access to businesses is vitally important. It's also very difficult for bicycles and pedestrians to safely cross this street. There are a significant stretches where no traffic lights exist, and without lights to stop cars, crossing the street is challenging & frequently dangerous.

not only should the emex connect with the route in springfield but it should loop out to the town of Coburg

As stated in #3, bicycle parking facilities can increase bicycle usage and decrease traffic congestion. People currently use cars to go shopping because they are concerned about their bikes.

Vehicle access to businesses is at times difficult and can hold up traffic in intersections. Moving these entrances (if possible) would be nice.

While there is a bike lane, even most experienced bicyclists consider it an unsafe and undesirable corridor to ride--they do it simply because there are so many important destinations along Coburg. The current facilities will not allow novice riders or "normal" people" to travel comfortably by bike.

There are so many turning vehicles, especially around Willakenzie/Safeway and near Oakway, that biking on Coburg requires extreme vigilance.

Forget Coburg Rd

Cars are important for this area

the landscape in this city is not the problem: drivers, pedestrians & cyclists unaware of their surroundings, not paying attention & ignoring laws IS the problem.

Personal vehicle access is important, but I've often questioned why EmX wasn't built here before W. 11th.

Is this really needed or can a lower scaled version with just better marking for bike lanes be enough. Why does a bus need a dedicated lane. They have for years been able to navigate with cars and been on schedule. If EMX saves 5 minutes between say 5 to 6 miles is that really worth spending millions on

a concrete lane and glorified bus stops? Seems all like a gimmick to me. Stop lights alone down Franklin BLVD can eat up like 5 minutes if you hit each one, even EMX has to stop

I think what is most important as we proceed with EMX is to keep bike safety and pedestrian safety as top priorities. It concerns me when I see a bike lane right next to a bus or car lane, I would like to see buffered bike lanes on the busier roads like Coburg rd. As it stands the road now is too busy with car traffic and I try not to drive there if I can. If there was a buffered bike lane I would be more likely to access the area and use those businesses.

bike/pedestrian crossing is difficult and dangerous between Willakenzie and Beltline Roads. No traffic lights or designated crosswalks.

You must have personal vehicle access to businesses.

You've got the tail wagging the dog. You'd better plan on huge resistance from the electorate (which you don't have to worry about, but the COE had better worry about).

I think this should be top priority for next EmX. The trees in this design look attached to the sidewalk by epoxy. A new engineering feature? What about accommodating the root systems for this living infrastructure element?

You really need to include bus cutouts in order for the traffic to proceed on Coburg Road. It might take some sidewalk space but traffic backs up when the buses stop.

The city council and mayor should never have backed off of this corridor a decade ago. It was just giving in to rich land owners/big political donors. It's disturbing that other parts on town don't get the same clout. The corridor desperately needs transit to relieve congestion on Coburg and the Ferry Street Bridge, etc. Oakway mall, for example, is a traffic mess.

Reduced speeds, improved traffic (police) control, reduced truck traffic, increased funding for police business access is extremely important

Connections from this corridor to the North and South bank trails are important. Currently the biking connection from southbound Coburg to the North bank trail is very awkward.

Pedestrians need to cross where there is a signal. Businesses always need access to vehicles.

This is the corridor with the biggest headaches and should be the next one addressed for emex the large population increase taking place in the northeast neighborhood and its impact on Coburg traffic

Too much traffic for bicycle safety along Coburg and Crescent rds. Unpleasant walking conditions as well though the parallel streets could provide alternatives if they all had sidewalks or walking areas.

There is already too much car dependence in this area, so adding more vehicle lanes will only encourage drivers, whereas transit, protected bike and ped lanes/sidewalks are very welcome and prioritizing peds and bikes at intersections.

The project team should be thinking about long-range planning for development along the Coburg Corridor, North of Beltline Road.

Cross walks or lights on crescent

A buffered bike path would be an improvement as it is scary to ride down Coburg Rd with all the truck traffic. Enhanced sidewalks with trees would be a great improvement making Coburg Rd more enjoyable to walk down. Currently it is an unpleasant walk, very noisy and directly next to the busy road. There are so many nice businesses on Coburg Rd that walking to these businesses could be made much more enjoyable with improved sidewalks and bicycle lanes. It is heavily used by bicycles. Having a queue lane for buses would also make it alot safer when you are riding a bike.

Please consider impact of Oakway Shopping center traffic with the new hotel. Out of town occupants will bring their cars with them so traffic will only increase and not decrease in Oakway area. EMX will cause even more congestion to Coburg causing Oakway Rd. to be a even bigger thoroughfare impacting neighborhood streets trying to merge. I am concerned vehicle traffic will use Oakway Rd. to avoid congestion of Coburg Rd.

Impact of Oakway Center development on neighborhood streets alongside Coburg Rd. corridor development. Safety of merging onto Oakway Rd. from neighborhood streets with increased traffic congestion.

Along Crescent Ave. business access is not that important. More than 50% of length is residential.

This corridor could probably use some transit enhancements, but taking away automobile lanes to do it would effectively cut off north east Eugene from the rest of town and would be so disruptive that it ruin any chance of popular support for transit improvements anywhere else.

Given its easy freeway accesses this area will remain car-centric longer than other areas.

Cars are here to stay. Please provide for them and accommodate them.

There is no mention of how many buildings would have to be removed since the city urged new development to butt next to the sidewalk. There is no suggestion of alternate route between Oakway along Oakmont when it rejoins Coburg. This could be for bikes, peds and autos provided there is easy access from the back of Oakway Mall. A bus going north could go up Oakway to Cal Young and then onto points north.

Cal young and Harlow neighborhoods are attractive to live if you work at hospital and new VA clinic but simple east-west bus service is difficult (multiple bus changes or need to go through Springfield/Eugene main stations). I like the option depicted in map and would really love it if EMX continued on Harlow to Coburg then you could eliminate much of the route 12 bus which seems to overlap with EMX unnecessarily along Gateway Rd.

This is a great corridor to study because the plan hooks it up with other existing EmX in Springfield. But personal vehicle access is important all along this route at driveways that are not spaced that far apart, so I am not sure this would be the best corridor to build in. Theoretically I like it, but as someone who buys groceries along the line, I would still drive because I hit 3 or 4 stores at a time and can't carry it all. It would be great for employees but I don't know how it could be rapid and yet still allow enough access. If we redefine rapid to mean, "the bus runs every 10-15 minutes", as opposed to "the bus gets there super-quickly" that might be a better way of looking at the EmX. What I love about the EmX in general is how often it runs. I don't love the fewer stops (or the really uncomfortable badly-designed busses currently used) but not having to wait half an hour or an hour for a bus is one of the big attractions of the EmX.

there are many driveways and entries on the road that are not the best for rapid bus travel.

This should be Eugene's next EMX corridor and should be built out ASAP

Chest fix the roads

Pedestrian crossing on Coburg Road is difficult, and bike riding is absolutely impossible on Coburg, especially between MLK Blvd and Oakway Center.

Reduce the speed limit for all vehicles, implement improved traffic control by the Eugene Police Department, consider a possible truck route on game-farm road (reduced truck traffic), improve access to existing bike paths (along I5 and river), provide additional funding for the Eugene Police Department to directly support improved traffic control, cite trucks who use their heavy engines to reduce their speed, employ cameras to identify those who run red lights

Better bicycle and pedestrian connectivity between DeFazio/Ferry Street Bridges, river paths, and MLK corridor to Coburg Road/Oakway. Excessive and confusing navigational choices and obstacles and threatening traffic are current disincentives to active transportation at this connection point.

As a driver, bicyclist and user of LTD services. I have notice that the crossing for pedestrians across Harlow Road (East side) on the intersection with Coburg Road it is difficult to get across. Drivers going north and turning right on Harlow do not respect pedestrians.

There is no crosswalk on Crescent to get to shops/restaurants. There obviously will need to be a highly visual lighted crosswalk at the Oakway stop, like the one on Gateway.

Show how bike n ped experience will be enhanced!

there are some difficult bike and ped crossing issues that could be addressed as part of the overall study. Crossing at Oakway/Coburg, at Coburg/105, Coburg/Club are all dicey and have a high frequency of cars not obeying traffic signs.

Coburg Road is an important spoke in the transportation network with it's hub in downtown Eugene. Having an EMX line on this corridor would allow the residents of the area to move along it easily and to get to and from Downtown

Demographic results from online open house

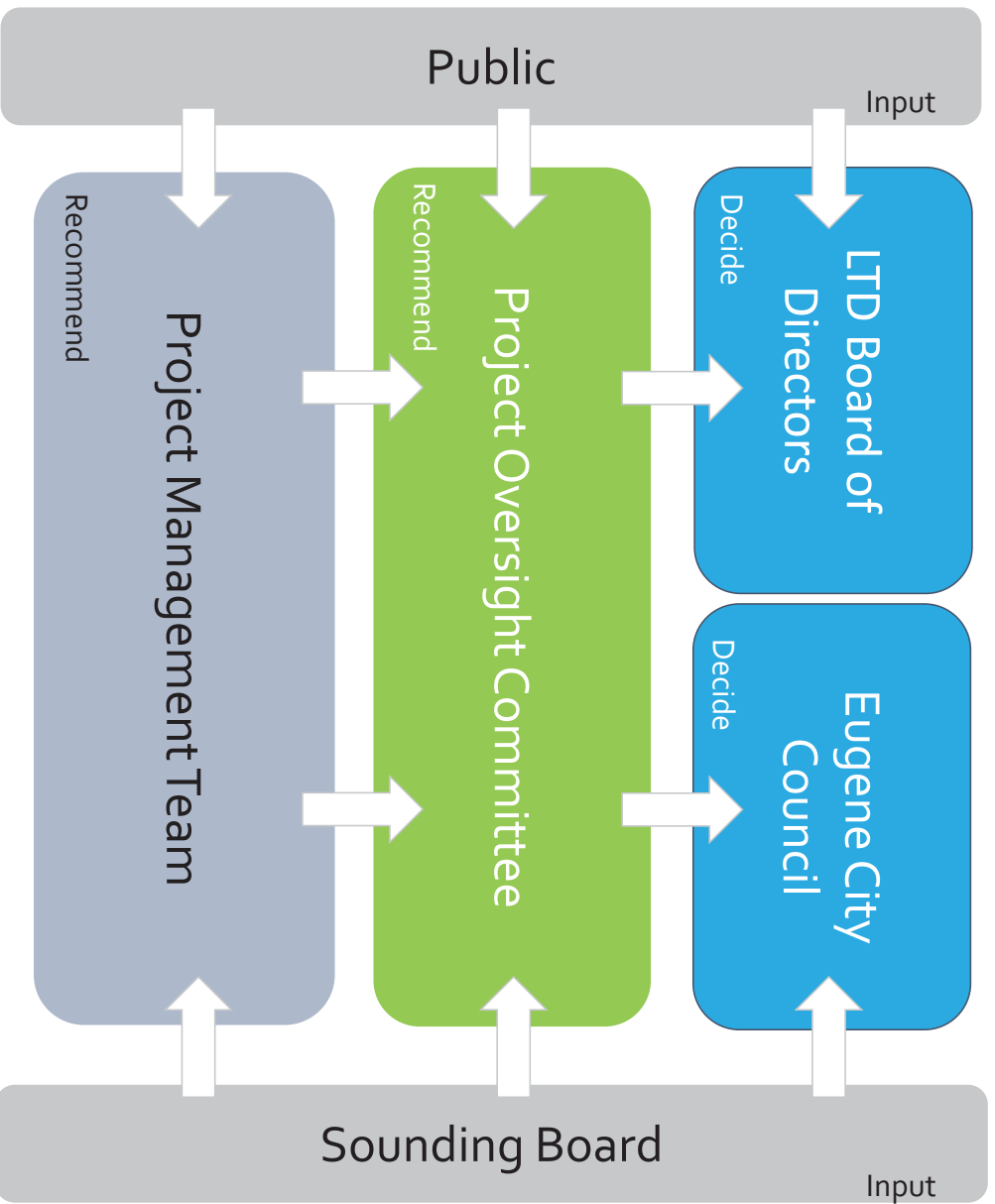
Your race/ethnicity:	Gender identity:	Age:	How do you commute to work?
Caucasian	female	55 years or older	Retired/don't work
Caucasian	Male	18 - 24	Bike
Caucasian		35 - 44	Drive alone
Caucasian	female	35 - 44	Drive alone
Caucasian	m	55 years or older	Transit
Caucasian	Female	55 years or older	Bike
Caucasian	F	55 years or older	Drive alone
Caucasian		55 years or older	Retired/don't work
Caucasian	Male	35 - 44	Bike
Caucasian	Female	55 years or older	Retired/don't work
Caucasian	female	55 years or older	Work at home
Caucasian	F	55 years or older	Bike
Caucasian	Female	35 - 44	Carpool
Caucasian	Female	55 years or older	Drive alone
Caucasian	m	45 - 54	Bike
Caucasian	m	45 - 54	Bike
Caucasian	Female	55 years or older	Retired/don't work
Caucasian		55 years or older	Carpool
Caucasian	Male	25 - 34	Drive alone
Caucasian	Male	55 years or older	Work at home
Caucasian	female	55 years or older	Bike
Caucasian	f	55 years or older	Drive alone
Unknown/Don't want to say	F	55 years or older	Retired/don't work
Caucasian	f	55 years or older	Bike
Caucasian	Female	55 years or older	Retired/don't work
Caucasian	Female	55 years or older	Drive alone
Caucasian	Male	55 years or older	Drive alone
Caucasian	f	45 - 54	Retired/don't work
Caucasian	F	55 years or older	Retired/don't work
Unknown/Don't want to say	f	55 years or older	Bike
Caucasian	female	55 years or older	Retired/don't work
Hispanic	Female	35 - 44	Drive alone
Unknown/Don't want to say	f	55 years or older	Retired/don't work

Caucasian	Male	25 - 34	Bike
Caucasian		55 years or older	Transit
Caucasian	Female	45 - 54	Walk
Caucasian	female	55 years or older	Retired/don't work
Caucasian	f	55 years or older	Transit
Caucasian	M	45 - 54	Drive alone
Caucasian	male	25 - 34	Bike
Caucasian	Male	45 - 54	Drive alone
Hispanic	female	55 years or older	Bike
Unknown/Don't want to say	Female	55 years or older	Retired/don't work
Caucasian	f	55 years or older	Retired/don't work

Other outreach materials

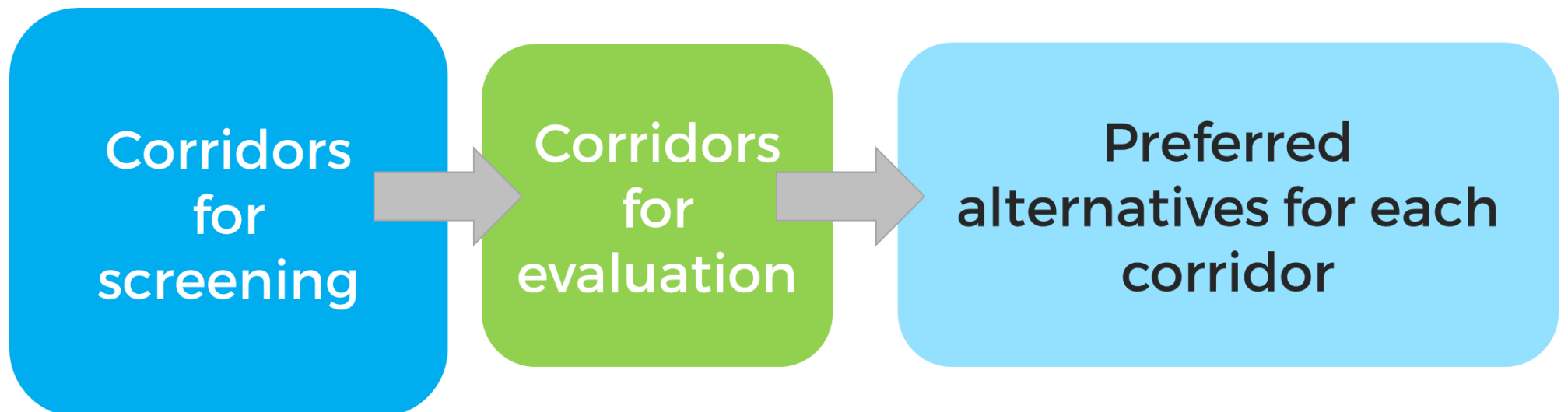
The following pages contain examples of some of the outreach materials used.

Decision-making structure



- **Project Oversight Committee:** City Councilors, Lane County Commissioners, LTD Board members, and staff from LTD, the City of Eugene, Lane County and ODOT
- **Sounding Board:** representatives of existing LTD and City committees and commissions
- **Project Management Team:** Eugene Public Works, Eugene Planning, and LTD staff

MovingAhead decisions



What you can do now!

- Provide input about the right kind of transit for each corridor
- Let us know what you like and don't like about the ideas presented
- Provide your email address so that we can let you know about future participation opportunities

Corridor screening results

August 2015

Legend
 Best
 Worst

Connectivity & travel time

Improve transit travel time (compared to existing transit service)

Connect planned bike, pedestrian and roadway projects

Safety

Improve pedestrian and bicycle safety (compared to existing conditions)

Cost & funding

Capital cost (millions of \$) for improvements*

Operating cost per transit boarding

Likelihood to obtain federal capital improvement grants

2035 ridership

Average weekday ridership (number of boardings)

Increase in weekday ridership (compared to regular bus service)

Community

Service to areas with greatest short-term redevelopment potential

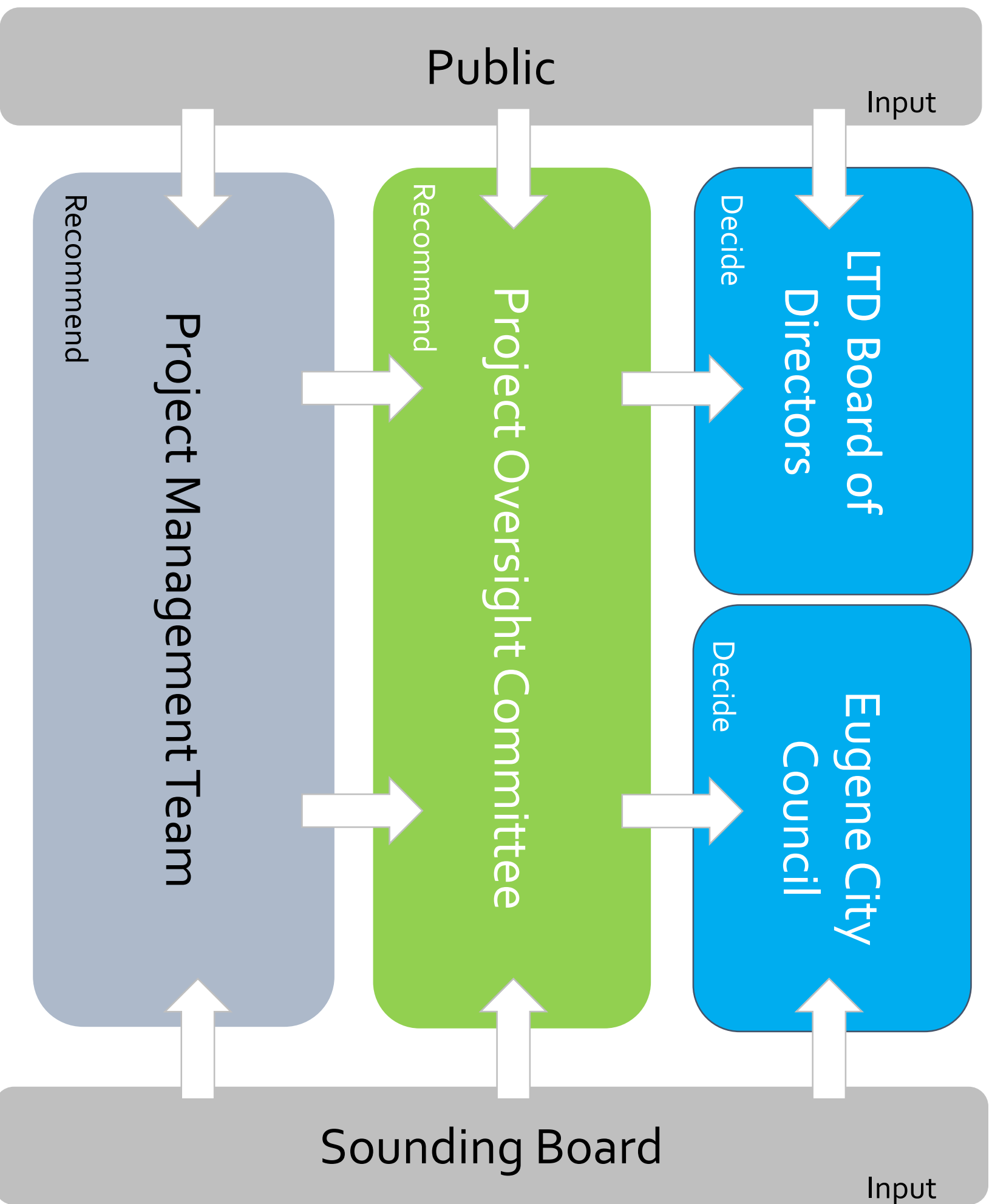
Consistency with community vision

Service to areas with historically underserved populations

	30th/LCC		MLK/ Centennial		Coburg Road		Valley River Center		River Road		Highway 99	
	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor	EmX
Connectivity & travel time	●	●	●	●	●	●	●	●	●	●	●	●
Safety	●	●	●	●	●	●	●	●	●	●	●	●
Cost & funding	\$10-20	\$50-70	\$20-40	\$60-90	\$10-30	\$50-90	\$10-30	\$10-30	\$10-30	\$70-90	\$10-30	\$60-90
Operating cost per transit boarding			While the system will cost more to operate with more service, the operating cost per boarding will stay the same as today.									
Likelihood to obtain federal capital improvement grants	●	●	●	●	●	●	●	●	●	●	●	●
2035 ridership	3,800	5,500	6,200	7,700	4,200	5,200	3,000	3,600	4,600	3,000	4,000	
Increase in weekday ridership (compared to regular bus service)	300 /10%	2,000 /57%	2,300 /62%	4,000 /109%	1,600 /61%	2,600 /98%	900/48%	400 /11%	1,400 /43%	500 /18%	1,400 /55%	
Community	●	●	●	●	●	●	●	●	●	●	●	●
Service to areas with greatest short-term redevelopment potential												
Consistency with community vision			To be determined by community input									
Service to areas with historically underserved populations	●	●	●	●	●	●	●	●	●	●	●	●

*Improvements include: transit and biking/walking/mobility device improvements (\$2015)

Decision-making structure



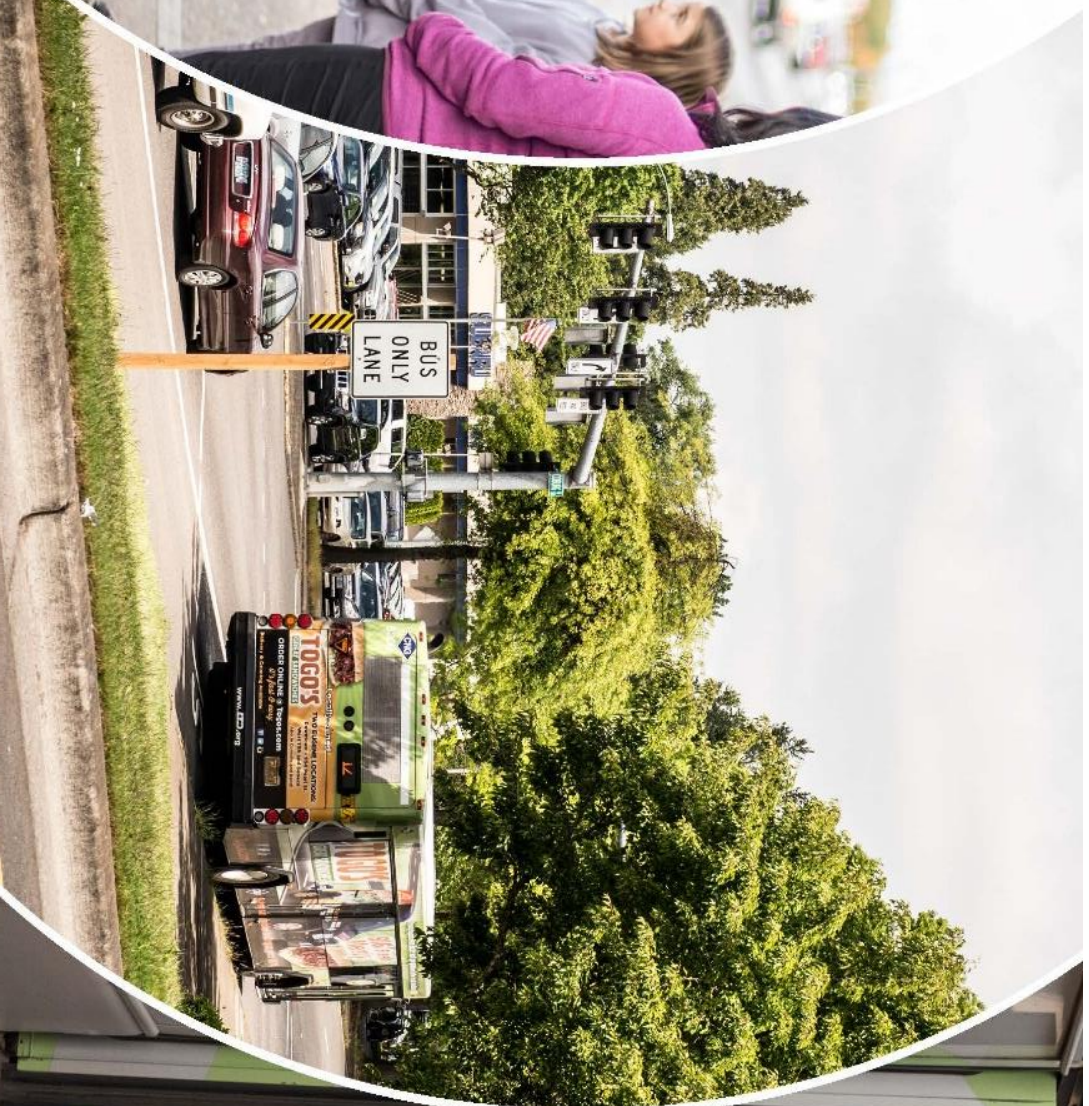
- Project Oversight Committee: City Councilors, Lane County Commissioners, LTD Board members, and staff from LTD, the City of Eugene, Lane County and ODOT
- Sounding Board: representatives of existing LTD and City committees and commissions
- Project Management Team: Eugene Public Works, Eugene Planning, and LTD staff

Toolbox contains a range of transit choices

Fixed route service



Enhanced corridor



Comprehensive EmX



Service frequency



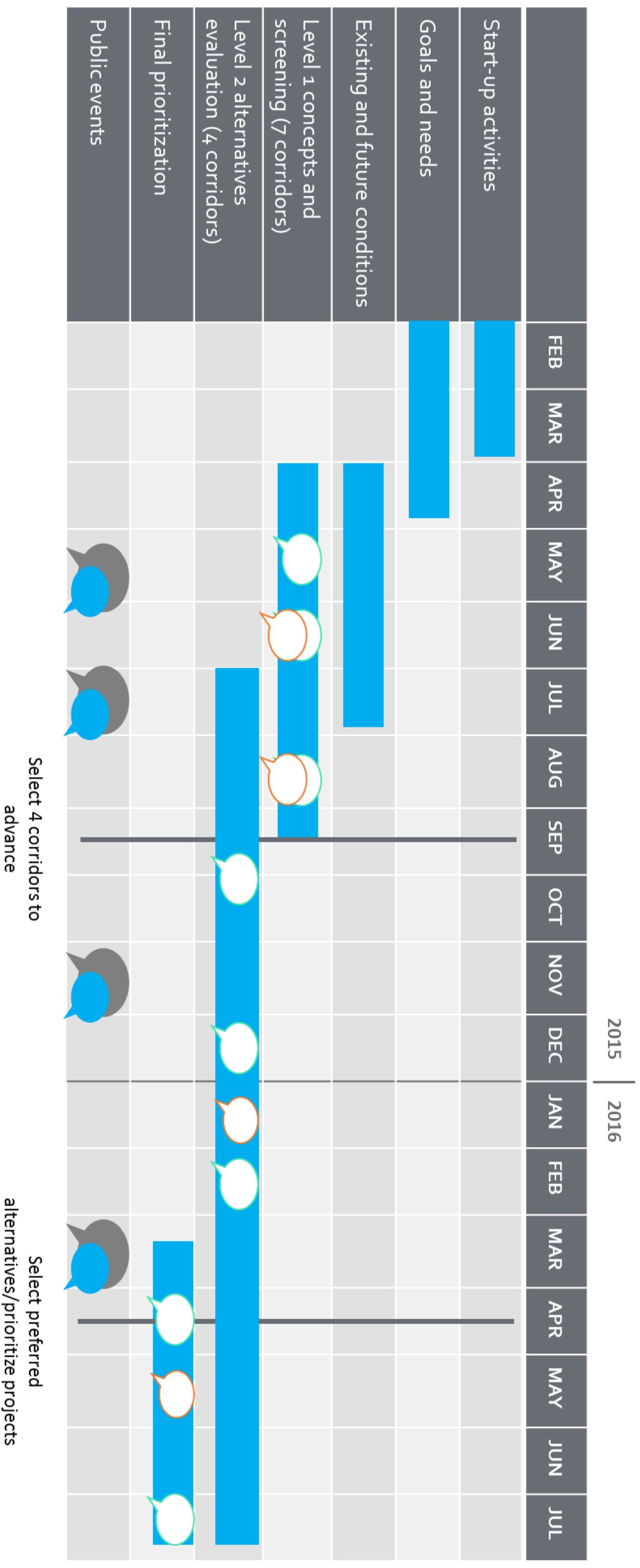
Improvements to enhance reliability on congested streets



Rider amenities at stops/stations

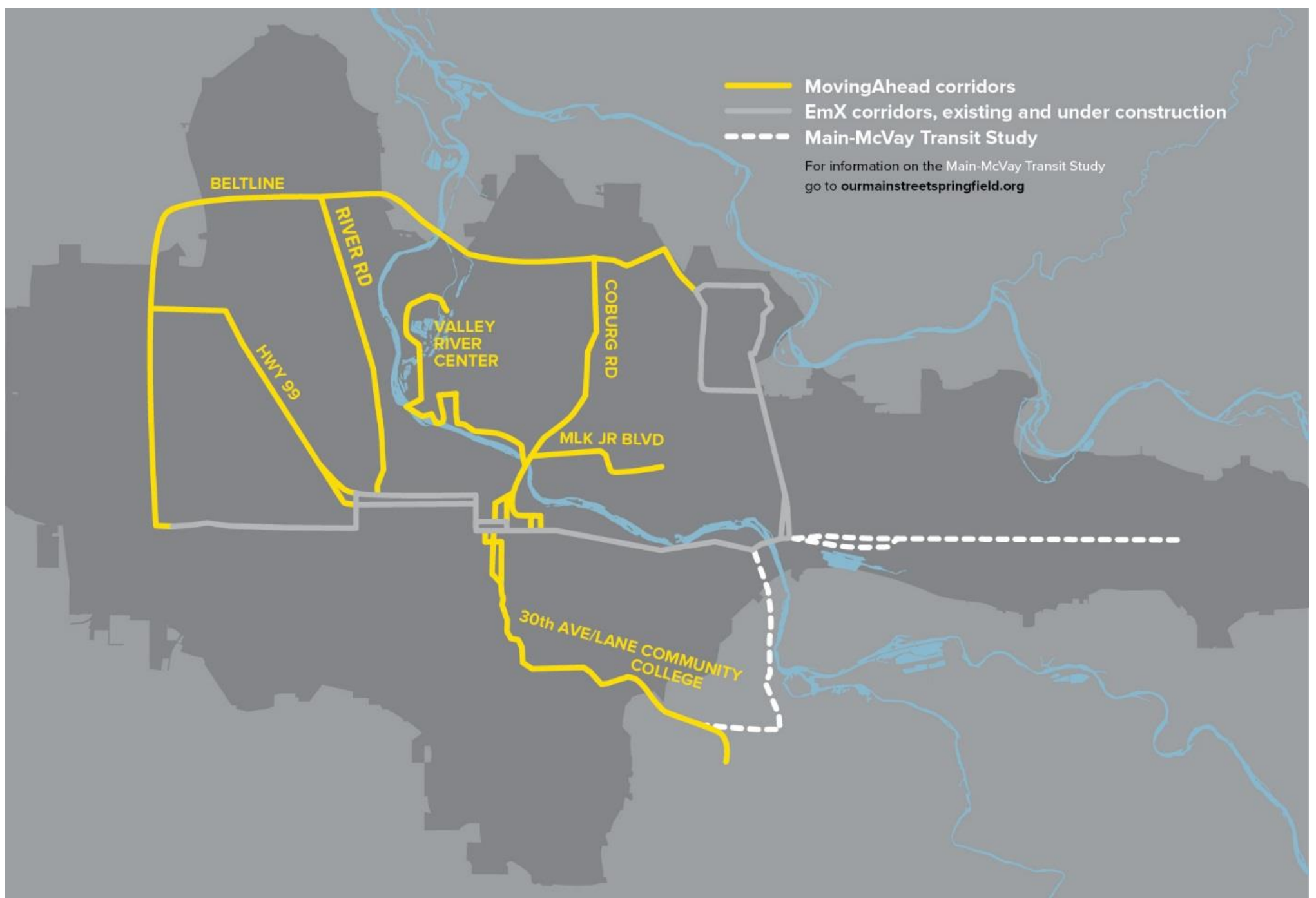


Moving Ahead timeline



Input will be collected and considered throughout the process!

Introduciendo MovingAhead



MovingAhead tiene planificado:

- Determinar cómo mejorar las calles principales que conectan a los vecindarios, áreas comerciales, y áreas de trabajo
- Obtener como resultado darle prioridad a los proyectos de transporte público, peatonales y de ciclismo
- Avanzar con eficiencia los proyectos de diseño y construcción

Socios:

- Ciudad de Eugene
- Distrito de Tránsito de Lane (LTD)
- Otras agencias gubernamentales de la región

La caja de herramientas contiene varias opciones para el tránsito

Servicio de ruta fija

Corredor Mejorado

EmX Detallado



Frecuencia del servicio

Mejorías para incrementar la fiabilidad en las calles congestionadas

Amenidades para los pasajeros en las paradas y estaciones

August Outreach Email

[Campaign Preview](#)[HTML Source](#)[Plain-Text Email](#)[Details](#)

Last chance to participate in our virtual workshop!

[View this email in your browser](#)



Share



Tweet



Forward



Attend September MovingAhead open house to review concepts and provide your input on the corridors being studied!

Thank you to everyone who participated in the MovingAhead workshops or provided input online. In May 2015, more than 200 community members participated in MovingAhead workshops. Working in groups, participants tested different combinations of bike lanes, sidewalks, lanes for autos, and lanes for buses. Using the input gathered at the workshops, the project team developed [14 concepts](#) for how transit, sidewalk, and bike facilities could be improved in each corridor.

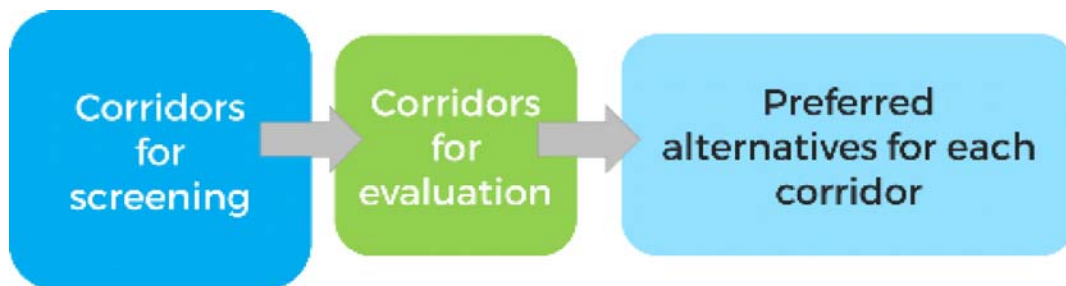




What's next?

Now, MovingAhead needs your input about which corridors and concepts should be advanced for more detailed study!

Between August 7 and September 20, MovingAhead needs your input about the right kind of transit in each corridor. MovingAhead will look at how to improve corridors for those who walk, bike, use mobility devices, and take transit.



For those corridors not advanced for additional study in MovingAhead, the City of Eugene and Lane Transit District will fold biking, walking, mobility device, and transit improvement ideas into their ongoing project development and funding programs.

How can I provide input?

There are lots of ways that community members can provide input that will inform the next phase of MovingAhead:

- Review the options and complete an online survey at MovingAhead.org between August 7 and September 20, 2015
- Find MovingAhead staff at community events and public places [throughout the summer](#)
- Attend the [open house](#) from 4:00-6:00 pm on Monday, September 14 at the Eugene Public Library (100 West 10th Avenue)

For more information about MovingAhead, visit MovingAhead.org, view a [fact sheet](#) or sign up on the [mailing list](#).

You can also contact the project team at questions@MovingAhead.org.

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[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)
MovingAhead · 3500 E. 17th Ave. · Eugene, OR 97403 · USA



Event _____ Date _____



August event intercept survey questions

Participant Name	
What kind of transit do you want to see in this corridor?	<don't read choices> <input type="checkbox"/> Emx <input type="checkbox"/> Enhanced Corridor <input type="checkbox"/> Not sure
What should the team know as we refine corridor options?	<don't read choices, mark more relevant choices> <input type="checkbox"/> Need to maintain business access <input type="checkbox"/> Need better bike lanes <input type="checkbox"/> Need better sidewalks <input type="checkbox"/> Don't make traffic worse <input type="checkbox"/> Make it easier to travel by car <input type="checkbox"/> Street needs be more attractive <input type="checkbox"/> Need better pedestrian or bike crossings <input type="checkbox"/> Want more development along corridor <input type="checkbox"/> Concerned about new development along corridor <input type="checkbox"/> Concerned about impacts to adjacent properties or businesses
Participant Name	
What kind of transit do you want to see in this corridor?	<don't read choices> <input type="checkbox"/> Emx <input type="checkbox"/> Enhanced Corridor <input type="checkbox"/> Not sure
What should the team know as we refine corridor options?	<don't read choices, mark more relevant choices> <input type="checkbox"/> Need to maintain business access <input type="checkbox"/> Need better bike lanes <input type="checkbox"/> Need better sidewalks <input type="checkbox"/> Don't make traffic worse <input type="checkbox"/> Make it easier to travel by car <input type="checkbox"/> Street needs be more attractive <input type="checkbox"/> Need better pedestrian or bike crossings <input type="checkbox"/> Want more development along corridor <input type="checkbox"/> Concerned about new development along corridor <input type="checkbox"/> Concerned about impacts to adjacent properties or businesses

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Comment form – Corridor options

August/September 2015



We appreciate your input! Your comments will help determine the right kind of transit in each corridor. After collecting input on the transit choices that should be studied further, MovingAhead will look at how to improve corridors for those who walk, bike, use mobility devices, and take transit.

Please take a few minutes to complete this form and leave it with staff, return it by mail to MovingAhead, PO Box 7070, Springfield, OR 97475, or email to questions@MovingAhead.org. You can also submit comments online at MovingAhead.org. Please return comment forms by September 21, 2015.

EmX corridors

Based on the examples for each corridor option, do you think **EmX** should be considered for further study?

	Definitely	Possibly, I would like to know more before making a decision	No, I prefer something else
Highway 99	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
River Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coburg Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MLK Jr., Blvd.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
30 th Ave./LCC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Enhanced corridors

Based on the examples for each corridor option, do you think **Enhanced Corridor** should be considered for further study?

	Definitely	Possibly, I would like to know more before making a decision	No, I prefer something else
Highway 99	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
River Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coburg Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Valley River Center	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MLK Jr., Blvd.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
30 th Ave./LCC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MovingAhead alternatives open house

The City of Eugene and the Lane Transit District (LTD) hosted an open house and online open house in March 2016. The open house was held on Monday, March 7, 2016 at the Eugene Public Library from 5-7 p.m. The online open house was held from March 4 to March 18, 2016.

The purpose of the event was to present information about MovingAhead and invite participants to provide feedback on corridor alternatives for five corridors. Approximately 75 people attended the open house with 48 completing a comment form; 106 responses were collected through the online open house.

Advertising and outreach

The open house was announced and publicized in several ways, including:

- **Project website and email distribution list:** The website was updated to advertise open house, online open house, and community meetings being attended by project staff. The City of Eugene website was also updated to reflect information on the open house. An email was sent to over 800 interested parties on February 23, March 4, and March 15, 2016.
- **Press release:** A press release was sent to all major news outlets by communications staff at LTD.
- **Social media:** The City of Eugene and LTD advertised the open house on their Facebook and Twitter accounts in February and March.
- **Newspaper ad:** LTD ran an advertisement in the Register Guard on March 3, 2016.
- **Project flyer:** An event flyer was distributed to stakeholders and posted around the City of Eugene during March. All LTD buses also carried a large advertisement with information about the workshops.
- **Cascade outreach by community partners:** Community partners were sent materials to forward to their networks. Partners include, but are not limited to, 1000 Friends of Eugene, United Way, neighborhood associations, and school districts.
- **Targeted community leader outreach:** Project staff sent targeted emails to community leaders to share with members of their organizations. The organizations include, but are not limited to, the Eugene Bicycle and Pedestrian Advisory Committee, the Housing Policy Board, and the Human Rights Commission.
- **Canvassing:** LTD, City of Eugene, and consultant staff canvassed businesses, institutions, and residences immediately adjacent to the Highway 99, River Road, Coburg Road, and 30th Avenue/Lane Community College corridors to share information about MovingAhead and the open house.

Format

The open house was structured as a drop-in event. The room included stations with boards for participants to review information and talk with staff, as well as areas for attendees to complete a written comment form. The stations included:

- **Background:** This station focused on the purpose of the project, including general background, the role of public comments in the decision-making process, and the spectrum of transit options being considered for all corridors in the project area.
- **Corridor alternatives:** This station provided information on each of the five corridors and presented options for transit, cycling, and pedestrian facilities for EmX and Enhanced Corridor alternatives.
- **Next steps:** This station had a timeline that showed the upcoming process for the project.



Participants at the open house on March 7, 2016

Participants were also encouraged to fill out a comment form at the open house (open-ended comments are discussed in the “comments” section below). Participants were asked to provide their feedback for each corridor.

Comments

Below is a summary of the comments collected through the open house comment forms (48), online form (106), and emails (9). *Note: not every respondent answered every question on the collected comment forms.*

Highway 99 Corridor

Enhanced Corridor Alternative

Of the 52 respondents who answered about Highway 99, 30 said the Enhanced Corridor Alternative makes sense to study further without specifying ideas or concerns. An additional 10 respondents had ideas or concerns about the alternative. Comments about the Highway 99 corridor Enhanced Corridor Alternative:

- Needs to be made safer for pedestrians
- Concerns about connections on 6th heading west – how to access the ODOT path being constructed over the railroad tracks
- Should extend to the airport
- No EmX on 11th Avenue through JWN neighborhood
- Supports option if destructions to streetscape and tree canopy are minimal
- Crosswalks near eastside bus stops are needed now
- If this options helps get BRT on 11th and 15th, then make it happen
- Need better bike access along this corridor – physical separation would be best
- Corridor needs this connection and can transform the corridor from a highway to a street
- Would like to see a BAT lane to lower speeds
- Makes more sense to look at EmX for this corridor than Enhanced Corridor

EmX Alternative

Of the 52 respondents who answered about the Highway 99, 32 said the EmX Alternative makes sense to study further without specifying ideas or concerns. An additional 12 respondents had ideas or concerns about the alternative. Comments about the Highway 99 EmX Alternative:

- Concerned about bus lanes with vehicles – just run regular buses
- This seems to be the only way to get bike and pedestrian improvements
- There is a lot of right-of-way but doesn't seem to be traffic or population to justify EmX
- Do not pick this option with River Road option – would overserve 6th/7th Avenues
- Buffered bike lanes are very important given the speed of traffic
- EmX to airport without bus transfer needed
- Already plenty of capacity on this corridor
- Stops cannot be too far apart because this is a large residential area
- This corridor makes sense based on income and growing diversity
- Eliminating transit lanes along Highway 99 demonstrates equity concerns and will further diminish the opportunities available in this underserved part of town
- Difficult to participate in planning when neighborhoods association boycotts

River Road Corridor

Enhanced Corridor Alternative

Of the 65 respondents who answered about River Road, 29 said the Enhanced Corridor Alternative makes sense to study further without specifying ideas or concerns. An additional 17 respondents had ideas or concerns about the alternative. Comments about the River Road Enhanced Corridor Alternative:

- Pursue Gateway connection for multifamily area
- This alternative will not create the change that is needed for this corridor
- Needs cycling improvements by bridge and university
- Great enhancements, but don't lose the lanes
- Buffered cycling on this corridor is very important and necessary
- Need more pedestrian crossings
- Transit from downtown doesn't make sense
- Least priority over other corridors
- Issues with running at-grade over train tracks
- Keep center lane open – no need for planted median

EmX Alternative

Of the 65 respondents who answered about River Road, 47 said the EmX Alternative makes sense to study further. An additional 13 respondents had ideas or concerns about the alternative. Comments about the River Road EmX Alternative:

- Supports EmX in lower section up to San Clara shopping center
- River Road does not seem to need EmX
- People and space for greater density in this area makes it good for better transit travel

- Would like to see more dedicated space for transit and active transportation
- Buffered bike lane necessary, but protected bike lane would be more desired
- Placing right turn lanes to the left of bike lanes causes right-hook issues
- Losing two lanes of travel will be hard on this corridor
- Ridership does not appear to warrant EmX
- Do not put this option on 11th Avenue
- Need connectivity to Westfield Station shopping, as well as the shopping along Barger
- No more connections to downtown needed; connect south Eugene instead
- Consider potential to link service along Beltline
- Consider center running exclusive transit lanes to reduce conflicts
- Need bus priority through beltline past Division Avenue
- More access for residents to get to rider needed
- Please save the trees

Coburg Road Corridor

Enhanced Corridor Alternative

Of the 53 respondents who answered about Coburg Road, 26 said the Enhanced Corridor Alternative makes sense to study further without specifying ideas or concerns. An additional 12 respondents had ideas or concerns about the alternative. Comments about the Coburg Road Enhanced Corridor Alternative:

- Need more exclusive lanes to improve service on this corridor
- If space cannot be appropriated to provide exclusive bus lanes, money should be spent on other corridors
- This option does not do enough for pedestrian crossings and bicycle facilities
- Would like protected buffered bike lanes in this option
- Safer crossings needed
- Need more bus turn-outs to let traffic pass when buses stops
- Intersection of Harlow and Coburg is challenging
- No need to increase mass transit carrying capacity on this route
- Any safety improvements would be appreciated

EmX Alternative

Of the 53 respondents who answered about Coburg Road, 34 said the EmX Alternative makes sense to study further without specifying ideas or concerns. An additional 12 respondents had ideas or concerns about the alternative. Comments about the Coburg Road EmX Alternative:

- Concerned about bus lanes with vehicles – just run regular buses
- Would like it to wrap to the Valley River Center
- Would help relieve congestion on Coburg Road
- Need pedestrian/bike crossings on Shadowview and Crescent
- Area near Oakway Mall is still hard to get through – maybe signal priority
- Hard to see how this would work without severely restricting access to businesses
- Connection with existing Gateway EmX makes a lot of sense
- Would hate to lose the trees in the median approaching Ferry Street Bridge

- Coburg neighborhoods will probably not be receptive for this
- Limited right-of-way might make this a good candidate for a blended approach
- Must have station at the high school
- The property acquisition costs for an EmX route will not allow this to be cost-effective
- Would significantly increase vehicle emissions due to decreased traffic capacity

Martin Luther King, Jr. Boulevard Corridor

Enhanced Corridor Alternative

Of the 35 respondents who answered about Martin Luther King, Jr. Boulevard, 29 said the Enhanced Corridor Alternative makes sense to study further without specifying ideas or concerns. An additional 8 respondents had ideas or concerns about the alternative. Comments about the Martin Luther King, Jr. Boulevard Enhanced Corridor Alternative:

- Needs to be made safer for pedestrians
- The existing shared use paths make left turns extremely dangerous for cyclists
- Density on route supports good service and provides service to low income eastern areas
- Highest potential of ridership
- Crosstown connection to Springfield is needed
- Consider treatments via Centennial that would connect to EmX
- Strong UO support exists for this corridor and would support students
- Some student connections needed but not a full corridor study
- Concerns about connections and collaboration with Springfield
- Make sure to make the enhanced corridor convertible to EmX for future planning

30th Avenue/Lane Community College (LCC) Corridor

Enhanced Corridor Alternative

Of the 83 respondents who answered about 30th Avenue/LCC Corridor, 49 said the Enhanced Corridor Alternative makes sense to study further without specifying ideas or proposed changes. An additional 17 respondents had ideas or concerns about the alternative. Comments about the 30th Avenue/LCC Enhanced Corridor Alternative:

- Prefer EmX improvements on High Street with a buffered bike lane for this alternative
- Concerns about the bike/ped facilities in this alternative – not enough for issues on corridor
- Too steep for most bike riders
- Concerned that simply adding more bus stops along 30th is a less desirable option than building EMX to LCC
- Prefer the EMX alternative, largely because it supports better bike/bus options
- Any improvements on 20th should try to contribute to potential community center
- Bike access is essential for this option
- Include more pedestrian crossings

EmX Alternative

Of the 83 respondents who answered about 30th Avenue/LCC Corridor, 48 said that the EmX Alternative makes sense to study further without specifying ideas or concerns. An additional 24 respondents had ideas or concerns about the alternative. Comments about the 30th Avenue/LCC Corridor EmX Alternative:

- Concerns with EmX sharing roads with cars blocking flow lanes
- Interested in hearing options regarding a two-way street on Oak and Pearl Streets
- Narrowness of Oak and Pearl Streets could be difficult to add buses
- Would be well used by UO and LCC students – may not need to run all the way downtown
- A north/south cycletrack makes sense and would be very well received by community– make sure its wide enough to be placed between bus and travel lane
- Safety is a major concern for kids going to Camas Ridge Community School
- One of the better flowing routes
- Serving south Eugene with EmX makes sense
- There seems to be insufficient improvements proposed to qualify as BRT
- Very heavy bus loads need more and faster service
- Grade is too steep for this option – weather might interfere with service on this corridor
- Not sure that the cost-benefit of EmX over Enhanced Corridor is that important here – not much right-of-way to Hilyard and then no real congestion to LCC
- Concerns about 30th/Hilyard intersection – very busy
- Need more bike and pedestrian improvements for 30th Avenue
- No need to do EmX if road is not changed
- Connections are important- linking through McVay is highly recommended
- It makes more sense to stay closer to Willamette Street until turning onto 30th Avenue
- Please put buffered bike lane or cycle track on Pearl and High Streets
- With the current 82 line, EmX might not be needed here
- The only thing that is needed is night coverage to get to the college and events
- Concerns about trees and the look of the corridor if EmX is put in and trees are removed
- Concerns about north/south accessibility by car from 13th to 24th Avenues

General comments

Some general comments provided by participants include:

- Look at using technology to move buses through traffic signals
- Support all two way, buffered bike lane options
- Two-way street conversions would be good for Eugene
- Continue to educate the public on the process towards EmX
- Make bus boarding faster and add level access
- Reducing lanes for cars does not reduce traffic congestion
- Removing 11th and 13th from consideration is appreciated
- LTD planning must be in conjunction with other transportation planning in the metro
- Lack of attention for bicycle traffic moving west of fairgrounds to central axis
- Bus stop amenities should include ample, secure, covered bike racks and lockers
- Consider co-locating with bikeshare stations

- Need more information to make more suggestions
- Consider offering reduced fare for seniors
- Need more east/west connections in North Eugene

Demographics

Respondents of the workshop and online comment form had the option of answering demographic questions. Of the respondents who provided demographic data, nearly all are Caucasian (49). About 17 respondents drive alone for their commute, while 17 take transit. Most respondents providing their age were over 55 years old (32).

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Welcome! Please sign-in

Name	Mailing Address	City / State	ZIP Code	Email	Add me to the mailing list
PAUL CONTE	1461 W. 10 th Ave	Eug, OR	97402	pconte@picante.soft.com	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Maradee Girt	325 park ave	eug/or	97404	gmaradee@yahoo.com	<input type="checkbox"/> Y <input type="checkbox"/> N
Tom Schwetz	RTD				<input type="checkbox"/> Y <input type="checkbox"/> N
Mike Deluiso	251 W. Broadway #17	Eugene OR	97401	deluisem@mac.com	<input type="checkbox"/> Y <input type="checkbox"/> N
Debbie Aitkenhead	2533 Willakenzie Rd Apt 3	Eug	97401	debla57@yahoo.com	<input type="checkbox"/> Y <input type="checkbox"/> N
Pat Hocken	2410 W. 22nd, Eugene OR	Eug OR	97405	jp.hocken@comcast.net	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
MIKE LEE	1800 LAKEWOOD CT #8	EUG	97402	MRLLEE150@COMCAST.NET	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Nancy Ellen Locke	1130 W. 25 th	Eug OR	What?		<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
John Jaworski	2985 Lord Byron Place	Eugene OR	97408	jjaworski@gmail.com	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Chris O'Neill					<input type="checkbox"/> Y <input type="checkbox"/> N
LEE SHOEMAKER	R 3675 THAMES 97405	EUGENE	97405	shoemaker3845@comcast.net	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
OTIS HASCHMEYER	930 W. 11 th AVE	Eugene	97402	otishaschemeyer@me.com	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
STEVE BADE	2111 Lincoln St	EUG	97405	bade.steve@eugene.com	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
CHAKAIPA MHEMBERE	2956 WILLAMETTE ST. APT 2 EUGENE OR 97405	EUGENE	97405	chakaipamhembere@gmail.com	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
ROL Bothman	1602 Coburn Rd	Eugene	97401	Rcd @ BothBros.com	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Ancilla Ausman McMillan	PO Box 2397	Eugene	97402	ausman@gmail.com	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N

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Welcome! Please sign-in

Name	Mailing Address	City / State	ZIP Code	Email	Add me to the mailing list
Vicky Mello					Y N
Cliff Gray	2622 Bell Avenue	Eugene/OR	97402	clarkgray@aol.com	(Y) N
Ed Necker				ed.necker@ltd.org	(Y) N
Jerry Finigan	1250 Irvington Dr.	Eugene	97404	jerfinigan@comcast.net	(Y) N
Barry Girt	325 park avenue	Eugene	97404	barrygirt@gmail.com	(Y) N
A.S.	LTD	"			Y (N)
DEREK JOHNSON	EUGENE CIVIC ALLIANCE 975 OAK #1050 974	Eug	97401	djohnson@justicelawyers.com	(Y) N
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Paul Furner	2344 Beverly St	Eug	97477	dr_furner@yahoo.com	(Y) N
Greg Gibson	1335 Ryss St	Eug	97401		Y (N)
NEW HOCKLEY	220 N. ADAMS	EUG	97402	LENEH@EFN.ORG	(Y) N
Greg Giesy	42 W 19th	"	97401	ggsk@continet.com	(Y) N
Beverly Barr	1275 Betty Ln	"	97404		Y N
Jon Belcher	1243 Rome Ln	"	"	jbelcher@efn.org	Y N
WEBB SUSSMAN	1850 W. 23RD	"	97405	WEBB@MAC.COM	(Y) N


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Welcome! Please sign-in

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Kurt Yeiter	on file already				<input type="radio"/> Y <input type="radio"/> N
Linda Lynch	2681 Garfield		97405		<input checked="" type="radio"/> Y <input type="radio"/> N
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Welcome! Please sign-in

Name	Mailing Address	City / State	ZIP Code	Email	Add me to the mailing list
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Eric Gunderson	44 West Broadway, Suite 300	Eugene	97401	egunderson@pivotarchitecture.com	<input type="radio"/> Y <input type="radio"/> N On it.
Jessi Stinson	4040 Ferry St	"	97405	Already on	<input checked="" type="radio"/> Y <input type="radio"/> N
Dave Hurst	970 Taylor St	"	97402	"	<input type="radio"/> Y <input type="radio"/> N
					<input type="radio"/> Y <input type="radio"/> N
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Information and opportunities from Lane Transit District. [More at LTD.org](http://LTD.org)



Attend the MovingAhead Open House

HELP SHAPE THE FUTURE OF OUR STREETS



Accessibility arrangements, interpreter and translation services can be made for all MovingAhead events with 48 hours notice. For more information, call 541-682-6100 (voice) or 7-1-1 (TTY).

MovingAhead is a partnership between the City of Eugene and LTD to create safe, accessible streets for transit, walking, and biking.

March 7, 2016, 5:00-7:00 pm

Bascom-Tykeson Room,
Eugene Public Library

CHILDREN & FAMILIES WELCOME

MovingAhead.org

EmX Construction

Email weemx@ltd.org
to request weekly
updates on traffic
related to construction.

**ALL BUSINESSES ARE
OPEN & ACCESSIBLE**

Join us at our Open House to learn about corridor alternatives!

MovingAhead has developed alternatives to improve five corridors in Eugene, Highway 99, River Road, Coburg Road, 30th Avenue to Lane Community College, and Martin Luther King, Jr. Boulevard corridors, for people who bike, walk, using mobility devices, or take transit.

Before the City of Eugene and Lane Transit District (LTD) begin their detailed evaluation of alternatives, the MovingAhead team invites you to attend an open house to learn about the range of alternatives, ask questions, and submit comments on what we should know about before we begin the evaluation process.



Monday, March 7, 2016

5-7 p.m., drop-in at any time

Eugene Public Library

100 West 10th Avenue

Special arrangements can be made with 48 hours' notice. For more information, call 682-6100 (voice) or 7-1-1 (TTY).

Can't make the meeting?

You can submit comments at the open house or online between March 4-18, 2016 on the project website.

Visit MovingAhead.org to learn more!



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Can't make the meeting?

You can submit comments at the open house or online between March 4-18, 2016 on the project website.

Visit MovingAhead.org to learn more!



February 22, 2016

For more information: XXX, 541-XXX-XXXX

Email at: XXX@XXX.gov

MovingAhead Project hosting Open House to discuss corridor alternatives

EUGENE – The City of Eugene and Lane Transit District (LTD) have developed project ideas, called “alternatives,” for how transit – both EmX and regular buses – and improvements to sidewalks and bikeways might make it easier to get around our community. A public open house will be held on Monday, March 7, 2016 from 5:00 to 7:00pm at the Eugene Public Library (100 West 10th Avenue) to present corridor alternatives for changes to the Highway 99, River Road, Coburg Road, 30th Avenue to Lane Community College, and Martin Luther King, Jr. Boulevard corridors. The project team will be accepting comments at the open house and online, at www.movingahead.org, from March 4 through March 18, 2016.

In fall 2015, the City of Eugene and LTD reviewed public input and advanced both EmX and Enhanced Corridor alternatives for all of the corridors except Martin Luther King, Jr. Boulevard, where they advanced an Enhanced Corridor alternative. Enhanced Corridors are new to Eugene, and could include more frequent bus service, stops with more amenities, and roadway improvements to make bus trips faster and more reliable.

Attend the alternatives open house

LTD and the City of Eugene invite the public to come to the public open house and review the corridor alternative, talk to project staff members, and submit comments. Project team members will be available to answer questions. Spanish translators will be available. Children are welcome!

Monday, March 7, from 5:00 to 7:00 p.m. at the Eugene Public Library (100 West 10th Avenue). Parking is available on the street or in the parking garage; on all bus lines that serve the Central Library.

Next steps

After confirming the range of alternatives, the project team will conduct a more detailed study of the costs, benefits, and impacts of each alternative. The team will ask for additional public input before a preferred alternative is selected for each corridor in fall 2016.

Project information

Residents in the region value transportation that is convenient and safe for everyone whether on foot, bike, a mobility device, a bus, or in a car. A safe, accessible transportation system supports great neighborhoods and helps keep us and our economy healthy. To improve transportation on some of our most important streets, the City of Eugene and LTD are working with regional partners to determine what kinds of transit, biking and walking projects are needed and to prioritize the most important projects so that they can be funded and built.

For up-to-date information, to join our mailing list, or to send us feedback visit MovingAhead.org. You can also contact the project team at questions@MovingAhead.org.

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Appendix D: Oversight Committee and Sounding Board Meeting Summaries

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Oversight Committee Meeting #1 Summary

Date: June 29, 2015

Members in attendance:

Angelynn Pierce, LTD Board of Directors
Gary Gillespie, LTD Board of Directors
Alan Zelenka, Eugene City Council
Greg Evans, Eugene City Council
Frannie Brindle, ODOT
Robin Hostick, City of Eugene Planning (for Sarah Medary)
Mark Schoening, City of Eugene Public Works (for Kurt Corey)
Lydia McKinney, Lane County
Ron Kilcoyne, LTD General Manager

Staff in attendance:

Chris Henry, City of Eugene Public Works
Terri Harding, City of Eugene Planning
Sasha Luftig, LTD
Tom Schwetz, LTD
Kristin Hull, CH2M
Lynda Wannamaker, Wannamaker Consulting

Public in attendance:

Pat Hocken, League of Women Voters

Welcome and introductions – Hull

Kristin reviewed the meeting agenda and led the group in introductions.

Charter and protocols – Hull

Kristin reviewed the draft charter. The group made the following revisions to the charter:

- Add the Lane County Transportation Manager as a non-voting member.
- Designate LTD Board, City Council representatives and ODOT representative as voting members.
- Designate Eugene Public Works Director, Eugene Assistant City Manager, LTD General Manager and County Transportation Manager as non-voting members.
- Invite the Lane County Board of Commissioners to nominate one person to join the Oversight Committee as a voting member.
- Modify dispute resolution protocol #1 to say “PMT members may follow up with Oversight Committee members to resolve or clarify individual issues.”
- Public comment will be heard at the beginning of each meeting.

The group discussed the role of the City of Springfield. Staff explained that Springfield wished to be briefed on MovingAhead but to maintain an informal role. Frannie asked for more explicit guidance on who she is responsible for being a liaison to.

Project schedule – Henry

Chris reviewed the project schedule with emphasis on the Oversight Committee’s milestones. An Oversight Committee member asked if Better Eugene Springfield Transit (BEST) was involved in MovingAhead’s Sounding Board. Sasha explained that BEST did not have a representative on the Sounding Board – the Sounding Board includes representatives of existing City and LTD advisory committees/commissions – but that project staff meets with BEST at their request. The Oversight Committee asked to set the date for the next meeting as soon as possible.

Purpose and Need and Goals and Objectives – Luftig

Sasha reviewed the Purpose and Need and Goals and Objectives (PNGO). She explained that the PNGO is a document that is required as part of the National Environmental Policy Act (NEPA) process and that its primary audience is FTA. In response to a question, Sasha explained that the difference between the Purpose and the Needs is that the Purpose is broader than the Needs.

The Oversight Committee discussed the following:

- Review criteria and try to convert as many activity measures as possible to performance measures. Councilor Zelenka suggested that staff at the City of Eugene have experience in this area.
- Modify Objective 3.6 and the Need statement about building public support to be stronger and more measurable.

Concept Review and Workshop Input – Hull

Kristin reviewed the concepts developed for each corridor based on public workshop input. She began by providing an overview of the Level 1 screening process and criteria. An Oversight Committee member asked about pedestrian crossings. Kristin explained that the team has developed a “toolbox” of pedestrian crossings recognizing that streets wider than 6 lanes will require refuges. She said that the design team will develop pedestrian crossings for each corridor advanced to Level 2. An Oversight Committee member suggested that the team should pay special attention to providing new pedestrian crossings of Amazon Parkway between 24th and 29th Avenues.

The Oversight Committee asked Frannie how future improvements to the River Road/Beltline Highway interchange might impact MovingAhead. Frannie said that ODOT is just beginning the NEPA process for the highway.

An Oversight Committee member asked why concepts for the Beltline Highway were not developed. Sasha explained that the Beltline Highway would be pursued as a connector (frequent service) rather than EmX or Enhanced Corridor treatments at this time.

The Oversight Committee agreed that the range of concepts makes sense for Level 1. They also agreed that advancing only the Enhanced Corridor option for the Valley River Center Corridor makes sense.

Public comment

There was no public comment at this meeting.

Adjourn and next steps

The Oversight Committee's next meeting will be in September.

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Oversight Committee Meeting #2 Summary

Date: September 23, 2015

Members in attendance:

Gary Gillespie, LTD Board of Directors
Alan Zelenka, Eugene City Council
Greg Evans, Eugene City Council
Frannie Brindle, ODOT
Sarah Medary, City of Eugene Planning
Kurt Corey, City of Eugene Public Works
Lydia McKinney, Lane County
Ron Kilcoyne, LTD General Manager

Staff in attendance:

Chris Henry, City of Eugene Public Works
Terri Harding, City of Eugene Planning
Sasha Luftig, LTD
Rob Inerfeld, City of Eugene Public Works
Lynda Wannamaker, Wannamaker Consulting

Public in attendance:

Pat Hocken, League of Women Voters
Rob Zako, Better Eugene Springfield Transit
Mike Deluise, Citizen

Welcome and introductions – Luftig

Sasha reviewed the meeting agenda and led the group in introductions. The group approved the meeting summary from the June 29 Oversight Committee meeting. Sasha also reviewed the adopted charter and reminded the members of the addition of Lane County Commissioner Farr to the Oversight Committee meeting.

Councilor Evans had questions about LTD's contracting policy for DBEs and asked for more information. Sasha said LTD staff will follow up with him.

Project update – Luftig

Sasha shared information that Centennial Boulevard is no longer being studied as part of the Martin Luther King, Jr. Boulevard corridor due to limited resources at the City of Springfield and Springfield's desire to focus their energy on the Main/McVay Transit Study.

Public outreach – Harding

Terri reviewed the public outreach done to date and shared the number of survey responses as well as open house attendees.

Level 1 screening results and recommendation – Wannamaker

Lynda reviewed the Level 1 screening results and summarized the recommendation from the project management team and the Sounding Board. Then, Oversight Committee members asked questions about the concepts and screening results:

- Evans asked why the Highway 99 line is truncated at Barger and Beltline. He pointed to lots of development happening beyond this point and that service is not as robust in Bethel as other areas in the community as examples.
- Zelenka asked if Civic Stadium redevelopment plans were taken into consideration for the 30th/LCC corridor.
- Zelenka asked how the Coburg corridor will connect with Gateway.
- One member asked about whether BAT lanes could be looked at as an Enhanced Corridor.
- Another member asked if there was any interest in looking at EmX for the lower segment of the Valley River Center corridor.
- Brindle asked what the next steps are after selection of which corridors are advanced for more study.
- Gillespie asked that staff not forget about Beltline and encouraged further planning around it.
- Evans pointed out that transit investments in Beltline could be a good transit oriented development instigator.
- Medary asked what the process looks like if we say yes to the recommendation. She also asked what the risk of this decision is.

A motion was made by Gillespie to recommend advancing EmX options and Enhanced Corridor options for further study for Highway 99, River Road, Coburg Road, and 30th/LCC corridors; also advancing for further study and Enhanced Corridor option for MLK, Jr. Blvd. The motion was seconded by Evans. The voting Oversight Committee members passed the motion unanimously.

Public comment

There two people who provided public comment at this meeting. Public comment will be moved to the beginning of future Oversight Committee meetings.

Mike Deluise:

Deluise introduced himself as a new resident to Eugene. He used to represent a chamber of commerce in Rhode Island. He explained that people look to Eugene as an example of smart planning and this process seems to be that. He went on to say that long-term planning is important and will make a difference. He said his experience so far with the transit system has been very welcoming and that he has never seen so many bikes in his life. He suggested that we make an effort to reach out to even more community members about the project.

Rob Zako:

Zako talked about needing to focus on how to get to yes. He discussed needing to tell a compelling story that speaks to people about why this project is important.

Adjourn and next steps - Henry

Chris reviewed the upcoming meetings, including a joint work session on September 29 and informed the group we would circle back to schedule the next Oversight Committee meeting.

Oversight Committee members recommended several additions to the PowerPoint presentation for the upcoming joint work session between the Eugene City Council and LTD Board of Directors including:

- Adding slides to set the context about why we are doing this project and where are we going.
- Make sure staff discuss Envision Eugene and scenario planning.
- Also, stress the difference between investing in transit frequency versus capital investments.

Evans also asked that staff be very clear on return on investments and discuss the economic benefits as well as livability improvements that can occur.

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Oversight Committee Meeting #3 Summary

Date: March 28, 2016

Members in attendance:

Gary Gillespie, LTD Board of Directors
Angelynn Pierce, LTD Board of Directors
Alan Zelenka, Eugene City Council
Molly Cary, ODOT
Sarah Medary, City of Eugene Planning
Kurt Corey, City of Eugene Public Works
Dave Reesor, Lane County
Aurora Jackson, LTD General Manager

Staff in attendance:

Chris Henry, City of Eugene Public Works
Rob Inerfeld, City of Eugene Public Works
Larisa Varela, City of Eugene Public Works
Zach Galloway, City of Eugene Planning
Terri Harding, City of Eugene Planning
Tom Schwetz, LTD
Sasha Luftig, LTD
Hart Migdal, LTD
Kristin Hull, CH2MHILL

Public in attendance:

Pat Hocken, League of Women Voters
Rob Zako, Better Eugene Springfield Transit

Welcome and introductions – Hull

Hull reviewed the meeting agenda and led the group in introductions. ODOT's Molly Cary attended the meeting in place of Frannie Brindle, and Hart Migdal (LTD) and Larisa Varela (City of Eugene) introduced themselves as new members to the MovingAhead project staff.

Hull opened up the floor to public comment. Pat Hocken expressed support on behalf of the League of Women Voters for planned bicycle and pedestrian improvements and the resulting connectivity of the system as shown in MovingAhead Alternatives.

Rob Zako voiced concerns about funding for corridor improvements, and suggested bringing the issue of funding capacity at this early stage in the process to the Metropolitan Planning Commission (MPC).

Schedule update – Luftig

Sasha flagged the joint work session of the LTD Board and Eugene City Council on April 25th as the next event reviewing corridor refinements before the technical work of the Alternatives Analysis (AA) begins. Hull estimated an update with findings from the AA to occur around the New Year (previously scheduled for Fall 2016.)

Public and agency outreach – Migdal/Varela

Migdal reviewed public outreach since the last meeting, giving summaries of corridor canvassing efforts, a permitting agency webinar, and ongoing neighborhood meetings.

- Councilor Zelenka asked about proportion of businesses to residents in canvassing results and for clarification on how many meetings took place “face to face.” He also inquired about the contents of neighborhood presentations and a discussion of neighborhood meeting experiences and takeaways followed with comments from project staff.

Varela shared details of the March 7 open house, results from the online open house survey, and outlined next steps for public outreach.

- Reesor asked about Lane Community College (LCC) student and faculty engagement regarding 30th/LCC corridor. The discussion included Pierce, Schwetz, and Hull, and Springfield’s Main St./McVay transit study was brought into a dialogue about transit service for the college.

Corridor alternatives- Hull

Hull reviewed refinements made to corridor alternatives to date. The refinements will ultimately go through the Alternatives Analysis process in the next stage of the project. Questions were asked throughout Hull’s detailed summary of corridor alternatives:

- Cary asked about feedback regarding ODOT’s current multi-modal path at the south end of the HWY 99 corridor.
- Schwetz asked about the difference between ped/bike improvements for the EmX and Enhanced Corridor options on HWY 99. Hull cited the buffered bike lane (absent on the Enhanced Corridor option) as a key difference, but that otherwise they are similar. She clarified that the pedestrian crossing north of 5th Ave. pictured in the Enhanced option would also be included in the EmX alternative (not pictured).
- Inerfeld inquired about pedestrian connections near the Big Y shopping center, citing a lack of existing infrastructure.
- Schwetz asked about the timeline for ODOT’s consideration of Beltline alterations at the intersection with River Road arterial. Hull mentioned the existence of the project in the TSP.
- Councilor Zelenka asked for clarification about what constitutes a “buffered bike lane” vs. “protected bikeway.”
- Inerfeld informed the group about a planned City of Eugene pedestrian crossing project on River Road corridor north of Fir Ln. and south of Hansen Ln. The project will include a median refuge and rapid flashing beacon.
- Schwetz asked about the addition of a stop at Crescent Ave. on the Coburg corridor.
- Medary asked if trees would be removed from the median in the Coburg road Enhanced Corridor alternative.

- Inerfeld asked about current downtown routing for the Coburg Enhanced Corridor alternative. Luftig confirmed the alignment for study to be on Oak/Pearl, and a brief discussion followed about a previous iteration that used Charnelton.
- Luftig mentioned bringing in the University of Oregon in for a discussion about events and traffic management along the Martin Luther King Jr. Blvd. corridor.
- Inerfeld informed the group about input from Eugene Police about current high speeds along Martin Luther King Jr. Blvd., and the possibility of calming speeds with lane reduction on the corridor.
- Inerfeld explained that Parks had reviewed and approved the possibility of a station at 27th and Amazon on the 30th/LCC corridor.
- Councilor Zelenka began a discussion about the development of the South Willamette Street Improvement plan and potential impacts to Amazon in light of potential expanded transit service along the 30th/LCC corridor. Councilor Zelenka added that there were concerns from the community about coordination of MovingAhead with plans for South Willamette, followed by a group discussion of how the MovingAhead project is a coordinated partnership of the City of Eugene and LTD. Henry explained that, in any event, the impact to Amazon is expected to be very low as this portion of the 30th/LCC corridor runs in mixed traffic. Schwetz spoke about coordination, highlighting that MovingAhead seeks to increase multi-modality while coordinating with land use planning.
- Inerfeld pointed out the opportunity (through both the EmX and Enhanced Corridor options for 30th/LCC corridor) to improve the function of 18th and Willamette and potentially return two-way service to that part of Willamette, which he said may significantly improve cycling and pedestrian connections to the South Willamette area.
- Schwetz informed the group that the Amazon station sits on land owned by City of Eugene Parks and Open Space, and that Parks did not wish to see an expansion of the footprint of the station.
- Luftig confirmed plans for members from the project team to meet with the Civic Alliance concerning their development plans for the site at 20th and Amazon and the potential relationship to 30th/LCC corridor planning. Gillespie asked if turn lanes would take out any medians on Coburg Road.

Hull requested approval for confirming the range of alternatives to be studied, and no objections were made from the Oversight Committee.

Alternatives Analysis Process- Luftig

Luftig outlined the Alternatives Analysis (AA) process and its timeline going forward. She reminded the group that April 25th would be the joint work session for the Eugene City Council and the LTD Board to confirm the range of alternatives which would advance through the AA process before a Locally Preferred Alternative is selected for each corridor. Luftig explained that a "No Build" option will be considered for each corridor, in addition to an Enhanced Corridor and EmX option (except for MLK Jr. Blvd. where the Enhanced Corridor is the only improvement to be studied).

City multimodal vision process- Galloway

Galloway talked about the “bigger picture” of MovingAhead and its tagline: “Streets and Places Reimagined.” He mentioned ongoing efforts from the city to comb through existing plans and LTD’s fixed route service planning to tell a broader story about how MovingAhead incorporates the community’s vision for development.

- Inerfeld and Harding had a brief discussion about how better policies and information about development in relation to right-of-way (ROW) can protect investments made within the ROW.

Adjourn and next steps- Henry (and Hull)

Hull completed the action to approve the previous meeting’s (Oversight Committee Meeting #2) summary with all members of the group present. Henry adjourned the meeting.

Sounding Board #1 Summary

May 4, 2015

Attendance

Alexis Biddle: EmX Steering Committee

Rick Satre: EmX Steering Committee

Bill Randall: Planning Commission

John Barofsky: Planning Commission

Carolyn Stein: Sustainability Commission

Sue Wolling: Sustainability Commission

Edward Goehring: Human Rights Commission

Eliza Kashinsky: BPAC

Seth Sadofsky: BPAC

Brian Johnson: Lane County Public Health

Peter Barron: LTD Accessible Transportation

Tim Shearer: LTD Accessible Transportation

Staff:

Chris Henry, City of Eugene

Terri Harding, City of Eugene

Sasha Luftig, LTD

Kristin Hull, CH2M

1. Introductions and welcome – Luftig

Sasha welcomed the Sounding Board and asked member to introduce themselves and tell the group what part of MovingAhead excited them most.

- Sasha: Integrating investments in biking, walking and transit
- Terri: Tangible example of integrating land use and transportation plans
- Alexis: System-wide approach
- Tim: Communities working together to develop accessible transportation options
- Carolyn: More options for getting people out of their cars
- Bill: Integrate all modes
- Pete: Plan for all modes – rolling, biking, busing
- Seth: Get consistency in the system
- Sue: More new people that recognize that there are alternatives to driving alone
- Rick: Thinking big picture and long term

- John: Integration of land use and transportation plans and looking across modes
- Eliza: Realistic transportation options
- Brian: Improve health by planning for active modes
- Edward: Planning for all users including those using mobility devices and an aging population
- Chris: Build infrastructure that creates safe, accessible communities for the future
- Kristin: Work with community to develop options that serve your needs and are supported by community members

2. Overview – Luftig/Henry

Sasha began by providing an overview of the project. She explained that the MovingAhead process provides efficiency by including a system-level NEPA review. She said that MovingAhead build on other plans and that the Frequent Transit Network refers to transit routes with 15 minute or shorter headways. Terri explained that Envision Eugene Key Corridors are places identified for compact development. As Chris reviewed the decision structure, he noted that Springfield is not a formal decision maker in this process.

Sasha described the fatal flaw screening process and reviewed the 7 corridors to be studied in MovingAhead. A Sounding Board member asked why Highway 99 ended at Barger Road rather than continuing to Beltline Highway. Sasha responded that the Barger Road area had more transit demand. Another Sounding Board member confirmed that, in his experience as a taxi driver, the Barger Road area was a more important destination. A Sounding Board member asked why Beltline Highway was included noting that it is different than the other corridors. Sasha explained that it would serve as a connector and may function differently than other corridors. Chris noted that LTD may reconsider the hub/spoke system in the future.

Sasha reviewed the timeline and outcomes for MovingAhead and said that this project would be complete in summer 2016.

At the conclusion of the presentation, Kristin asked the Sounding Board for comments and questions.

- Be careful to include ADA in the discussion of modes.
- Like that this sounds like a discussion of nodal communities.
- Transit on Beltline Highway could connect nodes.
- How was LTD's frequent transit network developed? Why is Willamette Street excluded?
 - Chris explained that the community felt that Willamette Street was not a good place for EmX during the South Willamette Street process.
- The process should look at future ridership – not just current ridership.

3. Charge and protocols – Hull

Kristin reviewed the charge and protocols. Committee members agreed that the proposed protocols made sense.

4. Multimodal toolbox – Luftig/Henry

Sasha reviewed the spectrum of transit modes including fixed route service, enhanced corridors and EmX. A member asked what keeps LTD from increasing headways on fixed route service (as compared

to enhanced corridors or EmX). Sasha explained that cost is the limiting factor because it takes more buses to maintain the same headways as corridors become more congested. Another member noted that transit corridors generally accommodate pedestrians but not cyclists.

Chris reviewed the cross sections and mid-block crossing concepts. He noted that this process will help us explore which modes are most important in each corridor. A member asked if multiway boulevards might be considered. Chris responded that multiway boulevards are not off the table but that he did not see a good place for one right now. Another member noted that it looks like the process is constrained to looking only at existing right-of-way.

5. Outreach

Kristin briefly reviewed outreach tools and discussed the May workshops. She asked Sounding Board members for ideas about outreach for the workshops. Several members agreed to distribute leave behind cards and to post information to social media. A member asked that LTD create FaceBook event pages for each workshop. Other groups suggested included:

- Our Money Our Transit
- GreenLAne
- Home Builders Association
- Eugene Chamber Greeters

6. Next meeting

The group discussed meeting dates and asked LTD to send a Doodle Poll for June 22, 23 and 29 since there was not a date that worked for everyone.

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Sounding Board #2 Summary

June 30, 2015

Attendance

Sounding Board Members:

Alexis Biddle, EmX Steering Committee

Jeff Mills, Planning Commission

John Barofsky, Planning Commission

Sue Wolling, Sustainability Commission

Edward Goehring, Human Rights Commission

Philip Carrasco, Human Rights Commission

Eliza Kashinsky, BPAC

Seth Sadofsky, BPAC

Renee Mulligan, Lane County Public Health

Peter Barron, LTD Accessible Transportation

Audience:

Linda Lynch

Staff:

Chris Henry, City of Eugene

Terri Harding, City of Eugene

Sasha Luftig, LTD

Kristin Hull, CH₂M

1. Introductions and welcome – Hull

Kristin welcomed the Sounding Board and reviewed the agenda.

2. Public workshop summary – Harding

Terri reviewed the public workshops. She told the Sounding Board that more than 200 people participated. She described the workshops as including three activities:

1. A short presentation
2. A table discussion of community needs, transportation barriers and important destinations
3. An interactive cross section exercise

Terri noted that attendance at the River Road workshop was particularly good and that the workshop in Springfield had the fewest participants. Several Sounding Board members said that they attended one or more workshops. Those members said that the workshops had been successful.

3. Level 1 screening overview – Luftig

Sasha provided an overview of the Level 1 screening process. The group discussed the screening criteria related to connections to planned bike, pedestrian and roadway projects. Sounding Board members said that it was important to look at where sidewalk and bike facility improvement are needed rather than where they exist as MovingAhead could provide funding for those types of projects.

A Sounding Board member asked how different business access and transit lanes were from exclusive transit lanes in terms of travel time/reliability. Sasha agreed to follow up and find out.

4. Concept review – Hull

Kristin reviewed the EmX and Enhanced Corridor options for the 6 study corridors. She reminded the group that a no build alternative would be studied for every corridor. She said that these concepts were developed based on public input and are examples only; design for any EmX corridor is likely to combine elements of exclusive bus lanes, business access and transit lanes and mixed traffic. The Sounding Board discussed whether Multimodal Mixed Use Areas (MMAs) might be a good strategy for any of these corridors. Terri explained that MMAs are not needed or applicable to these corridors.

Highway 99 Corridor

Kristin shared two EmX and one Enhanced Corridor options. Sounding Board members provided the following comment:

- Travel Lane County is interested in improving the aesthetics of Highway 99 as it is the entry point for people traveling to Eugene from the airport. Any of the concepts could improve the look of the corridor.

River Road Corridor

Kristin shared two EmX and one Enhanced Corridor options. Sounding Board members provided the following comments:

- What happens when you reduce the number of auto travel lanes?
 - Response: We will conduct more detailed traffic studies around this issue. Generally, some trips will be diverted to nearby roads and some people will continue to use the roadway. Depending on demand, congestion may or may not get worse.
- The community on River Road needs safer pedestrian crossings.
- Some business owners and residents along River Road are still angry about the road being widened in 2000.
- Full traffic signals are better than rapid flash beacons for pedestrians.

Coburg Road Corridor

Kristin shared one EmX and one Enhanced Corridor options. Sounding Board members provided the following comments:

- Why do the concepts not include ideas for Harlow Road?
 - The PMT determined that Harlow Road is not “ripe” for EmX at this time. Connections on Harlow Road could be considered in the Level 2 process.
- Coburg Road is congested near the Randy Papé Beltline Highway.
- Interested in how bus travel times vary between Enhanced Corridor and EmX options.

Valley River Center Corridor

Kristin shared one Enhanced Corridor option. Sounding Board members provided the following comments:

- Did we reach out to businesses and employees along this route?
 - Response: Our community-wide outreach plus targeted outreach was broad and included businesses and employees. MovingAhead will conduct more specific corridor-level outreach after we have narrowed the number of corridors under study.
- Could you serve Valley River Center as part of a Coburg route?

Martin Luther King Jr. Boulevard/Centennial Boulevard Corridor

Kristin shared two EmX and one Enhanced Corridor options. Sounding Board members provided the following comments:

- Students are currently well served by the express bus from the student housing to UO. They might not be as well served by EmX if they are routed through downtown.
- Consider shifting the transitway to the south side of Martin Luther King Jr. Boulevard near Autzen Stadium.
- Need to conduct outreach to employees along this corridor.
 - This kind of corridor-specific outreach will be conducted during the Level 2 process.

30th Avenue – Lane Community College Corridor

Kristin shared one EmX and one Enhanced Corridor options. Sounding Board members provided the following comment:

- Full signal at University Street would improve safety.

5. Purpose and Need

Sasha shared the Purpose and Need and Goals and Objectives (PNGO). She explained that the primary audience for this document is FTA. She asked for any comments on it by the end of the week.

6. Outreach

The Sounding Board provided ideas about how to reach employees and employers in the corridor.

- Ask employers to share information with employees explicitly in email communications.
- Reach out to unions and professional associations.
- Approach office managers at major employers.
- Reach out to temp agencies.

- Tie into business commute challenge activities.
- Reach out to service providers (St. Vincent De Paul) to target low income employees.
- Table at County health centers.

7. Next meeting

LTD will follow up with a doodle poll for the next meeting date.

Sounding Board #3 Summary

September 1, 2015

Attendance

Sounding Board Members:

Jeff Mills, Planning Commission

Bree Nicoletto, Planning Commission

Rick Satre, EmX Steering Committee

Eliza Kashinsky, BPAC

Renee Mulligan, Lane County Public Health

Tim Shearer, LTD Accessible Transportation

Peter Barron, LTD Accessible Transportation

John Jaworski, Planning Commission

Alexis Biddle, EmX Steering Committee

Philip Carrasco, Human Rights Commission

Seth Sadofsky, BPAC

Staff:

Chris Henry, City of Eugene

Terri Harding, City of Eugene

Sasha Luftig, LTD

Kristin Hull, CH2M

Ellen Currier, LTD

1. Introductions and welcome – Hull

Kristin welcomed the Sounding Board and reviewed the agenda.

2. Project update – Luftig

Sasha told the Sounding Board that the Centennial Boulevard portion of the Martin Luther King, Jr. Boulevard/Centennial Boulevard corridor has been set aside because City of Springfield does not have the resources available to consider transit enhancements on Centennial Boulevard at this time. She told the group that MovingAhead will only develop EmX and Enhanced Corridor options within the City of Eugene. She also noted that improvements to bus service on Martin Luther King, Jr. Boulevard may result in increased service frequencies on Centennial Boulevard depending on service planning decisions.

3. Public outreach to date -- Currier

Ellen reviewed the public outreach to date. She explained that the project team had attended community events throughout July and August to gather input and encourage people to complete the online survey. Kristin told the group that response to the online survey had been strong, particularly after the article on the project in the *Register Guard* last week. She said that River Road and Coburg Road corridors had the most completed surveys. Ellen encouraged the group to help publicize the September 14 open house and online comment opportunity.

4. Screening results and Sounding Board input – Hull

Kristin reviewed the EmX and Enhanced Corridor options for the 6 study corridors. She said that these concepts were developed based on public input and are examples only; design for any EmX corridor is likely to combine elements of exclusive bus lanes, business access and transit lanes and mixed traffic.

The group discussed the Coburg Road Corridor and wondered if there was really room for an EmX lane between I-105 and Harlow Road. Kristin said that this was in the realm of possibility though it would likely require right-of-way acquisition. Sounding Board members generally agreed that EmX on Coburg Road would be ideal and suggested that narrowing travel lanes might help to fit more in the right-of-way.

The group discussed the Martin Luther King, Jr. Boulevard Corridor. One Sounding Board member asked if it would be possible to look at some improvements for days when there were events at Autzen Stadium in conjunction with an Enhanced Corridor. Another member said that she did not think EmX made sense with the truncated corridor, but was disappointed since EmX on Martin Luther King, Jr. Boulevard would serve multifamily housing.

When discussing the evaluation matrix, the group discussed the transit ridership numbers. Kristin explained that the ridership numbers are based on model forecasts not existing ridership. A member asked if the team could do an analysis of land values and redevelopment potential. A member noted that populations in the Highway 99 corridor have worse health outcomes than in other parts of the city, so service to that area might be particularly important.

The group discussed the costs and benefits of EmX as compared to Enhanced Corridor. A member noted that LTD could implement Enhanced Corridors in all corridors for the same investment as one EmX line. Sasha explained that EmX has other benefits including the creation of a permanent transit route that can spur other investment, more reliable travel times, more frequent headways, and the ability to leverage federal funding. A Sounding Board member noted that the branding associated with EmX matters to people and impacts choices like where to buy a house. Another member noted that people using mobility devices have an easier time using EmX than fixed route transit.

The group discussed bike access on EmX. Sasha explained that new buses have the same bike capacity as existing buses. She explained that LTD is trying to address issues related to carrying bikes on buses with a regional bike parking strategy and partnering to bring bike share to the region.

When the group discussed input to provide to the Oversight Committee, they agreed that:

- River Road, Coburg Road, 30th Avenue-Lane Community College, and Highway 99 were the most important corridors to advance. Several members noted that Highway 99 was particularly important to advance because of social equity concerns.
- Martin Luther King, Jr. Boulevard should be advanced as an Enhanced Corridor as part of MovingAhead if possible.
- It is important to look how to “right size” travel lanes in each corridor. In some cases, narrower lanes might allow more room for transit, bike or pedestrian facilities.

5. Next meeting

LTD will follow up with a doodle poll for the next meeting date.

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Sounding Board #4 Summary

March 17, 2016

Attendance

Sounding Board Members:

Eliza Kashinsky, BPAC

Renee Mulligan, Lane County Public Health

Tim Shearer, LTD Accessible Transportation

Alexis Biddle, EmX Steering Committee

Seth Sadofsky, BPAC

Staff:

Sasha Luftig, LTD

Kristin Hull, CH2M

Zach Galloway, City of Eugene

Larisa Varela, City of Eugene

Hart Migdal, LTD

1. Introductions and welcome – Hull

Kristin welcomed the Sounding Board and reviewed the agenda. Kristin provided a brief schedule update and told the group that the team was expecting to begin work to select a locally preferred alternative in late 2016.

2. Public outreach to date – Migdal/Varela

Hart and Larisa provided a summary of recent public involvement activities. They discussed canvassing activities:

- Coburg Road: Staff talked to 213 people. People were generally supportive of the concepts.
- Highway 99: Staff talked to 121 people. Support was mixed with some businesses expressing concern about changes to travel lanes and access.
- River Road: Staff talked to 118 people. People were generally supportive and mentioned the need for bike and pedestrian crossings and bike lanes.
- 30th Avenue/Lane Community College: Staff talked to 74 people. People working at businesses were generally too busy to talk. Between downtown and 18th Avenue, people were concerned about access to driveways and congestion on Oak and Pearl Streets. People further south were interested in creating a safe bike route near Camas Ridge School.

Next, they told the Sounding Board that over 75 people attended the March 7, 2016 open house and more than 90 people had completed online comment forms to date.

3. Corridor Alternatives and Sounding Board input – Hull

Kristin reviewed the EmX and Enhanced Corridor options for the study corridors. She explained that these alternatives were developed based on input from the Sounding Board, Oversight Committee and public at our last round of meetings. She also told the group that, while the alternatives are presented as concepts because there is still flexibility in design details, the alternatives have been examined closely enough to indicate that they are feasible from an engineering perspective.

Highway 99

Sounding Board members discussed the following issues:

- A member asked why Highway 99 EmX is shown on 6th and 7th Avenues. A Sounding Board member explained that the Jefferson Westside Neighbors passed a resolution opposing study of EmX on 11th and 13th Avenues until an update to their community plan is completed. Another member suggested that the neighborhood group was most concerned about noise from EmX buses which could be a less critical issue in the future if electric or hybrid electric buses are used for EmX.
- A Sounding Board member asked to show stations on the WEE alignment on 6th and 7th Avenues on future maps.
- A Sounding Board member suggesting including a park-and-ride at the Highway 99 terminus. The group discussed a parking lot at Danbow/Highway 99 that might make a good transit center/terminus location.
- The Sounding Board supported the idea of a pedestrian/bike connection to Trainsong.

River Road

Sounding Board members discussed the following issues:

- A Sounding Board member asked how access to the high school will be provided near Silver Lane. Sasha explained that the alternative would include a stop at Silver Lane.
- A Sounding Board member asked if buses would operate more frequently on Blair in the Enhanced Corridor Alternative. Sasha explained that Blair would have approximately 30 minute service.

Coburg Road

Sounding Board members discussed the following issues:

- A Sounding Board member said that they liked the Crescent/Chad routing.
- A Sounding Board member said Coburg Road needs better bike facilities and suggested that wayfinding signs for bikes might help people use parallel facilities.
- A Sounding Board member asked if the Coburg Road EmX Alternative would change the EmX routing in Gateway. Sasha explained that LTD has not determined how Gateway EmX service might be affected.

Martin Luther King, Jr. Boulevard

Sounding Board members did not have any comments or questions on this corridor

30th Avenue/Lane Community College

Sounding Board members discussed the following issues:

- A Sounding Board member asked if the EmX Alternative precluded a future decision to flip the direction of Oak and Pearl Streets. Kristin responded that the EmX Alternative could use the couplet in either direction though it would require changes if the couplet was flipped.
- A Sounding Board member suggested that the alternatives should include a sidewalk on 23rd Avenue to connect to Amazon Parkway.
- A Sounding Board member noted that Pearl Street (Broadway to 10th Avenue) is a challenge for cyclists and suggested that the High Street cycletrack be extended north. Zach explained that the proposed project is longer than what is shown on the maps.

5. Alternatives Analysis process – Luftig

Sasha provided a brief overview of the Alternatives Analysis process. She reminded the group that the Alternatives Analysis process is an opportunity to compare the alternatives in more detail on a wide range of topics. After the Alternatives Analysis is complete, the community will be invited to participate in a discussion to inform the selection of the locally preferred alternative.

A Sounding Board member asked if the Alternatives Analysis would include health indicators. Sasha explained that the topics were broad, but that the process does not include a health impact assessment.

6. City vision process – Galloway

Zach told the group that the project team would be documenting projects and needs that could be completed outside of MovingAhead to fulfill the City's vision for each corridor. These projects will not be evaluated as part of the Alternatives Analysis but will be included to reinforce the vision for a safe, convenient multimodal transportation system.

7. Next meeting

The group discussed their next meeting. They said they would be willing to meet for an update before the Alternatives Analysis is complete if there is substantive information to discuss. If the team has information to share that does not require a meeting, they would rather get an update via email.

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