



LANE TRANSIT DISTRICT BOARD OF DIRECTORS STRATEGIC PLANNING COMMITTEE

Tuesday, January 08, 2019

5:30 p.m. to 7:30 p.m.

LTD Board Room 3500 E. 17th Avenue, Eugene (Off Glenwood Blvd. in Glenwood)

AGENDA

Table with 4 columns: TIME, ITEM, ACTION NEEDED, PAGE. Rows include: 5:30 p.m. I. CALL TO ORDER; 5:31 p.m. II. ROLL CALL (listing members like Eyster, Rausch, Brindle, Yeh, etc.); 5:32 p.m. III. COMMENTS BY THE CHAIR; 5:36 p.m. IV. AGENDA REVIEW; 5:40 p.m. V. AUDIENCE PARTICIPATION; 5:45 p.m. VI. MEETING MINUTES; 5:50 p.m. VII. MOVINGAHEAD UPDATE; 6:35 p.m. VIII. UPDATE - SAFETY-CONSCIOUS RESOLUTION NO. 2016-012; 6:50 p.m. IX. MOBILITY MANAGEMENT DISCUSSION.

- 7:05 p.m. X. UO – SUSTAINABLE CITIES YEAR PROGRAM 97
[Tom Schwetz]
Action Needed: None. Information Only
- XI. WRITTEN REPORTS
A. None.
- 7:05 p.m. XII. NEXT/FUTURE MEETING AGENDAS 98
The Chair will ask for updates to be added to the working agenda and which month they should be placed.
- 7:10 p.m. XIII. ADJOURNMENT
The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office no later than 48 hours prior to the meeting at (541)682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).

STRATEGIC PLANNING COMMITTEE MEETING

LANE TRANSIT DISTRICT

Tuesday, December 4, 2018

Pursuant to notice given to The Register-Guard for publication on November 27, 2018 and distributed to persons on the mailing list of the District, the Ad Hoc Fare Policy Committee of the Lane Transit District held a meeting on Tuesday, December 4, 2018, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

PRESENT: Sheri Moore (Chair)
Amy Cabbage (Vice Chair)
Josh Skov
Frannie Brindle
Carl Yeh (called in)
Gerry Gaydos
Kate Reid
Greg Evans
Andy Vobora
Mike Eyster
Theresa Lang
AJ Jackson
Tom Schwetz
Andrew Martin

ABSENT: Lindsey Hayward
Annie Loe
Sid Leiken

CALL TO ORDER/ROLL CALL — Councilor Moore convened the meeting of the Strategic Planning Committee (SPC) and called the roll.

COMMENTS FROM THE CHAIR — Councilor Moore welcomed those present in the audience.

AGENDA REVIEW — Councilor Moore requested SPC look at electric bussing. The item was added as Agenda Item Number XI.

AUDIENCE PARTICIPATION — Marianne Nolte, Eugene, representing Better Eugene Springfield Transportation (BEST), stated that BEST was writing a series of informational papers on LTD. They focused on the organization in general, as well as the choices LTD would consider regarding Transit Tomorrow, MovingAhead, and STIP funding. Subsequent papers would look at more details around Transit Tomorrow and MovingAhead. The purpose was to make information available to the public and other partner organizations, ahead of the public comment deadlines for projects. BEST would share the report with LTD prior to publishing.

APPROVAL OF MEETING MINUTES — Mr. Vobora noted that he was absent at the November 2018 meeting, and it was not listed in the minutes. Additionally, the minutes read Mr. Gaydos arrived at 7:45 p.m., but he arrived at 5:45 p.m.

MOTION: Mr. Skov moved to approve the November 6, 2018 Strategic Planning Committee meeting minutes as presented. Mr. Eyster provided the second.

VOTE: The motion was approved as follows:
AYES: Brindle, Moore, Cabbage, Reid, Yeh, Evans, Skov, Gaydos, Eyster, Vobora, (10)
NAYS: None
ABSTENTATIONS: None
EXCUSED: Leiken, Loe, Hayward (3)

UO URBAN SUSTAINABILITY CLASS PRESENTATION — Mr. Schwetz introduced students from the University of Oregon and provided some background on their project. They explained that over the past few years, the region went through a process of Green House Gas (GHG) reduction planning, particularly in the metro area.

Students named Deanna Lynn, Landscape Architecture, Matthew Gola, Environmental Studies, and Eugene Yue-Ching Leung, Architecture, presented a PowerPoint entitled “*Increasing Transit Ridership to Decrease Greenhouse Gas Emissions.*” The research project was part of a class called Urban Sustainability, within the UO Landscape Architecture program, and was advised by Rob Zako.

The presentation focused on areas including:

- Climate change is happening and it's expensive;
- Modelling GHG reductions in Lane County: CLSP;
- Composite LTD System Map;
- Modelling River Road EmX Expansion;
- Costs & Benefits of Public Transit Investment;
- Conclusion & Next Step.

Mr. Gola explained the global climate was already changing; society as a whole needed to act immediately to prevent excess catastrophic climate change. Trends such as less rain/snow fall, irregular season shifts, floods and landslides, plus more, were happening. The IPCC 2018 Report said humans have less than 10 years before passing a threshold that will cause irreversible damage. In addition, changes were already affecting the economy.

Mr. Gola added these changes were already affecting the Willamette Valley, but the region had a plan in place to address climate change. Work on the plan began in 2013 and ended in 2015. Within the plan, there were three scenarios to help lower emissions from vehicles. The students' recommended change was a VMT of \$0.03 per mile driven; a \$50 clean air fee per vehicle; 100% “pay as you go” insurance; and more expensive parking. Additionally, they recommended that work continue around Transit Tomorrow and MovingAhead plans.

Mr. Gola explained that improved transit was essential to success. He explained some CLSP Transit Strategies:

- Fund capital projects, operations, and maintenance.
- Expand service frequency in accordance with LTD's Long Range Transit Plan
- Make public transit more enjoyable for the riders.

He reiterated that by 2035, they needed to have around 33 million riders (versus private transport) to reach the region's GHG reduction target.

Mr. Gola explained why increasing frequency was the easiest way to increase ridership. He shared a slide on current frequency for LTD routes. The student group also created a composite map which added together a frequent transit network that illustrated what a system could look like if all strategies were implemented.

The group shared that meaningful change required investment; LTD already had multiple initiatives in place to increase ridership, such as Transit Tomorrow, MovingAhead, and the McVay Transit Study.

When conducting research, the group found River Road was undergoing a community planning effort; there were some serious challenges within the area. In general, that particular community wanted improved transit and more walkable streets, plus sustainable development.

Ms. Lynn shared the River Road and Hilliard Avenue intersections there were opportunities for redevelopment (i.e. vacant or underutilized properties were available). Schools and libraries were close by, so walkability was needed. Some of their suggested design strategies were to add storm-water planters and eliminate turn lanes.

Mr. Leung explained that improved transit would cost over \$170 million, however, the benefits outweighed costs. Benefits included improved and more equitable access; improved public safety; improved air quality; and improved health. Additionally, improved transit reduced household costs, including travel and health) as well as saved households time. To reach these benefits, it was important to invest in positive feedback loops.

Ms. Lynn explained cities across the nation were declaring climate emergencies, and series of actions needed to be taken. She stated that tripled transit service was a win-win for people and the environment. Next steps on a local level included:

- Political leadership and education
- Secure new funding sources (VMT tax?)
- Implement higher frequency transit service
- Create safer and healthier community

Mr. Vobora asked about implementation of policies at a macro level. He wondered what would happen if the Willamette Valley region implemented policies as explained, but the greater nation did not. Mr. Gola said he thought cities and regions were going to take accountability for their chunk of the problem, because all were contributing at some level. Ms. Lynn added there were some things that needed to be addressed at a national level, which couldn't be solved locally. For example, GHG emissions from cars was a huge part of the problem, but local efforts could make difference. Mr. Gola said that he also thought if states enacted a successful policy, the federal government would consider enabling it at a macro level.

Mr. Skov said that he appreciated people articulating the value of community transit. He said that he wondered what was most challenging in wrapping their heads around LTD's transit system. One thing LTD struggled with was communicating the transit system to people and explaining the potential it had to grow. Ms. Lynn said her first thought in increasing LTD ridership was around improved bus shelters, WiFi access, and an overall more comfortable experience; however, after research, the group found more frequency was a successful way to increase ridership. Deanna added that she thought there could be some misconceptions about wants.

Ms. Cabbage said she hadn't heard of a VMT tax before. Mr. Gola said VMT was a large part of their research. The final modeling criteria for that was within LCOG's Central Lane Health Impacts Assessment, Appendix H1. A large part of the project was bringing VMT tax into light.

Ms. Cabbage said that he wondered if the tax was at the local, county, or state level. Mr. Gola responded it had not been well enacted at that time. Ms. Lynn said she thought VMT had been discussed at the state level. She pointed out that as vehicles became more efficient, people

would not buy gas at the pump, so gas taxes would disappear. A secondary source of transportation funding was needed.

Mr. Zako asked if ODOT enacted a VMT tax for certain areas. Ms. Brindle said yes, it was called OReGo and it was a VMT tax, meant to generate funds to support the hybrid/electric vehicle transportation system. Ms. Brindle added that Portland was discussing congestion pricing to fund infrastructure improvements. She explained it was similar to tolling, but the fee went up during high demand peak. The tax might encourage more residents to use public transit. The item was currently out for public comment, but so far, it was not being embraced.

Matt added the pace of cars outpaced road infrastructure improvements, so policy needed to make the percent of people driving diminish.

Ms. Reid recently attended the Oregon Metropolitan Planning Consortium meeting where they discussed legislative priorities. There was some talk around toll, but it didn't seem like a policy that could be implemented community by community, as many areas were not interested in providing money toward those types of policies. She said she thought that sort of fee would need to be implemented statewide, as part of a larger, cross-boundary project.

Mr. Gola explained the project's overall stance; political leaders needed to stop thinking "business was normal," and needed to act with immediacy. Mr. Vobora said that he thought there were some skeptics, and cautioned making a very complex issue overly simple. Due to misunderstanding, opposition could grow and effect public perception on the value of public transit projects.

DEFINING THE ENHANCED TRANSIT CORRIDOR TOOL BOX – PART 2 — Mr. Schwetz and Rob Inerfield, City of Eugene, presented the Enhanced Transit Corridor Tool Box.

Mr. Schwetz reported that the City of Portland and TriMet adopted an enhanced transit corridor plan, including a set of tools. Prior, LTD and the City of Eugene had struggled to define all options for enhanced transit corridors; efforts by Trimet and Portland defined the concept well and could assist MovingAhead processes.

Mr. Schwetz and Mr. Inerfield explained that they had worked on MovingAhead together over the past four years. The process looked at major corridors, strategies, and investments. MovingAhead was winding down, and a decision-making process would take place summer 2019. In addition, there were many tactical, incremental actions they could make improvements right away.

Mr. Schwetz pointed to the executive summary (included within the agenda packet) which laid out the case supporting improved transit. He explained that, particularly in the Portland metro area, congested roadways limited the type of right of way design, and it was not possible for EmX style transit. Portland's plan saw benefit in trying to develop a roadway with a broad set of multimodal goals in mind. There were some significant elements, focused on helping bikes and pedestrians move smoothly.

Mr. Schwetz and Mr. Inerfield moved through the Operational Toolbox and explained each tool. The toolbox could be used when working with the City of Eugene. Some tools were already in place, like dedicated transit lanes and transit only blocks. Others could be implemented in the future to make a given route perform better.

Mr. Schwetz explained it was not atypical for frequent transit routes to have increased operational costs.

Mr. Vobora asked if there was a transit only block on 3rd Avenue. He was told yes.

Councilor Moore asked what dollar signs indicated within the report. Mr. Schwetz responded they indicated costs (lower to higher).

Mr. Schwetz shared that busses on shoulders could be applicable in a Beltline type of operation, but the Eugene area didn't have a lot of freeway miles. Mr. Skov thought Transit Tomorrow was considering that type of tool on the Beltline route. Mr. Schwetz said yes, the tool would be used in the area, but the route wasn't actually on Beltline.

Mr. Inerfield explained there were no current examples of bicycles moving behind bus stations. The idea was to prevent busses from blocking bike lanes at stops. Instead, there would be a loop behind the stop to avoid conflict. This type of tool was more critical for frequent transit stops and could be expensive so use of it should be strategic.

Ms. Reid asked if it was possible to work with the bike share expansion. Mr. Inerfield responded the City would like to do so, and staff looked at providing additional lockers. Ms. Reid thought bus stops could be strategically placed to bike/scooter shares.

Mr. Schwetz shared a tool known as left side bike lanes. In the model, the bike lane was moved to the left, instead of the right where bus doors opened. The scenario could be found on Pearl and High streets, for example. Mr. Inerfield added the City was considering building a two-way protected bike lane on 13th Avenue, with a protected bikeway on the north side.

Additionally, dedicated bike signals were another multimodal tool. Mr. Inerfield explained the City of Eugene would incorporate more signals as the network was built. Ms. Reid asked if the City of Eugene was looking to connect to a smart city type of application, i.e. q-jumps. Mr. Inerfield said he was unsure. There were multiple issues involved in how to detect bikes versus cars. Currently, some intersections had video detection which could determine the type of mode and provide more green time for bicyclists. More detection methods would continue to be installed.

Councilor Moore said she saw the City of Springfield also creating more efficiencies in traffic engineering, such as flashing yellow signals. Without added costs, they were increasing the use of facilities already for multimodal users.

Mr. Schwetz shared a concept known as the bus/bike zone. Mr. Inerfield said the City of Eugene didn't like those types of zones and tried to avoid use. The treatment was appropriate only in highly constrained areas like the downtown area and should be avoided.

Mr. Schwetz and Mr. Inerfield explained other tools including: curb extensions for stations and stops; level boarding; bus stop consolidation; rolling stock modification; street design traffic flow modifications; transit signal priority and signal improvement; and headway management.

In conclusion, there was a breadth of options compiled by Trimet and Portland, and a number of tools to draw from as the City of Eugene and LTD proceeded to enhance transit corridors.

Mr. Skov said he was excited to see the tool options and was struck by how much overlap they had with MovingAhead. He added that he was curious if Mr. Schwetz saw some options as more “a la carte,” rather than corridor by corridor.

Mr. Schwetz said he thought “a la carte” was a good way to describe it. He was also happy to see the enhanced corridor concept flushed out in a real and concrete way. There was some uncertainty as they discussed the federal transportation funding package, but LTD still needing to move forward with incremental improvements. He felt LTD could partner with the cities of Eugene and Springfield in putting some strategies in place during the short run.

Mr. Inerfield shared that Portland had a spot improvement program where the city put funds toward improving roads with bus route. He said that he thought the City of Eugene should also consider something similar. Currently, the City’s road fund was locked up due to prior commitments, but in the future, he thought there was some potential for the City to contribute. In addition, the HB2017 gas tax would increase over time.

Mr. Schwetz added that sort of fund was a strategy to make improvements across the system.

Ms. Reid said that she appreciated a full explanation of the tools. In MovingAhead, they were looking at three different options; it helped to know an enhanced network still meant a frequent network. She said she was happy to be able and show that to people in a palatable way.

Mr. Eyster said that he thought there was some question around the future value of EmX versus BRT. He thought EmX could accomplish what BRT was doing. Mr. Schwetz said many features were embedded in some ways, but what drove up costs was acquiring the huge amount of ROW for concrete lay, in addition to the stations. The tools really were intended to be more “a la carte,” and were an extension of reasons to use BRT for improved flow and efficiency,

Ms. Jackson stated that as the community decided on a preferred level of investment (EmX, enhanced corridor, or no build), they needed to determine what level of infrastructure to protect. It was important to consider whether projects met the higher level of an EmX quality investment, and if the treatments were beneficial long term.

Mr. Gaydos said an exclusive ROW lane for transit was the best option, however, it was expensive. The issue was how to come as close as possible to that same delivery of service. He was supportive of the tools explained, but also cautious because there was a lot to consider.

Mr. Skov said he thought transit professionals were trained over time to think of BRT and EmX as distinct from enhanced or regular bus service. He said he wanted LTD to consider whether choosing between options would exclude other choices later on.

Mr. Yeh said he believed people would tire of being stuck in traffic as congestion increased. He said he would prioritize a bus only lane.

Ms. Brindle said the report was thought provoking and made her think about the Coburg Road I-105 project, which was currently delaying bus routes. They planned to put transit on the same arterial; she thought they ought to be creative and look at some parallel routes on less traveled roads, which might improve connectivity for busses and multimodal options.

Mr. Eyster said that he previously thought of enhanced corridors and EmX on a linear continuum, but they were really integrated. He said he thought it would be helpful for staff to clearly explain

ways to integrate the system. Mr. Vobora said he appreciated the way Portland packaged the information. He noted the EmX design had more productivity than expected. Unless the City and LTD were willing to take leadership for other modes, busses and drivers in general would be stuck with congestion.

Councilor Evans said the share of federal funding for transit was diminishing. He reminded committee members that the local investment was paid for by the state; any conversations around BRT, enhanced corridors, or other options also needed to focus on ways to fund those improvements. Ideally, LTD needed to identify a county or districtwide source.

Mr. Skov said he was struck by the price tags associated with enhanced corridor and BRT/EmX options. All were over \$10 million. In the future, he wanted to carve out time to discuss funding possibilities for smaller, incremental improvements.

Mr. Inerfield said he agreed it would be important to identify a local match. If federal funding was decreasing, the state or region may need to consider a sales tax or property tax levies. Mr. Inerfield said he also thought they needed to address the legislature, because Portland would likely make a big financial ask for the southwest corridor light rail project. Last time Portland received funding for its Orange Line, LTD and the City of Eugene received funding for the West 11th EmX project. One challenge was that the organizations were not at the funding stage with MovingAhead. They didn't know the exact future of MovingAhead, but he thought they'd want to request at least \$100 million from the legislature.

Mr. Schwetz said there was a whole system of trade-offs brought up in the plan. He said he thought it was vital to think about improving the small pieces in the short term, although an EmX level investment was desired for economic and community development.

ANALYSIS OF EMX RIDERSHIP BY CORRIDOR — Andrew Martin presented a PowerPoint entitled "*SPC EmX Update*." He shared a cumulative graph of daily EmX boardings, in which blue was the Franklin line (LTD's most boarded route). Seasonality was one variable in boarding numbers; in the winter and spring there was an average of 8,000 boardings a day whereas there was only 4,000 in August. The variance presented some operational challenges.

Mr. Martin said that in August, the West Eugene line almost surpassed Franklin in average week day boardings and had consistently increased since opening. The trend was beginning to flatten, an indication that the route was maturing. Finally, Gateway still had the least number of boardings at an average of 2,000 riders per day.

Mr. Martin highlighted EmX segment weekday ons and offs. The days were separated into 15-minute segments. Every 15 minutes, there were 75 to 200 boardings. Interestingly, more people got off the bus in West Eugene than on, however, it could mean riders got off at the main Eugene station. In general, ridership was steady all day, with a peak during the afternoon.

Mr. Martin shared a graph created using seasonal time decomposition, which separated seasonal trends for West 11th.

Mr. Vobora said he was interested in how the Gateway line maintained ridership after separating from the Franklin line. Mr. Martin explained the change forced riders to transfer at Springfield station, so ridership actually went down.

Mr. Vobora wondered if the data would be analyzed further. Mr. Schwetz said staff would like to do so. Mr. Martin added a new fare collection system would collect and distinguish data much more easily. Mr. Vobora asked if there were any particular effects to the entire ridership system due to schedule changes implemented Fall 2018. Mr. Martin said he was unsure, and said staff needed to continue monitoring. Currently, the changes didn't seem to have an immediate effect.

Mr. Skov said he thought that the presence of Lyft and Uber might encourage more people to use public transit, as they could more easily put different itineraries together. Overtime, LTD might begin to see ridership trends.

Mr. Skov pointed to the LTD Choices Report, Figure 30. Within frequency and productivity, EmX information was aggregated; he wanted to see the data disaggregated. Mr. Martin responded he calculated productivities for the last fall, and they were not yet updated. Mr. Martin said he could compile data for the whole year.

MOBILITY MANAGEMENT — Ms. Jackson said she would bring information on Mobility Management back the next month. At that time, they would discuss MovingAhead and the different choices possible.

Mr. Johnson provided a brief update on the current bid for electric busses. LTD had conditionally accepted one bus, which was currently on site, and would be tested and put into service over the next couple weeks. In 90 days, the other four busses would be delivered. It had been a long, multi-year process but LTD felt positive with the results. Staff hoped to have all five in service by summer 2019.

Mr. Johnson added that LTD had an additional grant for five more electric busses. Staff was currently working on the RFP, which they hoped to release by June 2019. Over next 2 years, LTD's goal was to obtain 11 electric busses. After that, the board would work on a sustainability plan, and discuss the future fleet should look at.

Councilor Moore asked what percentage of the fleet was electric. She was told roughly 10 percent.

Mr. Skov said he wondered if Ms. Jackson could prompt members on how to prepare for the mobility management discussion. Ms. Jackson said she hoped for SPC to have an opportunity in January or February 2019 to discuss mobility management. It was a big topic that LTD had studied for a while, and there was some new state money to serve people on untraditional schedules. LTD was currently in conversations with the cities, the County, and private companies. They wanted to be well prepared and have all the information on how LTD was managing mobility in a cohesive way when COA results were out. Ms. Jackson said the industry was moving fast, and they had a current opportunity to influence funding legislation.

Mr. Skov announced it would be his last SPC meeting, as he was recently confirmed as a board member.

ADJOURNMENT — Councilor Moore adjourned the meeting at 7:30 p.m.

(Recorded by Marina Brassfield)

AGENDA ITEM SUMMARY

DATE OF MEETING: January 8, 2019

ITEM TITLE: MOVINGAHEAD UPDATE

PREPARED BY: Tom Schwetz, Director of Planning and Development

ACTION REQUESTED: Recommend Scope of Investment Packages for Public Review

BACKGROUND

At its January 8, 2019 meeting, SPC will be asked to make a recommendation to the LTD Board regarding the appropriate range of alternative investment package is being developed for the next phase of MovingAhead public engagement scheduled to take place in late winter-early spring. At its December 18, 2018 meeting, the MovingAhead Oversight Committee

To assist in the development of SPC's recommendation, staff will provide an overview covering the following topics:

Outreach and Feedback

- Review public involvement activities held in September-October 2018
- Public feedback on alternatives and evaluation criteria

Investment Packages

- Proposed Evaluation Criteria
- Proposed Investment Packages
- Evaluation Findings
- Sounding Board comments
- Recommendation to Policy Officials

Next Steps and Adjourn

- Review schedule
- Review upcoming key milestones

ATTACHMENTS:

- 1) MovingAhead Investment Packages
- 2) MovingAhead Outreach Summary

CORRIDOR INVESTMENT PACKAGE OPTIONS

Based on community preferences and the technical analysis conducted in 2018, the City and LTD developed a range of proposed investment options bundled into packages for all five of the MovingAhead corridors. These packages reflect varying levels of investment and are intended to respond to the community's needs and preferences expressed during previous outreach activities.



How we got here

MovingAhead began in 2015 as a partnership between the City of Eugene, Lane Transit District, and other regional partners, with the intent of identifying needed transportation investments on some of our most important streets. Based on early community input, MovingAhead identified five key corridors for future investment: River Road; Highway 99; Coburg Road; MLK, Jr. Blvd; and 30th Avenue to LCC. More recently, the City and LTD prepared an Alternatives Analysis, which was released in September 2018, and identifies the costs and benefits of various transportation investments for each of the corridors.

These investments include:

No-Build Alternative - Under the No-Build option, the City and LTD would only make changes that are already planned as part of other projects. No additional investments would be made as a part of the MovingAhead project. A No-Build alternative is included and evaluated as a reference point in the Alternatives Analysis as required to be eligible to receive future federal funding. It is a helpful comparison to measure the relative benefits, costs, and impacts of the build alternatives. While the No-Build alternatives are shown as having no negative effects, not making near-term transportation investments does not help achieve adopted plans and policy goals, such as Envision Eugene. However, No-Build doesn't mean not ever – corridors designated as No-Build now could still be considered for Enhanced Corridor or EmX level investments at a later date.

Enhanced Corridor - This option is intended to improve safety, access, and transit service without requiring major capital investments. Enhanced Corridor is very flexible and can range from limited improvements to a relatively high level of investments that are comparable to EmX in some features, like transit signal priority and enhanced bus stops. Enhanced Corridor transit service may or may not include branded buses. While Enhanced Corridor investments have been designated for some of the corridors as part of MovingAhead, the specific investments that have been shown for each corridor may be revisited later during project design and development.

EmX - Short for Emerald Express, EmX is LTD's branded bus rapid transit (BRT) service. This option represents a higher level of investment than Enhanced Corridor. Features typically include transit lanes in key locations, enhanced stations with raised platforms and off-board fare collection, transit signal priority, specialized buses, and branding.

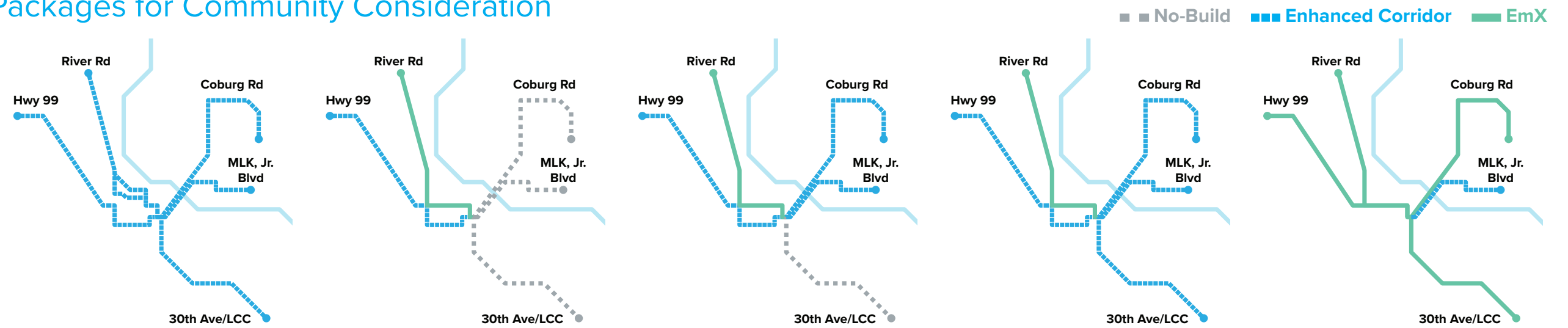
What we've heard so far

Over the summer and fall of 2018, the City and LTD hosted a series of engagement opportunities to share the findings from the Alternatives Analysis and gather valuable input from the community about what types of investments they would prefer along each corridor and the most important factors to consider when selecting the preferred option for each corridor. A number of key themes emerged from this feedback:

- There is strong support for transit investments with a preference for the EmX and Enhanced Corridor options compared to No-Build options.
- Improvements and safety for people who walk and bike, ridership, travel time, and operating costs are important criteria for evaluating the packages.
- There is the strongest support for EmX along River Road compared to other options.
- There is the least amount of support for any option along 30th Avenue to LCC, with the No-Build alternative rated relatively high compared to the other options.

Proposed Investment Packages for Community Consideration

The five proposed options represent a range of investment levels based on community feedback and findings from the Alternatives Analysis. The lowest level investment package (considering both capital and operating costs) is an all Enhanced Corridor package followed by three increasing investment levels in packages A, B, and C. The highest level investment package is an all EmX package (except MLK, Jr., where EmX was not considered). This table illustrates how each of the packages compare on a variety of evaluation criteria.



	Enhanced Corridor Package	Package A	Package B	Package C	EmX Package	
\$ Cost						
Capital Cost	\$148M	\$119M	\$181M	\$202M	\$335M	
★ Systemwide Annual Operating Cost (Change from No-Build)	+\$0 / ADDED TRIP	-\$0.1M	+\$4.94 / ADDED TRIP	\$1.9M	+\$5.21 / ADDED TRIP	\$3.0M
				+\$4.80 / ADDED TRIP	\$2.5M	
					+\$6.18 / ADDED TRIP	\$8.2M
Transit Performance						
★ Transit Travel Time Improvement	21%	13%	22%	23%	25%	
★ Systemwide Annual Ridership Increase (Compared to No-Build)	389,000	385,000	576,000	521,000	1,327,000	
Bicycling & Walking						
★ New Bike/Ped Access and Safety Investments (1-5 rating)	○○●●●	○○○●●	○○●●●	○●●●●	●●●●●	
Development Impacts						
Support Development and Redevelopment (1-5 rating)	○○●●●	○○○●●	○○●●●	○●●●●	●●●●●	
Number of Medium and Large Trees Impacted	103	146	164	222	432	
Number/Acreage of Acquisitions	115 / 4.1	84 / 3.5	137 / 4.6	150 / 5	177 / 8.4	
Potential Property Displacements ¹	4	6	6	6	8	
Parking Impacts: On-Street/Off-Street (Number of spaces)	188	81	148	217	375	
Community Vision						
Support from the Public (1-5 rating)	○●●●●	○○●●●	○●●●●	○●●●●	○●●●●	
★ Percent of Investment in Corridors with Higher Level of Disadvantaged Population	56%	98%	76%	68%	50%	
Consistency with Local Plans and Policies (1-5 rating)	○○●●●	○○○●●	○○●●●	○●●●●	●●●●●	

1. Mitigation measures would be used to avoid or reduce impacts.

★ Starred criteria have been identified as a top priority based on public feedback.

Comparing Investment Packages

The **Enhanced Corridor Package** has a low capital cost, no annual operating cost increase, and relatively low impact on property, trees, and parking. However, this package has a relatively low rating for safety and access investments for people who walk and bike, only a small ridership increase, and low travel time savings.

Package A is a minimal investment option focused on Highway 99 (Enhanced Corridor) and River Road (EmX). These corridors had the most support from the community as EmX and Enhanced Corridor alternatives. This package focuses on providing service in areas with higher levels of low-income and minority populations, as well as having the lowest impact on property, trees, and parking. This package is rated as being less consistent with local plans and having relatively low community support since only two corridors receive investments.

Package B provides a moderate level of investment with build options on four of the five corridors. The only EmX Alternative is on River Road. All corridors include community preferred alternatives, except the 30th Avenue to LCC corridor which is designated as No-Build. This package provides moderate ratings on most criteria and rates well for investments focused in corridors with higher levels of low-income and minority populations.

Package C represents a relatively high level of investment with build alternatives on all five corridors. In this package, all corridors include community preferred alternatives. This package is rated the second highest for consistency with local plans and policies.

The **EmX Package** includes the highest level of investment options for each corridor. This package rates the highest for safety and access improvements for people who walk and ride bikes, travel time savings, and ridership. However, it has high capital and operating costs and a high level of impacts to property, trees, and parking. This package is rated highest for consistency with local plans and policies, due to the high level of investment in enhancements that contribute to improved safety and ridership.

How Packages Were Evaluated

The investment packages were evaluated using some of the same criteria as for the corridor-level evaluation, along with some new criteria to help assess system-wide benefits.

While return on Investment (ROI) is a common measure used to determine the benefits of an investment relative to its cost, it is important to note that many of the benefits and costs of the corridor investments – such as safety improvements for people who walk and ride bikes, support for economic development, and tree impacts – are difficult to quantify in dollars.

Environmental impact is also a common measure, and seventeen environmental topics were evaluated as part of the Alternatives Analysis, including impacts and benefits to air quality, water quality, and natural resources. Generally, the studies found minimal impact differences between the corridor alternatives and so they were not considered to be helpful differentiators as part of the broader evaluation criteria. *(For more detail refer to the AA report Chapters 3-8.)*

Common Benefits

All the MovingAhead investments will enhance safety for everyone, whether walking, biking, taking the bus, or driving. These investments will provide: new facilities for people who walk and ride bikes, improved mobility, more frequent transit service, and reduced transit travel time. All of the investment packages will bring some level of return on investment to the community, such as creating more than 100 direct and induced jobs for every \$10 million of construction and may draw federal funding to the community.

Implementation and Next Steps

Public input on the package options will be an important factor in the decision by the Eugene City Council and LTD Board of Directors on a preferred package of investments. That decision is expected to be made in summer 2019. Once approved, the preferred investment package will inform which projects are prioritized for near-term funding, design, and construction.

A plan for funding and timing of corridor investments will be developed later, with the goal of using local dollars to leverage state and federal funding. Some components of each corridor alternative, like pedestrian crossings or bike lanes, could move forward incrementally as funding becomes available.

The City and LTD are committed to working closely with all affected stakeholders – particularly with business and property owners along each corridor – to understand and provide solutions that will address impacts associated with design and construction. In the meantime, LTD will be implementing near-term transit service improvements as part of a planning effort called Transit Tomorrow. This deep look at LTD's current service will help make choices about the system as a whole and balance the demands of our diverse community with the conscientious use of public funding. The outcomes of Transit Tomorrow will help set the stage to roll-out the longer-term, MovingAhead investments as funding becomes available.

MovingAhead Outreach Summary

Analysis and Summary of Feedback from Summer and Fall 2018 Outreach Activities



Prepared For

City of Eugene
Lane Transit District

Prepared By

JLA Public Involvement

December 2018



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Executive Summary

With the launch of the MovingAhead Alternatives Analysis Report in Fall 2018, the project team implemented a robust outreach and engagement program to involve community members in the process of developing possible investment packages for MovingAhead based upon community support and technical evaluation.

Using a variety of outreach activities including in-person and online open houses, listening sessions, tabling activities, and more, the project team was able to gain specific feedback from approximately 500 people. Feedback was focused on understanding the investment preferences for each corridor (No-Build, EmX, or Enhanced Corridor) and the importance of various criteria for evaluating future investment package options. A number of key themes emerged from this feedback:

Investment Preferences

Strong support for better transit improvements. Overall, comments that voiced support for MovingAhead transit improvements far outweighed comments that were critical of the project. Additionally, the build alternatives (Enhanced Corridor and EmX transit service) consistently rated higher than the No-Build alternatives. In the comments as well as in the feedback exercises, increasing ridership emerged as a high priority, though suggestions for how to achieve this were highly varied – bus shelter amenities, bus-only lanes, more comfortable buses, and more frequent service among them. Many people also voiced support for additional service, outside the five MovingAhead corridors.

Clearest support for EmX on River Road. While community members generally showed support for the build alternatives over the No-Build alternatives, there was less clarity in preferences for Enhanced Corridor compared to EmX alternatives. The exception was the River Road Corridor. In the in-person open houses, EmX was generally favored over Enhanced Corridor options, but the preference for EmX was most pronounced on River Road. Online open house participants indicated a slight preference for Enhanced Corridor on all other corridors, except that they showed a slight preference for EmX on River Road.

Evaluation Criteria

Bike and pedestrian improvements are highly valued. Biking and walking improvements were rated as the most important criteria for evaluating MovingAhead corridor alternatives and were also a common theme in general comments. Comments related to biking and walking often indicated a desire to use these options more, but cited safety or perceived safety issues in existing infrastructure as the main barrier to use.

Operating Cost and traffic are concerns. Two of the most common concerns heard about the MovingAhead project were about cost and traffic congestion. While most people did not consider operating cost a top priority for the evaluation criteria, those that did feel it was important often ranked it as the *most* important criteria, suggesting a passionate minority around this issue. A number of comments about cost concerns referenced dissatisfaction with the return on investment from existing EmX lines.

Traffic was a common topic in the open-ended comments. These comments often voiced concern that transit, bike, and pedestrian improvements would make driving slower and more congested around these corridors.

Summary of Activities

The City of Eugene and Lane Transit District (LTD) are working with regional partners on a major transportation investment plan called MovingAhead. During the early stages of this project, the community helped identify the five key corridors to be studied further and weighed in on transportation solutions for each. The technical evaluation of these five corridors followed, culminating in the publication of the Alternatives Analysis Report in September 2018.

In the months leading up to and following the publication of the Alternatives Analysis Report, the project team undertook a robust outreach and engagement program. The purpose of this effort was to:

- Raise awareness about the project and inform people about the process and timeline.
- Help people understand the key findings from the Alternatives Analysis.
- Incorporate community feedback into the criteria for assessing the various investment package options.
- Gather feedback about the initial investment options for each of the five corridors.

This document summarizes the outcomes of the outreach activities and highlights key themes and trends from the feedback compiled from these efforts.

General Communication Efforts

After initial public outreach in 2016, the project team incorporated feedback into a year-long technical evaluation process. Outreach efforts restarted in April 2018 as the project team was finalizing the technical work and preparing to publish the Alternatives Analysis Report in September 2018. Early activities were focused on providing general information about the project and encouraging people to sign up for the email list to learn about future project activities. After the release of the Alternatives Analysis in September, efforts were aimed at providing information about the open house events and other opportunities for learning about the project and weighing-in on the investment options being considered.

The project team used a variety of communication channels to raise awareness about the project):

- **Emails.** Emails were used as a primary method of informing people about MovingAhead activities. Nine emails were sent from April to October 2018. The initial email was sent to over 800 recipients. Open rates for the emails hovered around 30% with approximately 200 – 300 people opening and engaging with the content per email. The email list grew from 816 to 896 people over that time period.
- **Website.** The MovingAhead website acted as a hub for project information, including information about upcoming events and important project documents. There were 15,465 visits to the website between January and November 2018, with a spike in visits during the engagement period of September and October.

- **Letters to property owners and residents.** Letters were mailed to 7,076 property owners, businesses and residents located directly on each of the five corridors providing them with general project information and inviting them to attend an open house or contact a project team member for a one-on-one meeting.
- **Letters to potentially impacted property owners.** Letters were sent to 241 potentially impacted property owners inviting them to meet with MovingAhead staff to discuss potential impacts and concerns they had. The project team hosted meetings or phone conversations with 21 people in response to these letters.



Participants explore content at the 30th Avenue to LCC open house at the Downtown Eugene Public Library.

- **Social Media.** The project team leveraged Facebook and Twitter accounts from LTD and the City of Eugene to promote the MovingAhead activities.
- **Postcard.** A postcard was used to promote the open house events. It was sent to all addresses within a half-mile radius of each of the corridors. The project team mailed out 45,304 postcards.
- **Posters.** The project team developed a poster that provided basic information about the project and directed people to the website. It was placed at key locations throughout the community.
- **Direct Outreach.** The project team directly contacted neighborhood leaders to ensure they were engaged in the project.
- **Tabling and community briefings.** To generate project awareness and to promote the project, the project team hosted information tables at a variety of community events throughout the summer. The project team also gave briefings and hosted discussions about the project with community groups. Members from the project team attended 17 events and briefings during the summer 2018 period.

See Appendix 1 for examples of communications materials.

Engagement Activities

After the publication of the Alternatives Analysis Report, the project team developed a suite of engagement opportunities, aimed at gathering input about each of the corridor alternatives and to better understand what criteria was most important for evaluating the investment packages.

Open House Events

Four in-person open house events were held:

- Sept. 24: 30th Ave to LCC Corridor Open House at the Eugene Public Library
- Sept. 25: River Road Corridor Open House at Kelly Middle School
- Sept. 26: Coburg Road and MLK Blvd. Corridors Open House at Monroe Middle School
- Sept. 27: Highway 99 Corridor Open House at Willamette High School

The events were spread out geographically to correspond to the neighborhoods closest to the five key corridors that were being explored for investment as part of MovingAhead.

The two-hour, drop-in style events allowed community members to explore five different stations where they could learn about different aspects of the project, talk with project staff, and provide feedback:

1. **Background.** An overview of the project including history, goals, and information on what an alternatives analysis is.
2. **Evaluation Criteria.** An explanation of each criteria used to evaluate the different investment options.
Feedback Opportunity: Participants were given five dots and asked to place them next to the five evaluation criteria they believe are most important.
3. **Investment Options.** Information about the three different alternatives being considered for each of the corridors: No-Build, Enhanced Corridor, and EmX.
4. **Corridors.** An overview of the different options for each of the five corridors. This included maps of the routes and features of each option along with a matrix outlining how each option performed related to the evaluation criteria.
Feedback Opportunity: Participants were able to share how they felt about the different options for each corridor on a five-point scale, from 5-works well to 1-serious concerns. They could also choose “Not sure.”
5. **Next Steps.** A timeline showing where we are in the process for MovingAhead and what the next steps include.
6. **Comment Area.** Participants were able to collect a variety of takeaway materials and leave comments as well as learn how they could comment more specifically on the Alternatives Analysis Report.
Feedback Opportunity: Participants could fill out comment forms that had the same questions as the interactive activities at stations 2 and 4, as well as an open-ended question for other comments. The forms also included questions to collect demographic information about the respondent.

Online Open House

Understanding that in-person open houses are not always conducive to people’s schedules or responsibilities, an online open house was developed that enabled people to learn about the project and provide input online.

The online open house format mostly mirrored the stations at the in-person open houses. The main difference was the feedback opportunity related to evaluation criteria. In the online open house, participants were given 78 points and asked to divide the points between the 12 different criteria. Participants were limited to assigning a maximum of 12 points to any single criteria.

Listening Sessions

In addition to the open house activities, the project team hosted a series of listening sessions. Consisting of between five and 20 stakeholders, these 1.5-hour discussions were an opportunity to have a more pointed conversation about transportation needs for a specific demographic or interest group.

The format for these meetings was relatively informal. After a brief introduction and project overview, the participants were divided into small groups and asked to explore a number of discussion questions related to the importance of the various evaluation criteria and the different investment options.

General Comments

Many of the communications and notification materials listed contact information for the project team and invited people to send in their feedback via email, phone, or mail. The website included a contact form that community members could use to submit questions or comments.



Participants at a Spanish-language focus group discuss their thoughts on the corridor alternatives.

Open House Feedback

A total of 112 people participated in the open house events. The event at the Eugene Public Library was the most well attended, while the event at Willamette High School, near the Highway 99 Corridor, was the least well attended. In total, 67 completed and returned comment cards.

Date	Location	Corridor	Sign-Ins
Sept. 24	Eugene Public Library	30 th Ave to LCC	42
Sept. 25	Kelly Middle School	River Road	35
Sept. 26	Monroe Middle School	Coburg Road and MLK Blvd.	31
Sept. 27	Willamette High School	Highway 99	4
Total			112
Total Comment Forms Collected			67

The online open house was open from September 10 to October 10. Views and participation in the open house spiked during email notifications, which were sent out periodically during the open house period.

Metric	Participants
Total Views	611
Total Participants	245
Total Open-Ended Comments	114

Investment Option Preferences

In-Person Feedback

Participants at the open houses were able to rate each of the options for each corridor on a five-point scale, from 5-works well to 1-serious concerns. Participants were able to provide this feedback through a dot exercise as well as on the comment forms. The combined data, as shown in *Figure 6*, indicates that participants generally preferred the EmX options compared to the other two options. River Road had the largest disparity of answers with EmX rated relatively higher and the No-Build option rated relatively lower compared to the other corridors. Conversely, Coburg Road had the least discrepancy between the two Build Alternatives.

Corridor Preferences (In Person)

Average Rating (5 = Works Well and 1 = Serious Concerns)
NB = No-Build Option; EC = Enhanced Corridor Option

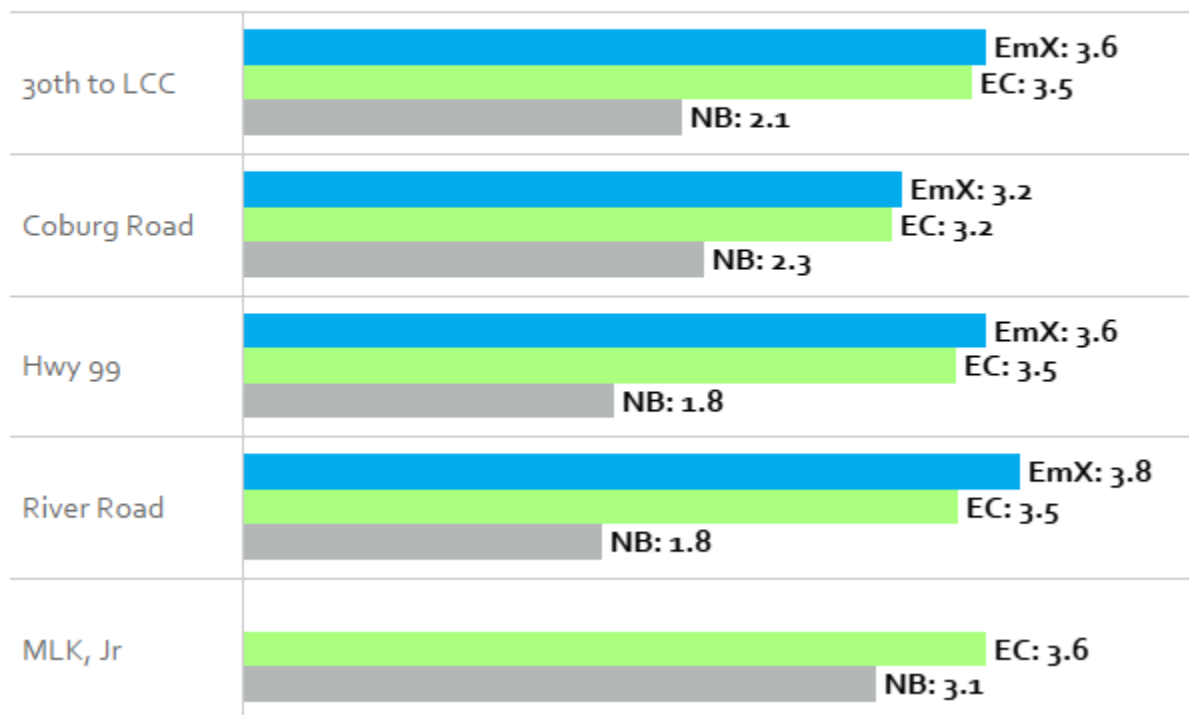


Figure 6

Looking at the data in more detail (see *Figure 7*), we find that in most corridors, the EmX option received the most ratings of “works well.” In the case of Coburg Road, the EmX option also garnered significant ratings of “serious concerns” illustrating that for this corridor, this option may be more polarizing. Enhanced Corridor options tended to have more “works well” and “works okay” ratings while the No-Build options tended to have more ratings of “some concerns” and “serious concerns” except in the case of the No-Build option for MLK, Jr. Corridor, which had the most ratings of “neutral.”

Corridor Preferences (In-Person)

Number of votes for each possible rating

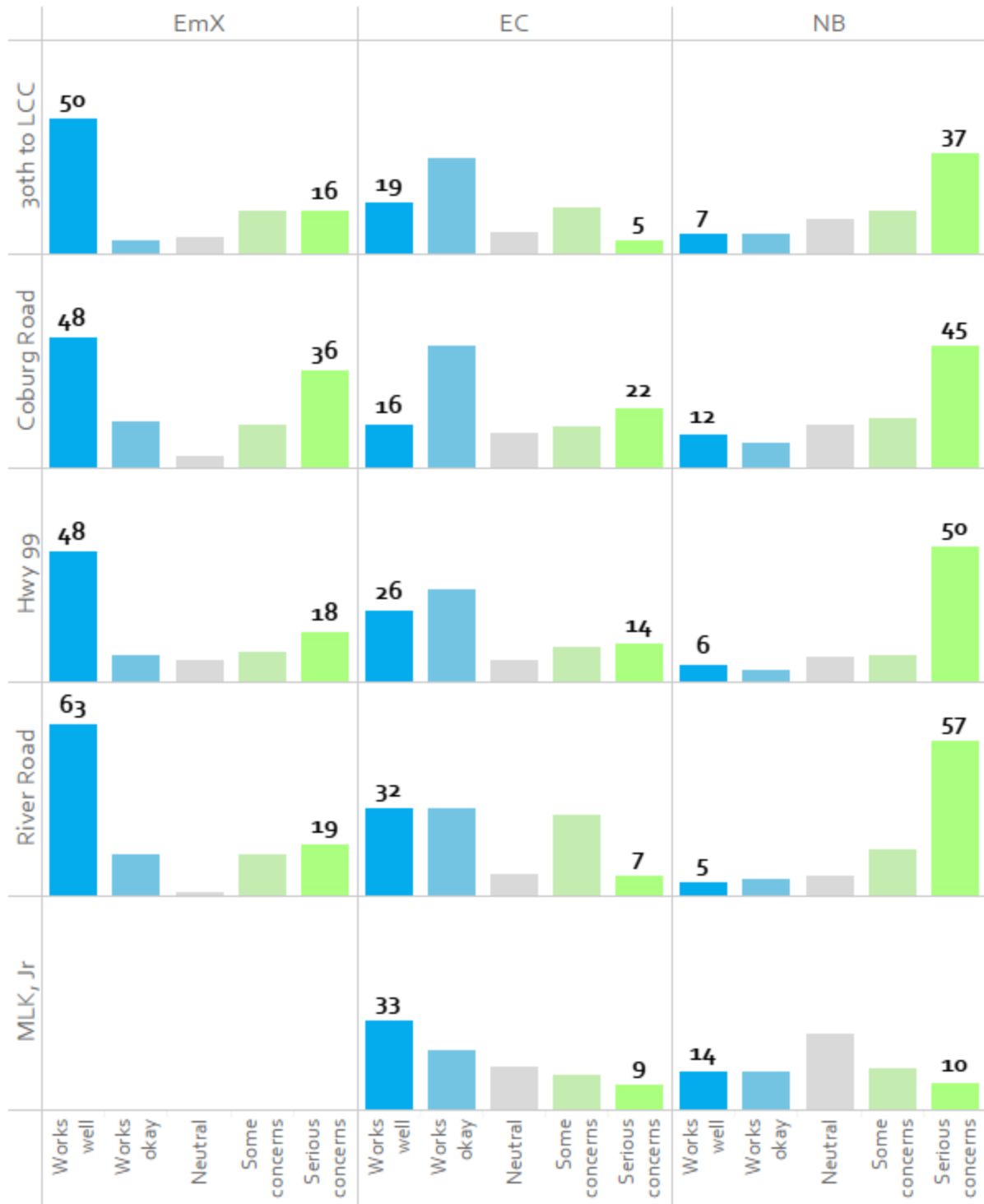


Figure 7

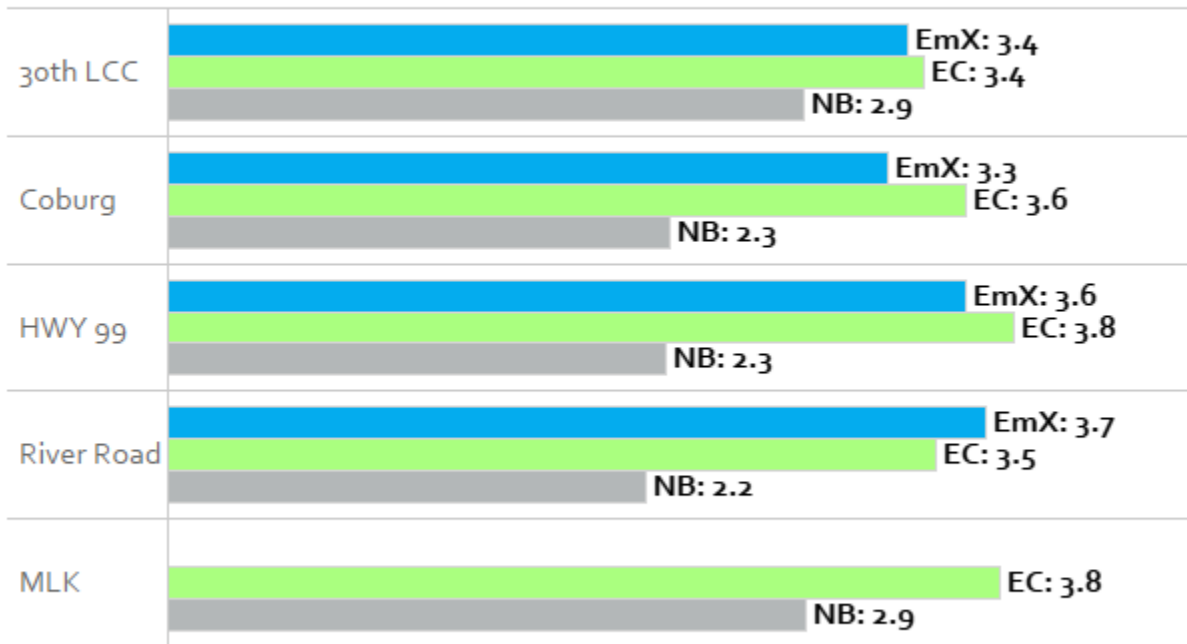
Online Feedback

Online open house participants were asked to rate the corridors in the same manner as the participants at the in-person open houses. As shown in *Figure 8*, online open house participants generally favored the build options over the No-Build options. Participants indicated preferences for Enhanced Corridor over EmX on Coburg Road and Highway 99, while they indicated a preference for EmX on River Road. Both build options received similar ratings for the 30th Avenue to LCC corridor.

Corridor Preferences (Online)

Average Rating (5 = Works Well and 1 = Serious Concerns)

NB = No-Build Option; EC = Enhanced Corridor Option.



Note: 30th LCC corridor graphs are not even due to rounding. EC received an average rating of 3.43 while EmX received an average rating of 3.37.

Figure 8

Looking at the data in more detail (see *Figure 9*), the in-person and online results show a similar pattern, in that EmX options tended to be more polarizing with large amounts of “works well” ratings, but also more “serious concerns” compared to the Enhanced Corridor options. In the online results, the Enhanced Corridor options generally received more “works well” — which is why they tended to get higher average ratings compared to the in-person results.

Corridor Preferences (Online)

Number of responses for each rating

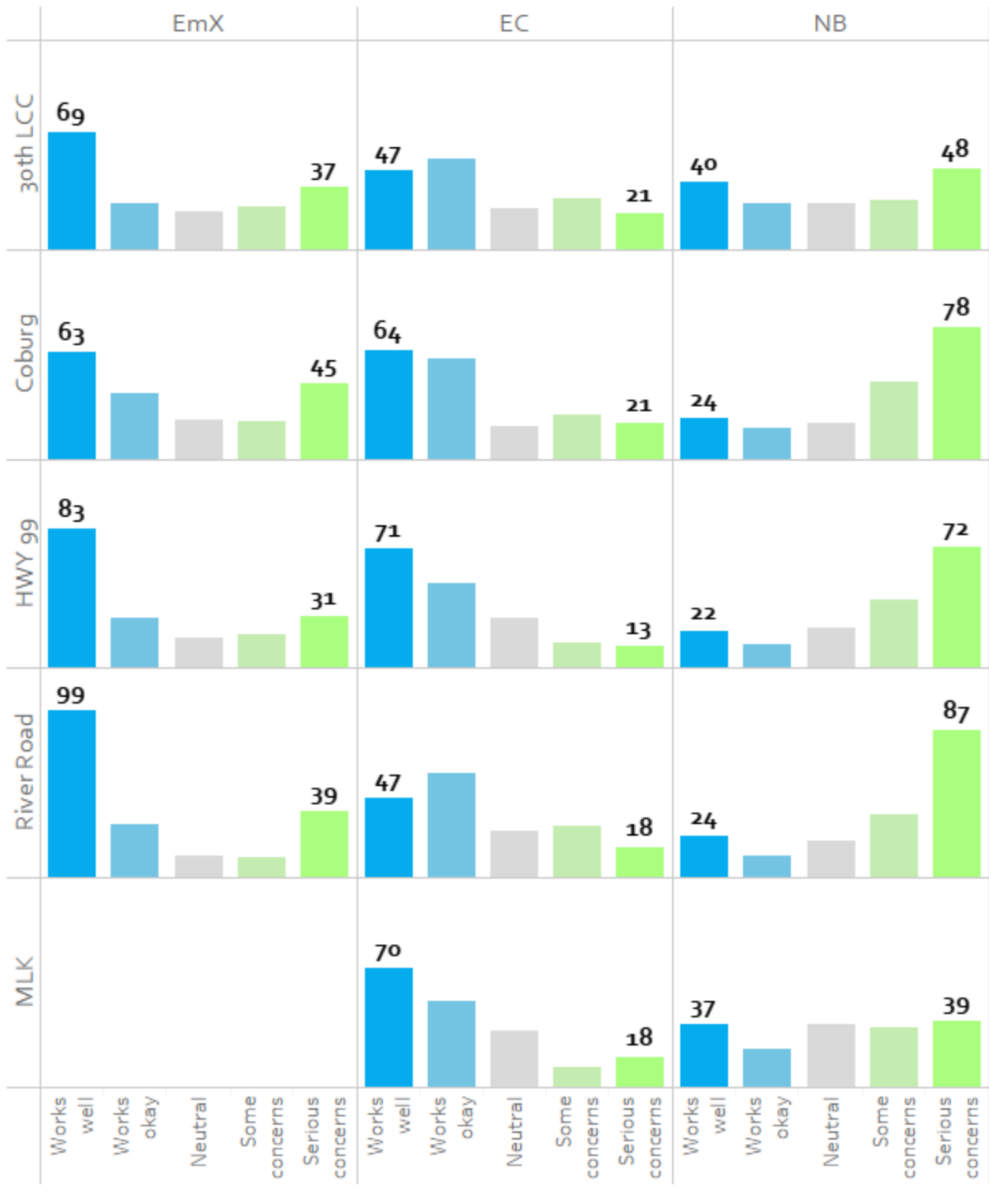


Figure 1

Evaluation Criteria Preferences

Participants were asked to give their input on their preferences for various evaluation criteria based on a list of criteria provided by the project team. Below is a list and explanation of each of the criteria. The phrases in parentheses indicate the criterion's abbreviation on the graphs below.

- **Capital Costs.** Capital cost includes estimated costs for vehicles, design, construction, right of way, and project management.
- **Operating Cost.** This is the estimated annual cost to operate and maintain the service. This includes paying operators, vehicle maintenance and fuel, as well as administrative and overhead costs.
- **In Vehicle Transit Travel Time Savings (Travel Time).** This measure estimates how long it would take for someone to travel from the end of the line to Eugene Station during the morning peak hour.
- **Ridership Increase (Ridership).** Annual transit ridership as projected for the year 2035 using the regional transportation model.
- **New Bicycle/Pedestrian Access and Safety Improvements (Bike/Ped).** This criterion is based on the amount of proposed investment in bicycle and pedestrian improvements in each corridor.
- **Support Development and Redevelopment (Development).** This is an assessment of how well the alternative supports development and redevelopment as identified in adopted plans.
- **Tree Impacts (Trees).** The number of medium and large trees that may need to be removed.
- **Number/Acreage of Acquisitions (Acquisitions).** This criterion is based on the number and total acreage of properties that would potentially need to be purchased.
- **Potential Property Displacements (Displacement).** This measure indicates the number of residences or businesses that may be displaced as a result of constructing the project.
- **Parking Impacts (Parking).** The amount of on-street and off-street parking that may need to be removed.
- **Existing Jobs and Population Served (Jobs & Pop).** These estimates are based on the No-Build and Enhanced Corridor Alternatives providing transit that serves people working and living within a quarter-mile of the corridor, and the EmX Alternative serving people working and living within a half-mile of the corridor.
- **Investment in Corridors with Disadvantaged Populations (Disadvantaged).** This criterion considers the amount of spending in corridors with greater numbers of low-income and minority people.

In-Person Feedback

There were two opportunities to weigh in on the evaluation criteria at the open house. First, participants were given three dots that they could place next to the three criteria they consider the most important from the full list on the display board. Additionally, on the comment cards, participants were asked to rank their top five criteria from the full list of criteria. As shown in *Figure 1* and *Figure 2*, in both exercises “New bike/pedestrian access and safety considerations” was chosen as important most often and “Ridership Increases” was chosen second most often. Similarly, the least prioritized was “Parking Impacts,” and the second least prioritized was the “Number/Acreage of Acquisitions.”

Evaluation Criteria Preferences

of dots placed next to each of the criteria

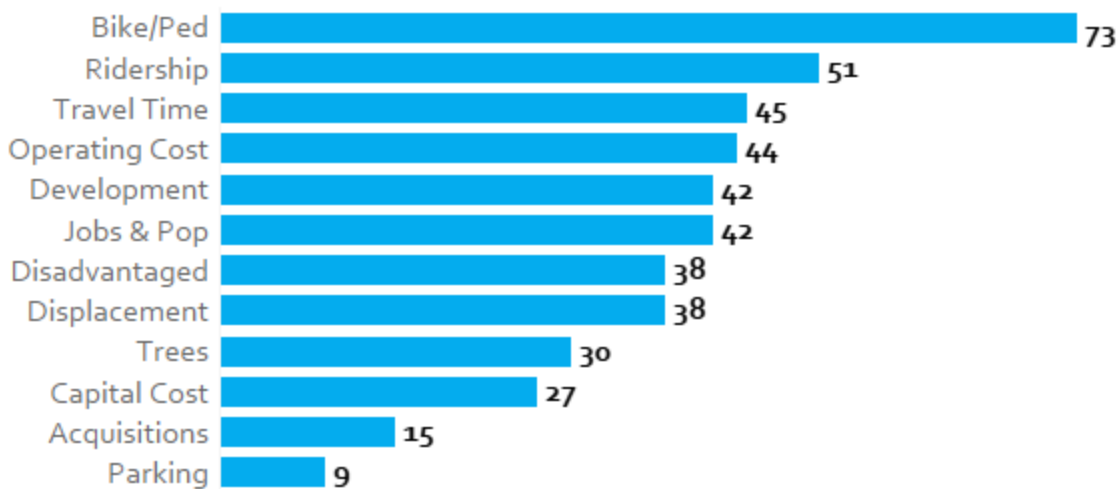


Figure 1

Evaluation Criteria Preferences

of times each of the criteria received a top-5 ranking (1-5).

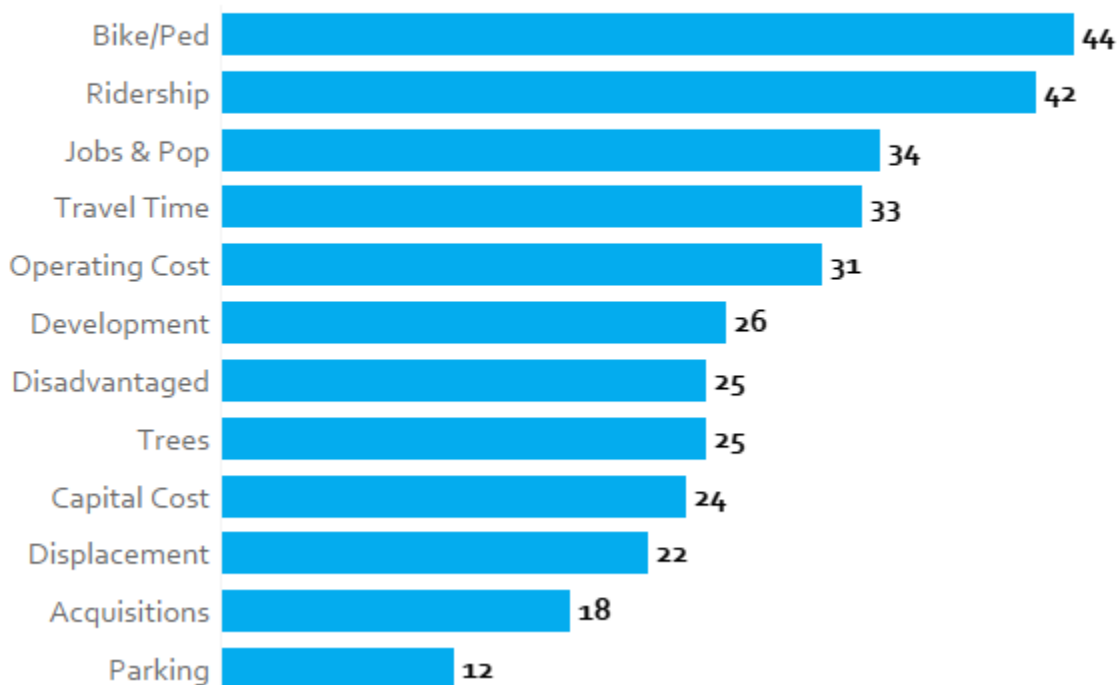


Figure 2

As shown in *Figure 3*, not only did bike and pedestrian improvements receive the most top-five rankings, but the majority of people who chose it as a top five priority also ranked it as the highest priority. In a similar fashion, both “Capital Costs” and “Investments in Corridors with Disadvantaged Populations” had

a disproportionately high number of people rank them as the #1 priority, suggesting that even if these two items aren't as important overall, the people who do find them important are particularly passionate about these topics.

Evaluation Criteria Preferences

of times each of the criteria received each of the rankings of 1 to 5.

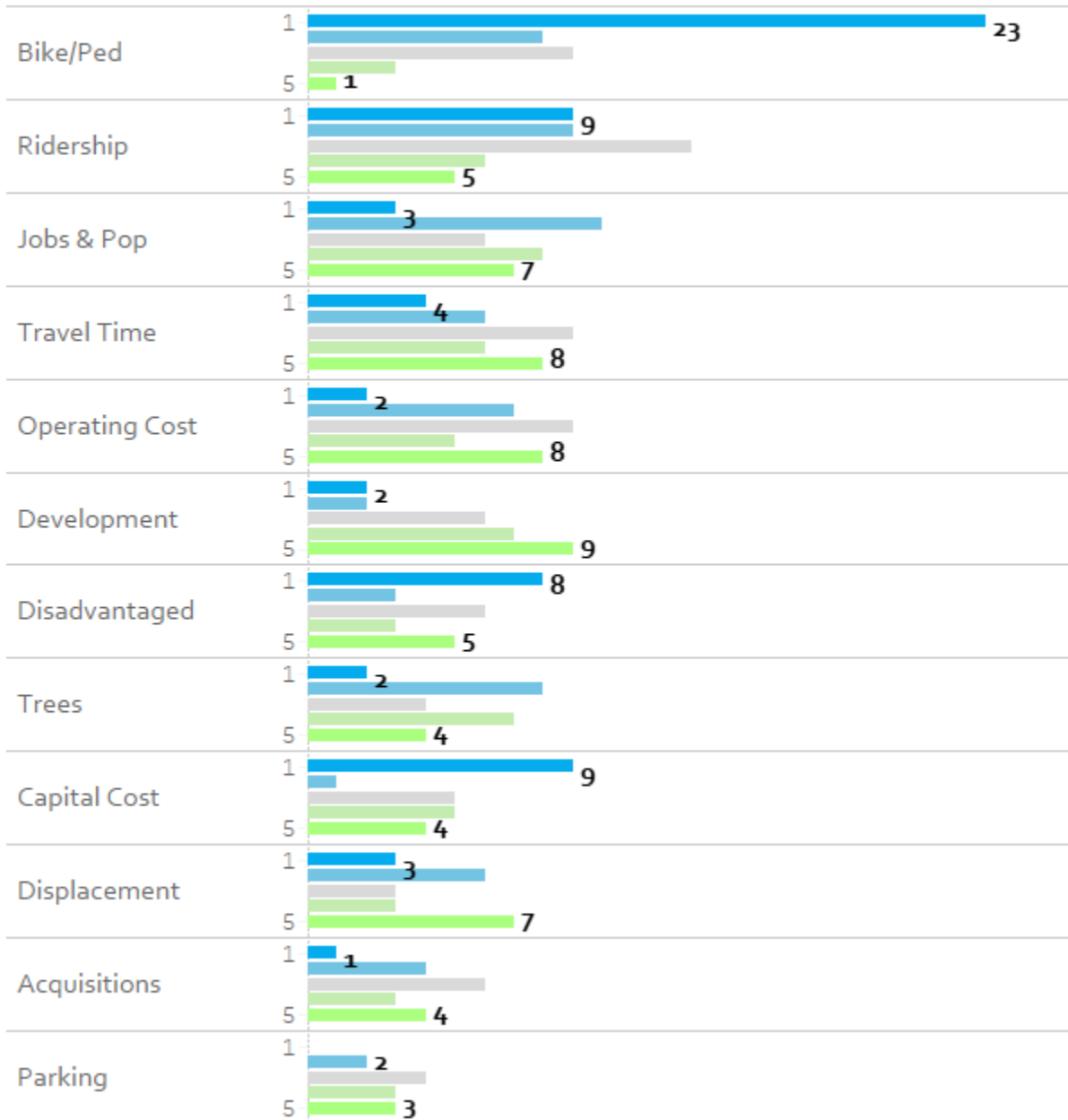


Figure 3

Online Feedback

In the online open house exercise, participants were given a total of 78 points and were asked to allocate the points across the 12 criteria. The most points they could allocate to any one of the criteria was 12. As shown in *Figure 4*, the results resembled the in-person open house feedback with “New Bike/Pedestrian Access and Safety Considerations” receiving the most total points and “Parking Impacts” and “Number/Acreage of Acquisitions” receiving the fewest total points. Online open house participants indicated a higher importance for “In Vehicle Travel Time Savings,” compared to participants at the in-person open houses, giving it the second most overall points.

Evaluation Criteria Preferences

Total amount of points from all participants combined

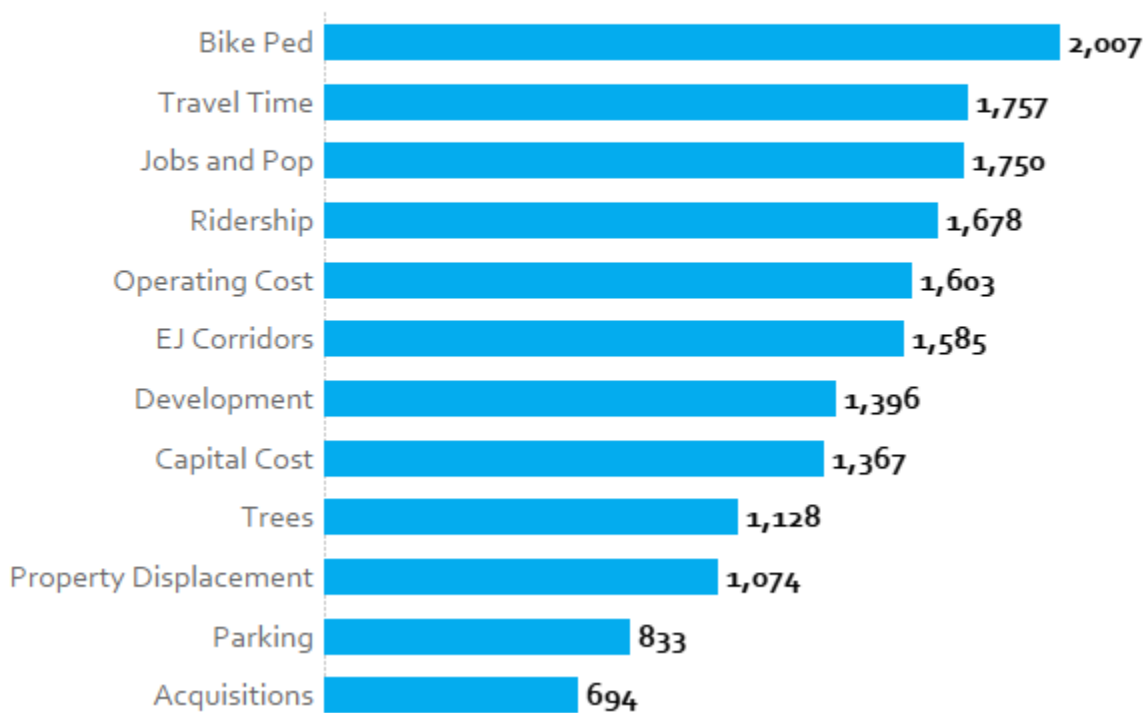


Figure 4

Looking at the allocation of points in more detail (see *Figure 5*), we see that many people preferred to give the maximum points (12) or no points rather than dividing their points more evenly between all of the criteria. This was particularly true of bike and pedestrian improvements, along with “Capital Costs” and “Investments in Corridors with Disadvantaged Populations” where, similar to the in-person open house, people disproportionately preferred to give these the maximum number of points when they chose them, indicating a particularly strong preference.

Evaluation Criteria Preferences

Total amount of points from all participants combined

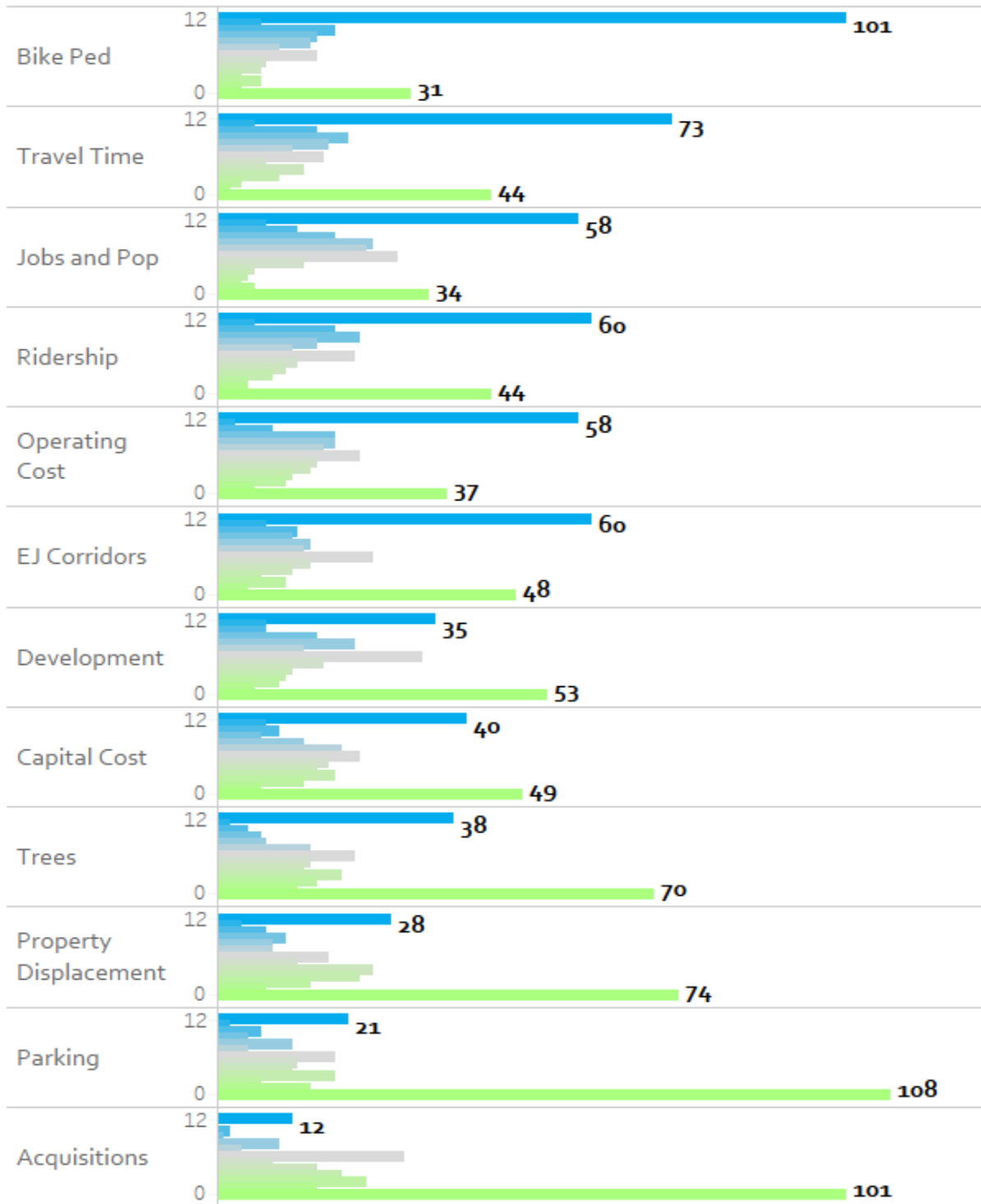


Figure 5

Open-Ended Comments

There was a total of 161 open-ended comments from the online open house and the in-person open house comment forms. The most frequent type of comment related to specific improvement or additional service requests. These requests and suggestions were broad, though the River Road corridor was the most common for suggested changes or improvements.

Other comment themes included:

- **Bike and Pedestrian Improvements.** 25 comments voiced support for better, safer biking infrastructure. 16 comments voiced support for better walking infrastructure.
- **General support.** 22 comments voiced general support for transit improvements. Common reasons included providing transportation alternatives, reducing traffic, and environmental or climate change concerns.
- **Traffic concerns.** 17 comments mentioned concerns about possible increased traffic for motor vehicles due to the MovingAhead investments.
- **Financial Concerns.** Seven comments mentioned concerns regarding the overall cost of the investments compared to the expected benefits.
- **Stop Spacing Concerns.** Six comments mentioned concerns about the increased spacing between stops in some of the investment options.

See Appendix 2 for the demographics of open house participants.

See Appendix 3 for all open-ended comments from open house participants.



Participants view information displays and talk with staff at the River Road Corridor Open House at Kelly Middle School on Sept. 25, 2018.

Listening Session Feedback

The listening sessions were an opportunity to get feedback from more targeted groups of individuals including underrepresented and special interest groups.

Date	Stakeholder Group	Participants
10/1	Neighborhood Leaders	9
10/2	Schools and Youth	5
10/4	Businesses	0 ¹
10/10	Affordable Housing	3
10/12	Seniors	12
10/16	Spanish Language Community	22

Key insights from these meetings include:

- Bike and pedestrian access and safety was considered the highest priority at four of the five listening sessions. Although still important, participants at the affordable housing listening session did not consider it as important as reducing transit travel times or investing in corridors with disadvantaged populations.
- There was a general preference for the build options (EmX and Enhanced Corridor) compared to the No-Build options. The notable exception is that at the neighborhood leaders listening session there was agreement that the MLK, Jr. Corridor is already well served and the No-Build option should be considered.
- During the schools and youth listening session, the group noted a connection between walking and biking and the need for investments in corridors with disadvantaged populations.
- During the senior listening session and Spanish language listening session, there were frequent mentions of improvements to station amenities, such as providing more shelters, increasing lighting for pedestrian visibility, and cleaning up garbage.



Spanish language listening session

See Appendix 4 for all comments and notes from the listening sessions.

¹ This session was promoted through RAIN, the Chamber of Commerce, Eugene Area Chamber of Commerce, Latino Business Network, Arts and Business Alliance of Eugene, Lane Workforce Partnership, and Lane Workforce Development/Sector Strategies. Although several people indicated an interest in the event on Social Media outlets, no one attended this event. Additional information has been sent to the business community through RAIN and the Chamber of Commerce. In lieu of this, the project team made a presentation the Chamber of Commerce's Local Government Affairs Council (see community presentations below).

General Project Comments

Throughout the summer, the project team solicited comments at community briefings and tabling events.

Tabling

Date	Event	People Engaged
3/23	350 Eugene Event	30
6/19	Party in the Park (Tugman)	40
6/26	Party in the Park (Willakenzie)	30
6/29	Breakfast at the Bridges (Whiteaker)	15
7/17	Party in the Park (Whiteaker)	25
7/29	Sunday Streets (Downtown)	50
8/7	Party in the Park (Bethel)	30
8/21	Party in the Park (Arrowhead)	30
9/7	Fiesta Cultural/First Friday	50
9/18	SEN Summer Picnic	75
9/23	Sunday Streets (W. Eugene)	75
10/8	UO Transportation Day	45

Community Presentations

Date	Event	People Engaged
3/23	350 Eugene Event	30
9/17	NE Neighbors Group	80
10/5	Latino Professionals	7
10/8	Eugene Chamber of Commerce Public Affairs Committee	30
10/11	Eugene Active Transportation Committee	15

Additionally, during this time, 46 people submitted comments about the project directly. These included:

Submittal Type	# of Comments
Email	30
Phone Call	3
Letter	1
Website Contact Form	12

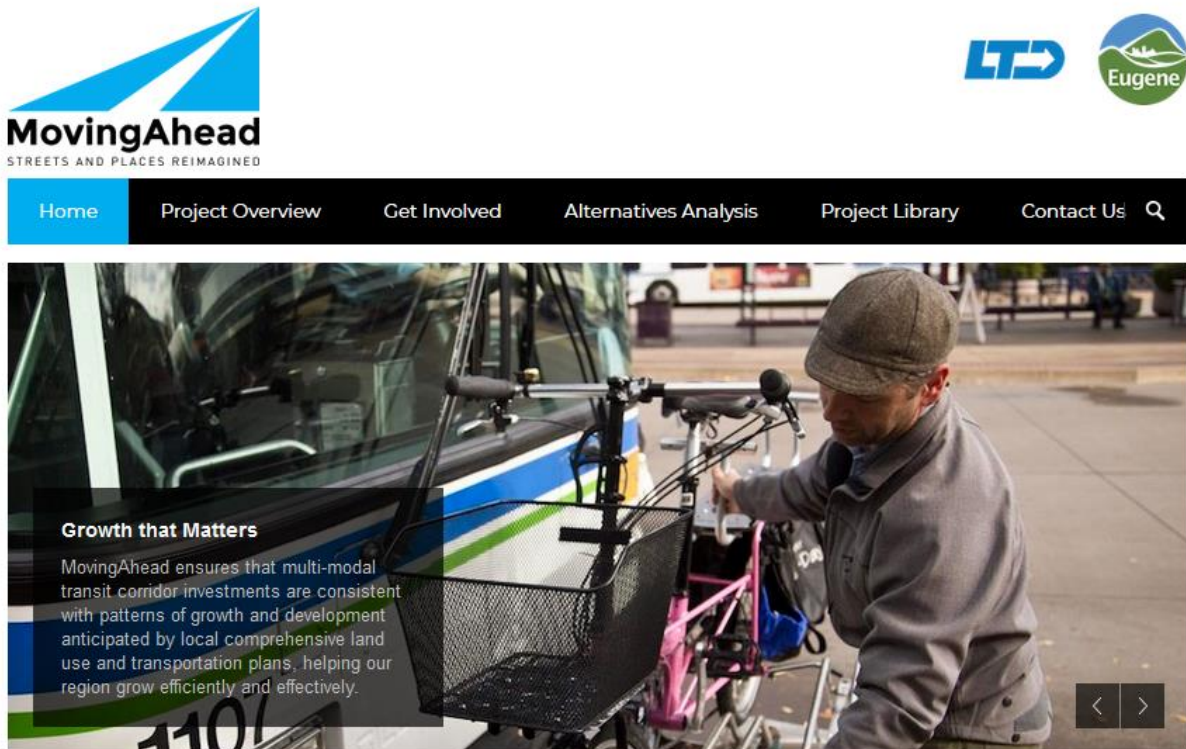
Full comments from these activities are provided in Appendix 2. Below are some of the key themes from these comments:

- **Outreach and engagement.** The most common topic for these comments was about the importance of the outreach and engagement process and ensuring that all voices are heard. Eleven people made comments about this.
- **Accessibility.** There were five comments that specifically mentioned the importance of mobility device considerations in transit and pedestrian improvements.
- **Bike and pedestrian improvements.** Five comments voiced support for more and better bike and pedestrian infrastructure.
- **Traffic concerns.** Five comments mentioned concerns about the increase in vehicle traffic due to changes to the roadways (such as stop lights or bus-only lanes).

See Appendices 5 and 6 for all comments and notes from the tabling events, community presentations, and general comments.

Appendix 1: Communication Materials

MovingAhead website:



Residents in our region value safe, accessible transportation for everyone, whether by foot, bike, mobility device, bus, or car. Such a system supports great neighborhoods and helps keep us and our economy healthy.

The City of Eugene and Lane Transit District (LTD) are working with regional partners and the community to add new features to some of our most important streets. (We call these places *corridors* because several streets may work together as a system with transit, bike and pedestrian facilities to serve our transportation needs.) This project, called MovingAhead, is focused on better connecting people to jobs, schools, shopping, recreation, and other activities by considering a range of transportation investments along key corridors to improve safety and livability for everyone. [Find out more](#) on the Project Overview page.

Our Work So Far

During the early stages of this project, the community helped identify the five key corridors to be studied in more depth and weighed in on transportation solutions for each. For the past year and a half, we focused on technical work that explores a variety of options along those corridors. We are finishing the technical analysis and are excited to share it with you this summer! Come visit

Latest News

- **Findings from the Alternatives Analysis Released.** The City of Eugene and Lane Transit District have published findings from the Alternatives Analysis (AA). Learn more and download the report on the [Alternatives Analysis webpage](#).
- View the [Get Involved](#) page to learn about upcoming events and activities

E-news, sent June 25, 2018:

[View this email in your browser](#)



Learn about MovingAhead and share your thoughts at upcoming events

Lane Transit District and the City of Eugene are moving forward with [MovingAhead](#), a project that will determine major investments in our transportation system, support our great community, and keep our economy healthy.

Join us at one of the following community events to learn more about MovingAhead. We want to know what you think about our plans to make Eugene's streets safer and more usable for everyone! You can also visit [the project website](#) for more information and a full list of upcoming events.

Summer Outreach Events

Come visit our table at the following community events:

- June 26, [Party in the Parks](#), Willakenzie Park
- June 29, [Breakfast at the Bike Bridges](#), Greenway Bridge
- July 6, [First Friday Art Walk](#), Downtown Eugene
- July 17, [Party in the Parks](#), Maurie Jacobs Park
- July 29, [Sunday Streets](#), Downtown Eugene
- August 7, [Party in the Parks](#), Bethel Community Park
- August 21, [Party in the Parks](#), Arrowhead Park

Poster



We value transportation that is **safe and accessible for everyone**, whether by foot, bike, mobility device, bus or car.



Connecting our community
MovingAhead is about planning transportation on our main streets that serves people better by connecting neighborhoods to jobs, schools, shopping, recreation, and other activities. It brings land use and transportation planning together to keep us, our environment and our economy healthy.

Working together
MovingAhead is a cooperative partnership of the City of Eugene, Lane Transit District (LTD), regional partners, and the community they serve. It builds on local planning efforts – Envision Eugene, Eugene’s Transportation System Plan, and LTD’s Long-Range Transit Plan.

A well-planned transportation system supports **great neighborhoods** and helps keep our community, and our economy moving.

Get involved!

Online Open House
www.movingahead.org
Participate in the online open house, a ‘virtual’ opportunity to provide your feedback. Open through October 10, 2018.

Corridor Open Houses
30th Avenue to Lane Community College Corridor
Monday, September 24, 5:30 - 7:30 p.m.
Eugene Public Library, 100 W 10th Ave.

River Road Corridor
Tuesday, September 25, 5:30 - 7:30 p.m.
Kelly Middle School, 850 Howard Ave.

Coburg Road & MLK Blvd. Corridors
Wednesday, September 26, 5:30 - 7:30 p.m.
Monroe Middle School, 2800 Bailey Ln.

Highway 99 Corridor
Thursday, September 27, 5:30 - 7:30 p.m.
Willamette High School, 1801 Echo Hollow Rd.

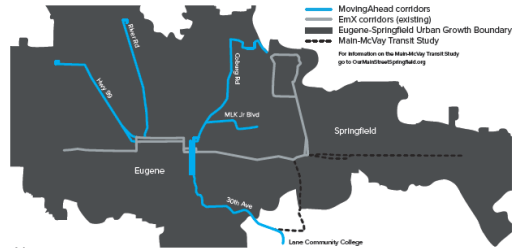
Community-Wide Open House
December 2018
Check the website soon for more details!

For the latest information or to provide feedback:
MovingAhead.org
questions@movingahead.org
541-682-3240



Our work so far

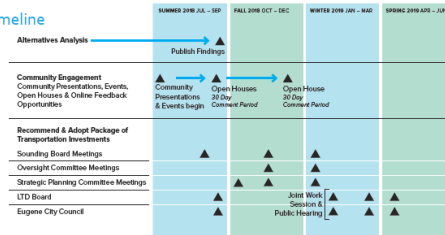
Based on community input since 2015, we have focused the project to five key corridors: Highway 99, River Road, 30th Avenue to Lane Community College, Coburg Road and Martin Luther King, Jr. Boulevard. In September 2018, we released the Alternatives Analysis (AA) Report, an analysis to understand the trade-offs between different options for each corridor and how they compare using a variety of criteria.



Next steps

Over the coming months we will hold a series of events and activities to gather community input. In Spring 2019, the Eugene City Council and LTD Board of Directors will review the technical findings and your feedback and decide on a package of transportation investments for the five corridors.

Timeline



Postcard



Help build a better transportation future for Eugene!



Join us at one or more open houses to discuss transportation investments in some of our community’s most important streets.

The MovingAhead project is planning future investments to make our local transportation system safer and more usable for everyone, especially for people walking, biking, using mobility devices, and riding the bus.

An **online open house** and public comment period will be open September 10 to October 10, 2018.

Learn more and share input online at:
MovingAhead.org

Open Houses

Free children’s activities and refreshments! Interpretation in Spanish will be available.

30th Ave. to LCC Corridor
MON, Sept. 24, 5:30–7:30 p.m.
Eugene Public Library, 100 W 10th Ave.

River Rd. Corridor
TUE, Sept. 25, 5:30–7:30 p.m.
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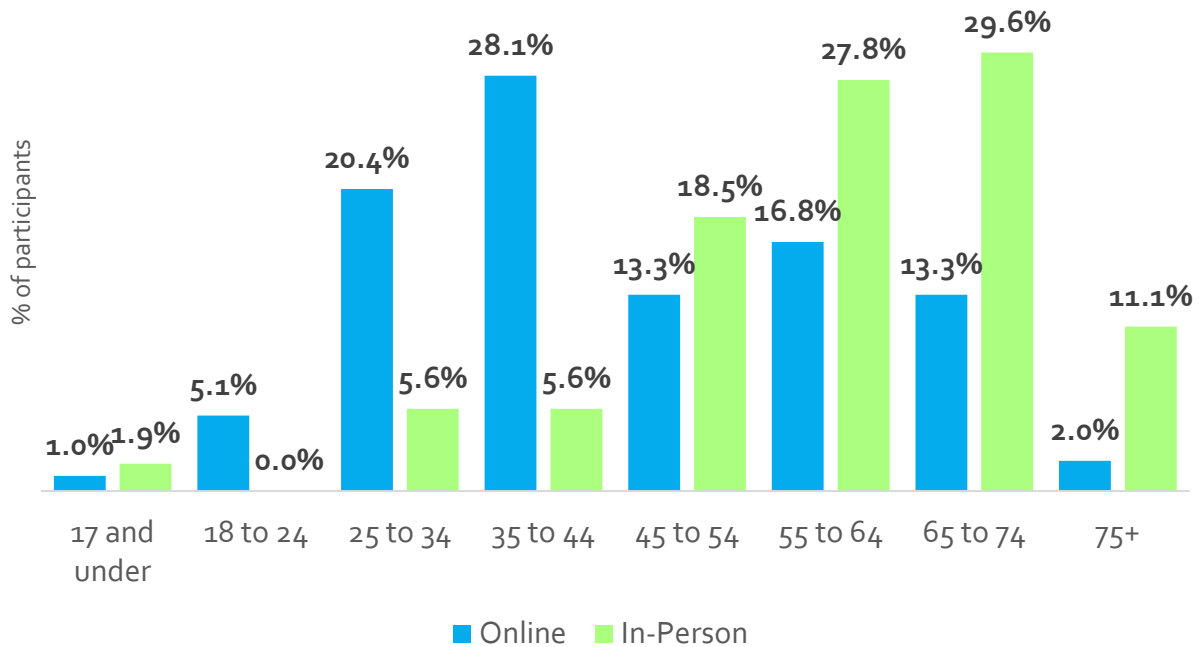
Interpretación en español estará disponible. Accessibility arrangements, interpreter, translation, and/or child-care services can be made for all MovingAhead events with 48 hours notice. For more information, call 541-682-6100 (voice) or 7-1-1 (TTY). Federal funds may be pursued for any projects advanced as part of the next phase of MovingAhead.

Appendix 2: Open House Demographics

Below is a summary of demographic information about participants in the online and in-person open houses. Note: Demographics questions were optional, so this information may not fully represent the demographic makeup of the participants.

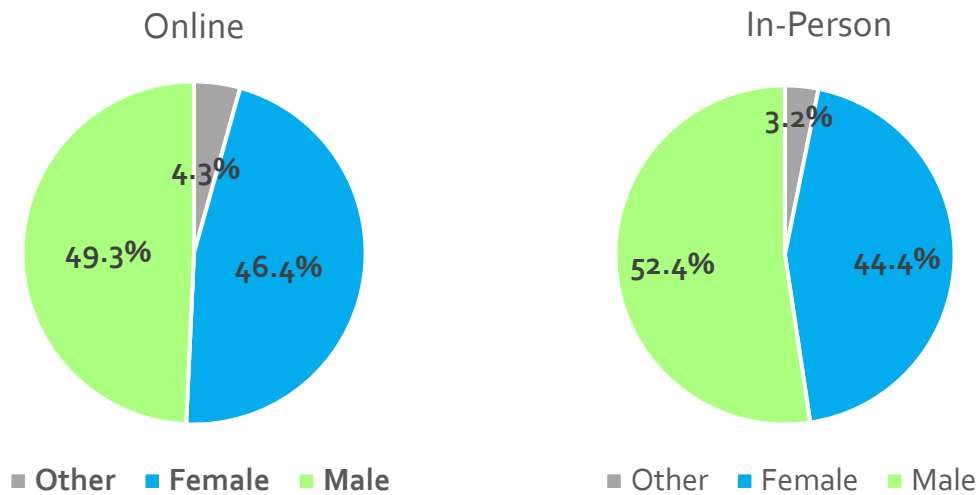
Age

The online open house participants were generally younger than the in-person open house participants. Nearly 50% of online participants were between the ages of 25 and 44, while almost 60% of the in-person open house participants were between the ages of 55 and 74.



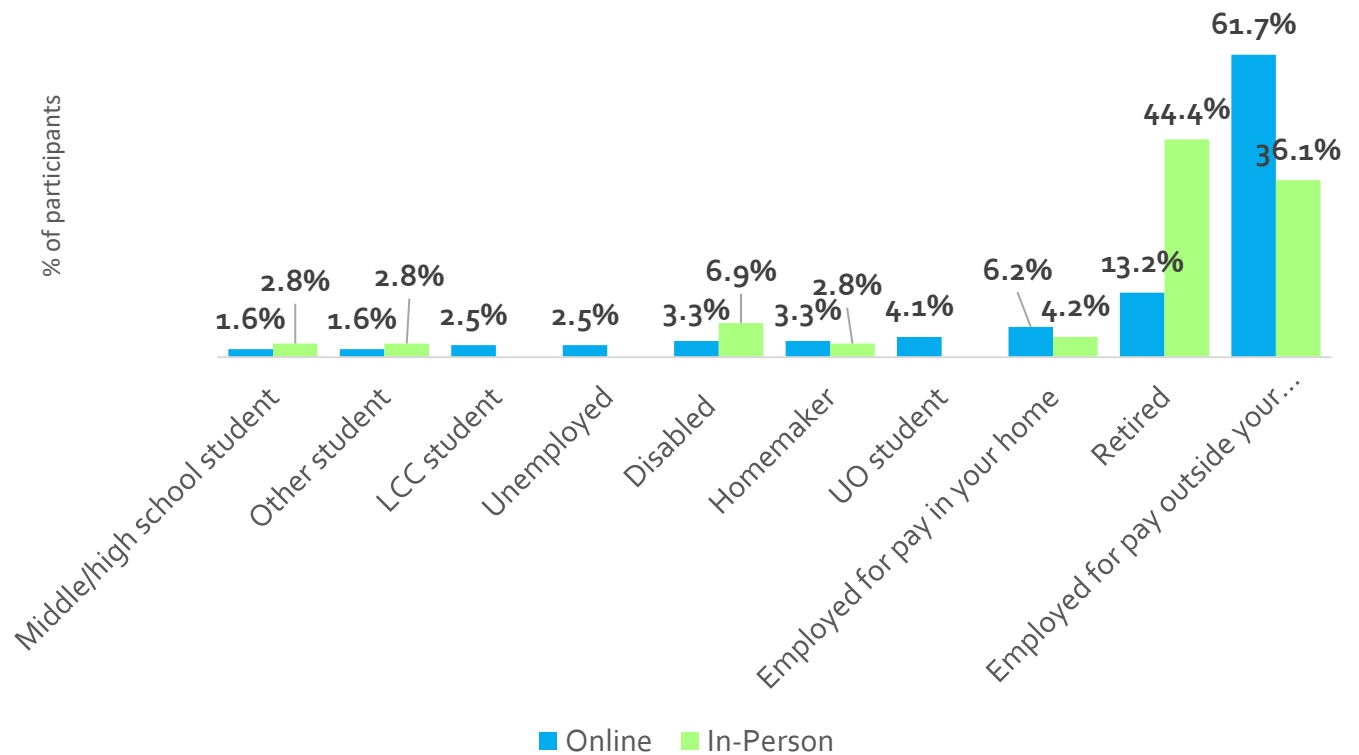
Sex

For both the online and in-person open houses, men were a slightly higher percentage of participants.



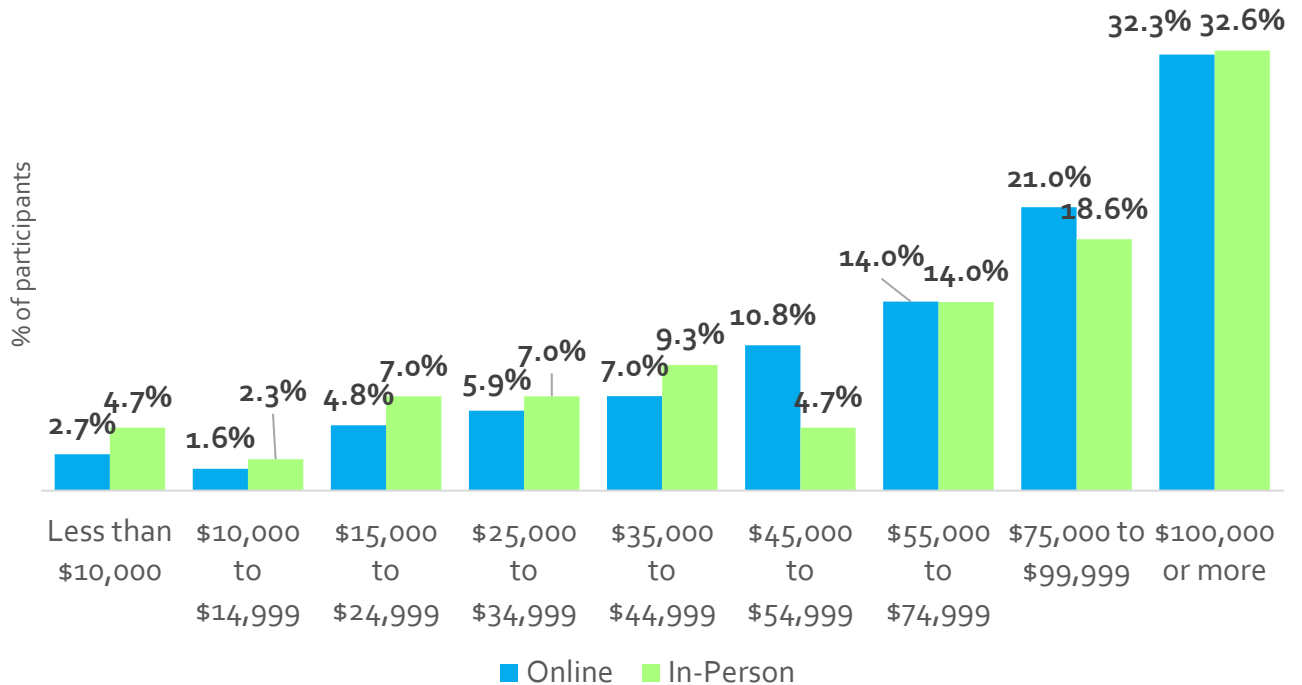
Employment

Most of the online open house participants were employed outside the home. Aligning with the higher age of in-person open house participants, nearly half of in-person participants were retired.



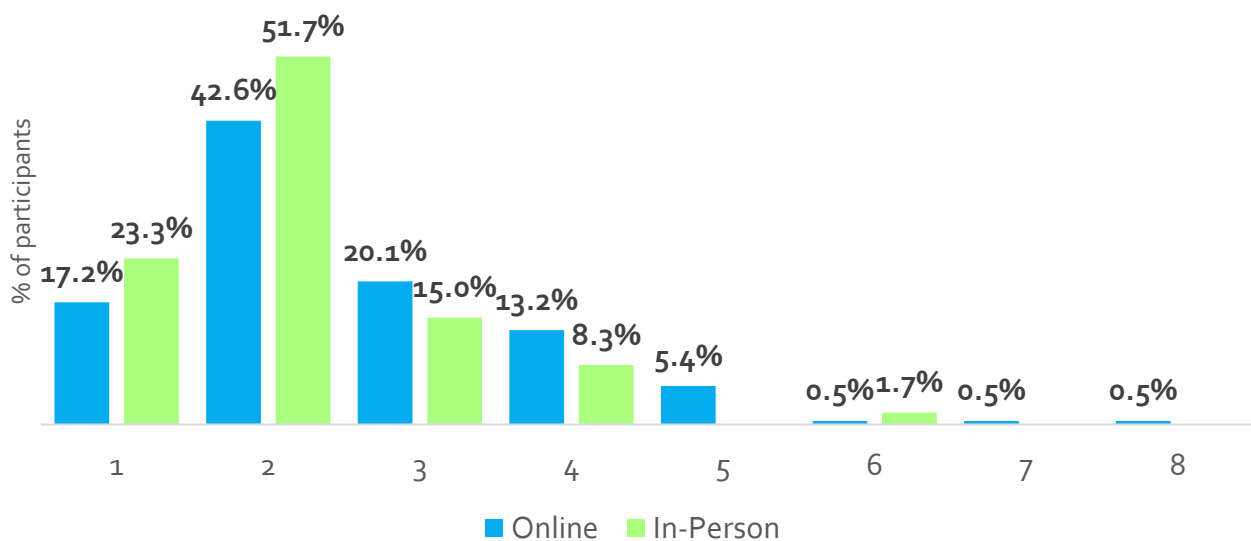
Household Income

Income was similar for participants of both the online and in-person open houses with roughly 50% of participants having a household income of over \$75,000.



Household Size

For both the online and in-person open houses, the most common household size was two people.

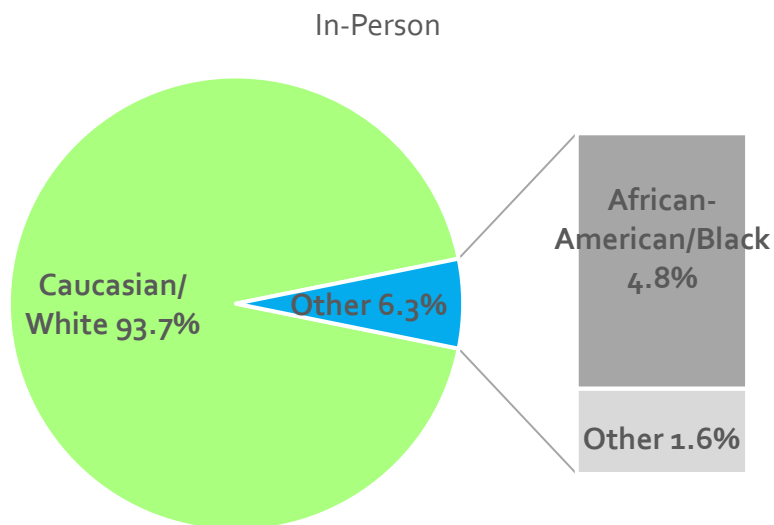
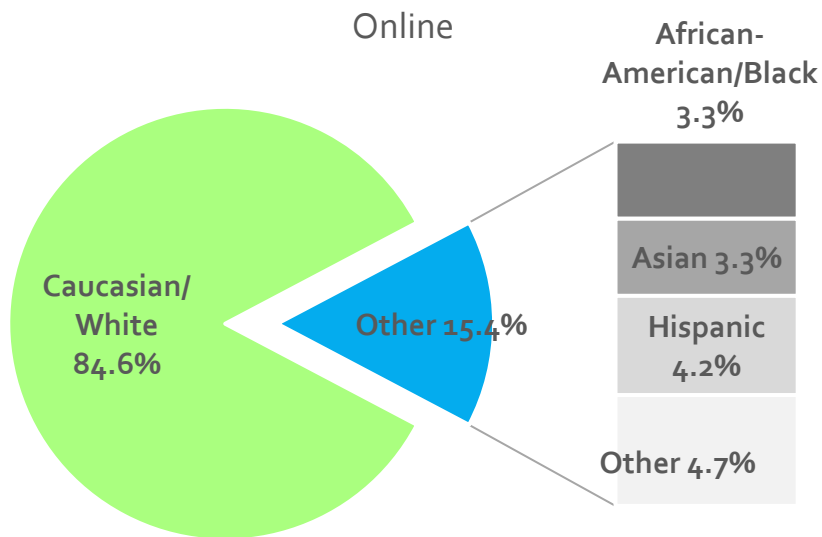


Language Spoken at Home

For both in-person and online open house participants, English was indicated as the main language spoken at home. One online participant indicated Spanish was the main language spoken at home and one participant indicated Esperanto.

Race

Caucasian/White was the identified race for the significant majority of both online and in-person open house participants.



Appendix 3: All Open House Comments

- I do not think West Eugene EMX improved congestion through the corridor. I do not believe another EMX route will improve congestion. I think we need to use what we have and make improvements.
- I think it would be better if there were no EmX routes at all. They just seem to cause problems for most people including many commuters like myself.
- River road needs does not need EmX. We need more buses during peak hours and service hours that can get people to and from work who start before 7 or work after 9. I regularly use the River Road buses and current EmX. River Road does not have enough riders midday to warrant the damage to vehicle, pedestrian and bike traffic the way EmX devastated Franklin corridor and increased risk to pedestrians. The way to improve River Rd ridership is run one route up to 11th so we can connect up 99 or connect west without wasting 30+ mins going downtown to transfer. Nothing is growing out River Rd direction. An EmX out here would end up like the Northwest expressway, a huge expenditure that no one uses! Another reason my neighbors avoid the bus is you can no longer stay dry under the tiny roofs that replaced the sided structures that did keep you dry. The growth in Eugene is happening out Coburg and 99. Please spend the money there.
- Bicycle access from RR to 99 is very limited if not life threatening. Maxwell bridge needs a rethink to get to Bethel area.
- I had hoped that RR would have one lane for vehicles and one travel lane for Emx. Plus, buffered bike lanes on each side. Sidewalks on each side are really important.
- There is no safe way to get from north of Beltline to south except on RR. My kids and I would ride bikes daily if there was an alternative crossing. Instead, I'm not 1 but 2 cars on the road.
- Give Santa Clara love!"
- EmX additions sometimes leave bike lanes in jeopardy (e.g. W 11th). Please consider their safety. Connecting from RR to Bethel is not good and no changes appear to be on the radar.
- EmX and improved bike/ped safety are critical for 30 Ave to LCC
- I had hoped you were looking into safer bike lanes from 30th at Hilyard to I5 and then continued to river bike path in Eugene. EmX takes up too much space and only UO-downtown do I see people on it or ride it myself.
- On MLK let cyclists know the bicycle lane is the sidewalk.
- Strongly support bus passes for middle and high school students
- More protect bike lanes and more room for bikes on buses
- Small buses/mini vans for neighborhood loops for people to access main bus routes (may not be feasible)"
- An off-street bike path to LCC would serve the communities long term interests & encourage biking to campus

- Bike/ped needs to be considered for this to work-- including the distance between each stop for elderly and disabled people walking. And for bike storage in/on the buses for people to use more than one mode of transportation.
- Emx rarely have routes that have had bike lanes, so Coburg Rd shouldn't be considered for Emx. We don't yet know the impact of Uber n Lyft before investing millions of dollars!
- I would like better bike infrastructure on MLK. Also, connection to EMX.
- I'd love to see additional, safe bike lanes and paths leading to the river trails, especially on north delta highway. It would be wonderful to see an extension of the northeast bus route along Ayers as well.
- Make sure that bicyclists are well protected from traffic in corridor design improvements.
- Need many more miles of protected bike lanes to encourage more ridership throughout the city.
- Need to finish 6th/Hwy99. They repaved it, but need sidewalks, etc. along Garfield to Roosevelt section. Thought there was a federal handicap access law?
- sidewalk connectivity is sorely lacking throughout the city.
- Stutter flash crosswalks are awful and unsafe. A proper red light stop at a crosswalk would provide better safety for pedestrians crossing bigger roads like River Road. Please ensure this is factored in to any plan that would otherwise add crosswalks.
- The more provisions for bicycles the better.
- Coburg Road needs more alternative transportation and safer pedestrian and bike routes TODAY! Trees for shade would also be helpful as a buffer for sound and sun.
- Even if Coburg isn't selected for EmX or Enhance Corridor there is currently no safe way to cross the street between Willakenzie and Chad Dr. This makes riding the bus, especially with small children very challenging. Please consider adding a pedestrian crossing or a signal at Elysium and Coburg.
- go by bike!
- It's absurd that the buses don't run on the weekends! River Rd residents require reasonable metro service that correlates to our transportation needs; i.e. buses that run during rush hour, that come more than every 60-90 minutes, that come on the weekends: meet the needs of the residents who depend on public transit to get to work on time.
- Good bike infrastructure keep it going and add more!! more lanes, more roads, more protected and semi-protected lane improvements! Drivers are friendly to bicyclists (mostly).
- I don't regularly use these corridors because they are so unsafe via bike. If they were safe to use by bike, I would use them all the time. I never go out Highway 99 because it is unsafe, however have family that live there, and it would be nice to have the option to arrive safely. I live so close to MLK, Jr. Blvd, but refuse to ride my bike in that area because it is too unsafe.
- I drive MLK every day (2-3 times a day) and do not see any current issues with it, either from a drive time perspective or a congestion perspective. I'm unclear what the current identified issues even are with this corridor. No bike lanes directly on MLK causes bikers to ride on the sidewalk which is one issue that I see. All bus stops have a turn out with a pedestrian crossing at the same location, which is great.
- Improving infrastructure for pedestrian and human-powered transportation at least as much needed as for busing. I learned at the ODOT /LTD/Univ/City Traffic Summit presentation at EMU in 2006 the results of the ODOT survey of transportation (non-recreational travel in the community for work, shopping etc.) the resulting statistics - 1% trips by bus, 2% by bike, 4% by

pedestrians. I had used mainly bike for transportation for the prev 40 yrs, the EMX thru Franklin had just been finished, and facilities for bike & ped were significantly reduced by that project and have not been improved since except for the Univ improvements on the S side of Franklin near Agate.

- Please don't forget about pedestrian connections and infrastructure to complement these investments! Bus and bike get a lot of attention, but pedestrian infrastructure is just as important. People of all ages and abilities should feel safe and comfortable walking through their community.
- Please, please remove car lanes for EMX. The added lanes for EMX on 6th and 7th are absurd. Pedestrians have to cross 10 lanes just to get through the neighborhood. Instead, the city/LTD should have removed car lanes from the way overbuilt 6th and 7th car sewers. Fewer lanes makes the city more walkable, safer, bikeable, greener, healthy, etc. The top priority should be EMX on Coburg. Don't listen to all the chamber of commerce trolls that killed this project years ago. EMX will keep this growing area from choking on itself and save millions of dollars in futile road projects. Also, prioritize EMX down south Willamette. This area will boom with congestion without it. Acquire right of way to build EMX with physically separated cycle tracks, wide sidewalks and street trees. This could become a lovely, lively walkable neighborhood. Also, don't waste hundreds of millions of dollars on inducing yet more traffic on belt line over the river. Any project here should be bike/ped/transit only like the new bridge in Portland. Thanks for working for transit!
- The corridors that I've marked as not regularly using are the corridors that my family cannot safely access on our bicycles.
- I'm primarily concerned that the fate of relatively cheap safer bicycle infrastructure is tied to relatively expensive (but wonderful!) transit infrastructure. All of the protected bike lanes in the EmX options would be huge improvements, whether we get more EmX routes or not.
- For Coburg Rd, it's not clear to me if either the Enhanced or EmX would offer improvements over the current MUP at the south end, but the number of driveways that cross it make that section feel almost less safe than the on-street bike lane.
- For Highway 99, I question the lack of protected bike infrastructure. Surely vehicle speeds of 55+ MPH would justify protection as much or more than River Rd. I'd also like to see a connection made to allow access to and from the River Rd area.
- In terms of how this survey will be analyzed, I don't know how you'll know that my ""some concerns"" about Enhanced Corridors is that they are not safe enough for vulnerable road users as opposed to another survey for which ""some concerns"" would be that they make too many safety improvements and are not ""auto oriented"" enough.
- Your so-called enhancements for bicycles will continue our historic decline in cycling and walking. I think some of you need to get out (of your cars) more. Sidepaths are notoriously dangerous. Placing bike lanes between high-speed lanes used by motorists is a loser, particularly since we do such narrow bike lanes. Sorry, six-foot bike lanes next to a bus and an SUV won't cut it.
- Go back to the drawing board and remove travel lanes on River road, then place the EmX in the center of the road and 8' bike lanes on the right side of the road. You'll need to improve the crossings for pedestrians, so they can reach the bus platforms, but will have calmed the speed of motorists while allowing the EmX to make good time. Considering induced demand, this

approach wins the day for reducing car trips. Also, since the bike lanes will be in the zone that is normally scanned by motorists, it will enhance safety for cyclists. The only other thing necessary is a quality (signalized) crossing at Kourt/Owosso for cyclists, since this is the obvious route for cyclists from the Ruth Bascomb bike paths along the river to North Eugene High School, Corridor Elementary, and Yujin Gakuen Elementary.

- Beyond practicality, the perception of biking as being safe is important to ridership. Many riders I know express feeling unsafe from vehicles, especially at intersections, and turns, and don't feel like traffic laws are adequately enforced in order to deter risky driving.
- Please add additional protected pedestrian crossings north of Hilliard (in addition to those planned for the southern portion of RR)
- Include park and ride option/autonomous or ride share station for lower RR.
- Cycling on many corridors does not feel safe - especially along RR.
- Work with business and property investment communities to promote links between 21st century transit system and development/redevelopment.
- Clearly communicate benefits of transit improvements to adjacent homeowners. "
- Would like...protected bike lanes, better sidewalks for motorized wheelchairs. People using these often use the bike lane, Corner of 11th and High St. has been a major concern. Drivers have frequently not noticed bikes and will cut in front of them suddenly to turn left.
- Both Coburg Rd. corridor options show enhanced ped xing @ Jeppesen/Coburg. While this would be beneficial to Sheldon students/ those on west side of coburg, existing apartments preclude extension east of coburg. Suggest that both options provide for a traffic signal at Coburg/Elysian and that transit stops/stations be integral to support redevelopment/development of site northeast of the intersection. Signalizing this intersection would support all modes of travel and improve traffic circulation and safety - regardless of which transit option is ultimately chosen.
- We need better signal treatments to get across RR on bikes with children (big bikes too). The intersections are mostly staggered on low-traffic streets (the ones people on bikes will actually ride on). I know it goes against the traffic warrants, but please fix at least Owosso to hourt which is the main connection from the bike paths to three schools. Obviously, Howard could use some help as well.
- Trapping bike lanes between BAT lanes and travel lanes is awful. Side paths are also problematic if there are any driveways or intersections.
- Some of the busses need to be cleaned some more: vacuuming and wiping, especially because of how many people are spreading germs due to sicknesses. The busses from Eugene to Coburg road (67) should run more often a bit after 6 pm because it's difficult to coordinate catching that bus while getting off of the EmX from campus. Lastly, the crosswalk at the intersection of Tandy Turn and Coburg road should be adjusted for how quickly the pedestrian walk sign responds because I have had to wait almost every time for minutes before I cross and have almost missed the bus as I see it pulling up because the crosswalk won't let me cross even with unsteady traffic.
- Go electric whenever possible. Support EV charging at multi-unit housing and workplaces. Continue to improve phone apps for overall mobility.
- Want protected bike lanes on RR
- Extend bike path north of Beaver St to Admiral

- Need lots of pedestrian crossing safety enhancements on RR
- Create greater tree canopy for RR
- Carbon reduction is my number one concern"
- We need to protect our air and water and improving our transit system would be a huge step. Yes, it will cost a lot, but what choice do we have?
- We need to get the people who can get out of their cars onto the bus, bikes, or onto their feet. "
- I would like to lose as few trees as possible. I would like better cycling options.
- In light of the recent UN report on climate change, it is essential that LTD's fleet of buses be fully battery-electric as soon as possible, whichever options it pursues.
- Besides the trees, there should be a question about other environmental impacts, including both flora and fauna, of any changes to public transportation in the future, especially expansion of systems. Getting private cars and trucks off the road is always a good idea, though.
- Beyond providing reliable, convenient alternatives to driving, the most important thing that we can do in making these changes is make driving less convenient. Bus-only lanes, and wider, protected pedestrian routes and bike lanes can be taken out of driving lanes, and we absolutely must reduce the speed limits on all of these corridors. Thank you for the work you are doing!
- I didn't see anything in the literature about environmental impacts. In particular, 30th to LCC travels through a forested area with lots of wildlife. If you increase service, how will you mitigate traffic and infrastructure impacts on wildlife? Will you build safety features to keep wildlife from being hit by vehicles? It's already a big problem on this stretch of road.
- Also, I'm really disappointed that a government-funded website did not provide captioning or even a transcript for its videos. This is such a basic accessibility requirement. Please do better in the future.
- Serve low income work and live areas first, then high traffic corridors second.
- Thanks for your interest in public comment but as I am not an expert on logistics or transportation engineering I hope that you all are listening to the professionals who are experts on this stuff. The public is great at letting you know what we think but I certainly don't know what the right answers are. I hope that you select the options that make the most sense for the people who are most likely to use the transport - Helping poorer folks without access to reliable personal transportation seems a greater priority than giving us rich folks in South Eugene another bike lane. I hope you create a progressive transportation plan and system that not only moves folks about town but does so in ways that address inequity and likely housing/development patterns. In my neighborhood I have ample transportation options - we have one car; my husband and kids ride the bus or bike to school. We're good. I'm happy to pay for solutions that improve the community and support stability for families and individuals.
- Please consider acquisition of key parcels along each corridor to facilitate development of affordable housing for working class people to avoid the "Seattle effect" of skyrocketing real estate values along improved transit corridors! Will the coburg route have capacity to carry increased traffic to MLK from all other routes on game days in the autzen complex? The same would apply to the 30th Ave corridor as it approaches civic park.
- I have never been on a bus in Eugene. I looked into taking it to work. It would take over an hour. It takes 8 minutes to drive, 15 minutes to bike, and 45 minutes to walk.
- I do not currently use public transportation because as a working parent, I cannot afford the time to drop my child off at school and get to work in a reasonable amount of time. It would add

at least an hour to my commute each way, significantly impacting my quality of life for myself and my child. I hate being a single occupant car. Sitting in traffic makes me feel gross, but I don't feel like I have a choice. There just isn't an efficient way to get where I need to go from 99, to 18th St. to downtown. It's not that big of a town, I just know I don't have the time or energy. So I use my car.

- Improvements in traffic patterns and getting buses out of travel lanes at stops will have major improvements for the rest of us that don't use transit. I can't realistically spend 40 minutes on a bus for a commute that takes 10-15 in a car and would go faster if the bus wasn't on the road with me.
- EMX is a pork project and is a huge waste of money. The West 11th EMX has totally screwed up traffic with its inconsistent rules.
- I am less concerned about capital costs than increases in annual operating cost.
- If this is funded by a bond measure I expect it to be repealed after funding of construction and operation, otherwise you're just levying another permanent tax.
- \$78 million dollars for 8 minutes gained doesn't compute in my book. Bus service routes are not convenient. Should not have to go downtown before reaching destination. Should not have to walk 1/2 mile or more to reach bus service.
- An EMX corridor is extremely expensive to construct and to operate. I don't want to see another corridor like the West 11th corridor built anytime in my lifetime. \$100,000,000 to replace existing bus service is an unbelievable waste of federal and local tax dollars. Federal funding is not free money. Please don't destroy Coburg Road by building another EmX corridor. Please keep in mind that the percentage of transit trips is decreasing in the Portland area, not increasing.
- At \$80 million for 5 miles of road to save 8 minutes along river road? It doesn't even take 10 minutes to drive from Awbrey Park to the chambers overpass.....Why not just raise the speed limit back to what it was for 50 years, and increase frequency of service to match your customer's needs, and give everyone who lives or works along river road a free pass for 10 years and send them to the casinos with a couple bundles of 1's? You'd still be millions under budget, so bigger bonuses for the LTD execs. No need to incinerate pallets of ""other people's"" cash on a wasteful project. We're already at full employment, so no need for corrupt ""stimulus"" jobs here.
- I will be voting NO. on ANYTHING money based that is not related to majorly cracking down on the homeless-by-choice problem that is currently plaguing this city, and increasing security of residents, and enforcement / prosecution of the crimes that are primarily and very frequently committed by the HBC's (Homeless by Choice)
- I'm very concerned about service frequency along 30th Ave outside of main LCC times. Should be able to get there for events.
- I'd like to see transit investments. Frequency of bus service is most important, with neighborhood connectivity and safety improvements accessing transit.
- If you build it wisely and well, it will be used. Bus, bike and walk are all available alternatives to the car.
- If the buses run often enough it will save people time. They will use them.

- It would be nice if fares could be reduced/subsidized by say a fuel tax. Those that drive (like me) would be willing to pay more to help get other drivers into buses. That reduces the traffic congestion I have.
- You could help by having printouts of the boards.
- Nice open house presentation. Informed staff helpful to discussion. Thank you for thoughtful process. This is visionary and exciting! Support evaluation of all corridors together, smart, cost effective, educational.
- I don't really see how this survey gathers helpful information. The point allocation part didn't make a lot of sense to me. I wasn't 100% sure what I was allocating points to.
- I think concerns of people living in these areas should have the weight as the businesses in the area and not less. Some decisions seem to only cater to business concerns and not the residence of these corridors. This is not fair or right.
- It would be helpful to have more clarity regarding the difference between the Enhanced Corridor and EmX options as they relate to each specific corridor.
- I think the City and LTD have done good things for transportation planning. This metro area is ahead of the curve when you compare the level of transportation and variety of service of Eugene and Springfield to eastern cities of similar size. I like all the build solution options presented for each corridor. My only suggestion is related to the presentation. You should consider showing a current road section above or below the proposed road section, so you can compare the existing to proposed directly. Also, clearly labeling the right of way line on each section would be very helpful.
- Is it a typo that the enhanced option for 30th ave would actually decrease ridership? I couldn't find any explanation for that. Also, neither map for 30th Ave showed any of the yellow bike improvements along 30th itself, which is probably the most dangerous section.
- Please contact Residents of Willamette Gardens Apartments themselves on Kinsrow Ave. We (a low-income housing complex) AREN'T affiliated with the U of O and I don't appreciate the lack of transparency, lack of outreach to us, and over-reliance on the university for communication with Kinsrow Ave housing residents and I DON'T appreciate the assumption that 100% of Kinsrow Residences are all 100 percent UO related. Plenty of non-students and non-staff live there. You may contact me at 541-514-3535
- the travel time measurement was stated something like ""PM peak travel time on a corridor from farthest extent of the line to Eugene station"". This measure should be from Eugene Station to the farthest extent of the line to capture the direction most people want to move at the end of the day, i.e. from work to home. if you measure it as you stated you are capturing the reverse of the commute most people need and it is not a valuable measure of system effectiveness.
- Your Springfield and Gateway routes are done OK. Your west 11th route and execution are criminal. Your arrogance is disgusting! Respond to what the VOTERS and TAX PAYERS want. Going forward you could have a real nice rail system between the Airport and Amtrak station via the existing rail right of ways, and include stops near each major arterial. That route would not destroy existing traffic patterns and local businesses, provide a fairly rapid thru system, and utilize existing rail crossings, and still provide local accesses. Your history causes major doubts going forward. Hopefully you will plan and execute our transportation system better than this non-responding web site.

- I am amazed and skeptical of EMX increase in ridership
- Is there supporting figures we can see. Ridership increase is most important to me. I'm also very interested to know how my area north of Hunsaker is proposed to be served
- Thanks Kevin kjashbow@gmail.com
- I appreciate events that are intended to inform and be informative. But to put tonight in perspective, it was almost 27 years to the day that I was asked by a group of LCC staff who commuted to the college by bike to come to a similar event as this tonight that was held in the old library. And during the ensuing 27 years, I've experienced very little in the way of enhanced access and safety for bikes to LCC.
- Emx is the only reason I use mass transit here
- I know you have very many anti-change comments, but I love the idea of an EmX BRT network, and I think its benefits to Eugene will be incredible. This shouldn't be a city for cars. It should be a city for people.
- I support the EmX Alternative for River Road and the 30th Avenue to LCC Corridor, as well as bicycle improvements along or to the south of E 30th Ave.
- It would make sense, with a new River Road Station being built, to implement an EmX route up River Road.
- I am most interested in improving the River Road neighborhood as a whole. I see EmX as the only solution on the table to salvage a currently dis-functional corridor. I would like to see River Road be a connecting force in the neighborhood rather than a dividing one. Thanks for asking for input. Keep up the good work!
- I mean, the Coburg Rd EmX looks good, but I can't even begin to imagine the regressive screeching from the Coburg Rd yuppies. You thought the bullshit campaign against West Eugene EmX was bad? Whoof. I think Hwy 99 is both a good route and a path of least resistance to a new EmX line.
- Priority should be placed on providing EMX to City designated nodal development areas. Located north of beltline and east of Coburg Road the Crescent Village nodal development area was put in place over twelve years ago. Located in the fastest growth area of the City, several developments have been built with walkable amenities such as wide sidewalks and outdoor plazas. The area has been prohibited from auto-oriented uses such as no drive-up restaurants or even a coffee kiosk due to the nodal development overlay zone. It is vital to enhance the City and LTD work together to improve transit service to this area.
- The biggest advantage EMX provides is improving quick cross-town connectivity. Expanding EMX service to Highway 99 and River Road is a huge step in that direction. Expansion into Springfield is also crucial. However, the Coburg and MLK expansions provide minimal travel time improvements for the level of investment. Absent the ability to meaningfully improve connectivity to WinCo and Walmart in Springfield, there isn't much point to the MLK expansion. The LCC Enhanced Corridor expansion is most beneficial for its roadway improvements and buffered bike lane between the end of the Amazon Park multi-use path system and downtown, but again, EMX service in this area isn't meaningfully faster than standard bus service.
- why does the MLK route not include an EMX consideration
- I would like to know if the Enhanced investment package for Highway 99 corridor would be changing the designations for 11th and 13th avenues. For example, they are considered a

""minor arterial"" - would that designation change depending on the investment package decided upon? If so what are those changes?

- All of your service is out of reach for me because I am more than 1/2 mile from a stop.
- The most important thing you can do is keep on-time service. Passenger anxiety comes from waiting for the bus. That disappears when aboard in a seat. No matter how long the trip takes, they feel safe and secure. With only that ""on-time"" will you attract more riders. "
- Highest priority should be placed on pedestrian and driver safety, then environmental concerns
- I would like to see the options for east-west north of Beltline.
- Need airport service
- Preserve Blvd feel of coburg road. Close 4th Ave where it enters Coburg Rd. Consider bus pullouts on Coburg to help traffic flow. Widen bridge so lane flows to MLK.
- Something needs to be done to Beltline at the bridge over the river now, not 10 years from now.
- The bridges on Beltline need some serious help. There are really bad bottlenecks that need to be widened so traffic can flow better. This needs to be addressed.
- I would LOVE to see the River Road corridor extend a little bit so myself, and others, could get to one of the many farms on public transportation. I solely rely on the bus. We have no way of accessing the benefits of farm fresh food.
- Please have bus service to Greenhill. I would use it.
- Focus on South Eugene!
- I remember the construction/repaving along River Rd a few years ago, IT WAS A NIGHTMARE!!! Don't do it again!
- In Coburg corridor under both EmX and Enhanced Transit scenarios consider station location with new traffic signal at Elysium/Coburg intersection.
- The Emx needs to run from downtown through the hwy 99 corridor, down barger to greenhill and connect into the existing Emx that runs W 11th to downtown, U of O, Spfd and gateway. Should have been built when W 11th Emx corridor was built.
- tho not in proposed corridors, Stop Light needed at Seneca & 5th St.: long back up on Seneca at rush hour due to stop sign. I don't use bus so didn't offer opinion on proposals.
- WE would use public transport more if a corridor was placed to run east- west on Maxwell road there is nothing close enough for senior people.
- Would be incredibly supportive of a more efficient bus route between downtown Eugene and Cottage Grove. Current transit time prohibits me from utilizing the existing route.
- I think the most crucial corridor that should be on the list is Beltline. Stations could be installed at Beltline/Barger, Beltline/River Road, Beltline/Delta, and Beltline/Coburg. The existing stations in the Gateway area and also the station at the west end of West.11th could be used in this line. I truly believe many more people would get out of their cars and use EmX. All of the northern neighborhoods could then access some of the Eugene and Springfield's top employers much easier. This could potentially reduce the congestion issues on Beltline as well.
- At this time, I do not use EmX as it takes me significantly longer time to take EmX compared to driving.
- Lower cost, lower impact. EmX is great where it is, but don't you think the community would be better served if we actually implemented feeder routes with smaller more economical vehicles

and included Thurston and River Road. Maybe not run the buses so late, and don't have return routes late. Last departure would mean last departure, not return.

- I enjoy taking the bus to cottage grove, I am glad there is a late bus to Eugene. I wish there was a bus to Florence and Corvallis. Yachats needs a bus to Florence and back. In addition, service between Eugene, Roseburg, Medford, Ashland. It is phenomenally expensive to ride Greyhound to southern Oregon. Greyhound should be phased out of existence. Riding Greyhound is often a horrible experience.
- Due to the congestion at the Beltline/Delta Hwy interchange I propose an additional Willamette River crossing connecting Valley River Drive to River Road. There is unused land on the River Rd side for this connection and no structures on the Valley River side would be eliminated. While expensive, it would create an important short cut reducing miles driven and travel time from one area of town to another and reduce traffic on 6th and 7th streets and on the Beltline/Delta interchange.
- I am concerned about the routing proposed for the River Road Enhanced Corridor alternative, by routing on streets with at-grade railroad crossings, you seriously compromise the efficiency gains of improvements made on River Road itself. There doesn't seem to be a strong reason to use this routing, besides serving routes that currently exist. If the intention of Moving Ahead is to reduce travel time and support greater frequency, there are better options available by utilizing 11th & 13th which are existing minor arterials. It seems to me that it would make much more sense to route River Road on 11th & 13th to Chambers and serve Highway 99 by 6th & 7th, regardless of which alternative is chosen.
- It really feels like the alignments chosen here are to ensure that EmX does not run on 11th or 13th. This is no doubt due to a vocal minority of residents in the Jefferson Westside Neighborhood. I am frankly baffled that LTD is considering compromising service to River Road and Highway 99 in order to appease a small, but vocal, minority of residents. It would be this person's hope that LTD would prioritize the needs of all residents of the city over the concerns of relatively wealthy property owners in one neighborhood.
- I am concerned about the very large numbers of trees to be removed in several of the EmX options, and some of the Enhanced options. I can see need for some tree removal, but NOT 100s of trees.
- I think 2-way cycle tracks are very confusing to motorists and are dangerous for bicycle riders using them in the "contra-flow" direction.
- Existing Coburg Road service runs in a loop on both Routes 66 and 67, which I think works well for a lot of people. I am concerned that the Build options would disrupt that.
- I think connecting to LCC via Franklin makes more sense than sending EmX vehicles over the hill on 30th. Franklin routing would provide more direct connection to Springfield Station and to EmX stations near UO. Retain service on 30th by combining it with additional service on Route 92 to Lowell. Run one EmX line from West Eugene to Thurston and another line from RiverBend to LCC, with riders transferring at either Springfield Station or at McVay Station. Leave Coburg as is, and look at some enhancement of service along Hwy 99 and River Road. Someday add a third EmX line from Santa Clara to South Willamette, with riders transferring downtown.
- I attended this evening's gathering at Kelly Middle School. Thanks for the opportunity to review and comment and the info/background concerning each project was helpful. I already provided a response on the alternatives and the priorities at Kelly Middle School. I just want to add one

more comment that I thought of on the way home. It concerns the River Road Alternatives and an option to I think help increase ridership and decrease travel times. For the enhanced alternative is there any way to consider a mix of a regular bus that stops at every stop along River Road and adding an "express" bus that stops at only two or three locations along River Road and leaves say twice an hour. I would think the 'express' bus would really cut down on travel time to town and that would increase ridership. If that "express" bus was extended to Beacon I think you would see a good bump in ridership. I know Portland does that during rush hours on their buses and I think folks like that option.

- Thanks again for your effort in reaching out to the community.
- I currently use two routes regularly, but I have used two of the other routes regularly in the past. I am somewhat concerned about removal of the 81 route. I very much want improvements for pedestrian safety. I don't particularly mind if some trees are removed, but I would like other trees or plants to be added in nearby areas to compensate. If parking spots are removed, it would be nice if new ones could be created at a mini-station or new park and rides established in the area, but I'm hoping ridership would increase so the spots aren't needed. I would like to know how much increased ridership would offset operating costs. I already transfer between routes at places other than the Downtown Station and wouldn't mind more mini-stations for transfer rather than connecting downtown if that improved efficiency. I am mobility disabled, so the distances between EmX stops causing more walking concerns me. I would prefer more seating at EmX stops, Could the resting bars on posts not go all the way around but have an opening (or maybe two) for seating at a lower level or could seating have front and back making double the seating or maybe low concrete or brick backside borders that could be used as additional seating and a partial windbreak? I would prefer seating at all bus stops, actually.
- I do not believe the 5 corridors prioritize the economic development strategy of an innovation district linking downtown Eugene (downtown, 5th St, and riverfront) to the knight campus very well. The importance of connectivity to support an innovation district strategy is critical and seems poorly represented in this survey.
- I often compare River Road with Coburg Road... Both 5 lane roads through mixed residential and commercial (River Rd is more residential currently). They are so different! Coburg Rd has middle lane plantings and trees that soften the impact of traffic. River Road just got asphalt. I hope that if River Rd gets EmX or Enhanced Corridor that funds will go towards making the road safer, more eco-friendly, and pedestrian friendly. I'd also like attention paid to intersections, especially those near River Road Elementary and North Eugene High School, to improve pedestrian crossing safety.
- I wish I could get from a way out N on River Road to Coburg Road without going downtown and doubling back, then reverse it to get home the way it is now, it's an all-day affair to go to a half-hour appointment, especially when you consider the walking time to get to/from the bus stop and the half-hour frequency. It seems like having a few nodes where one could transfer from one route to another could help shorten such a day.
- I'm surprised the Highway 99 corridor doesn't include the Prairie road to Maxwell road intersection and area. The Maxwell bridge is the only way in to the River Road and Santa Clara neighborhoods from this part of town, any improvements to Highway 99, especially bicycle and pedestrian, should include this area. The current Prairie road to Maxwell road and bridge are not safe for pedestrians and bicycles.

- Also, physically separated bicycle routes from cars should be emphasized.
- The north end of the Coburg corridor, the route along Crescent and Chad between Coburg Rd and Game Farm, has seen incredibly rapid development. Along that short stretch, since 2013, over 1100 high density housing units have been created. Additionally, Chad has been rezoned to allow more flexible commercial development. Frequent transit connection to downtown is overdue.
- This is a failure to think outside the box. For example, a major corridor improvement would have consisted of a route linking River Road to Amazon via Chambers and 28th/29th by-passing down-town completely. It would provide high levels of service to the South Hills and connect the Amazon recreation resources with River Road. It would also provide cross-town access to EMX and the University via connections with EMX at 6th/7th and Rte. 78 at 18th Avenue. This is but one example.
- We're failing. Car use is way up, walking, bus, and cycling are all collapsing as mode shares. Some serious rethinking of our approach is in order. Re River Rd: All schools are west of RR. Many students live east of RR. There are no appropriate crossings to the bike path system. Reconsider moving/changing the proposed enhanced crossing designed to serve the front of NEHS to a signal crossing at hour/ that serves the rear entrance to NEHS/corridor elementary. Also on the RR EmX alternative, consider moving the station south to serve the rear of NEHS to facilitate access to the river bike path.
- People want frequent service, under protected shelters, and within short walking distance.
- Thank you for asking.
- As I get older, public transportation becomes more important. One of my concerns, which we will have to address as we proceed, is the distance one needs to cover from home to nearest bus stop. I think this will require a nimble system of connectors throughout the neighborhoods. Perhaps smaller, frequent bus can be employed.
- Concerning River Road:
 - Emx Alternative - putting bikes and walkers on the same path under Beltline seems like it could be a bad mix together, especially as debris build up on sidewalk and bikes swerve to avoid debris and walkers (many north students use sidewalks here).
 - Enhanced alternative - really wonder if increased distance between stops will increase ridership
 - has a study been done to determine how many people currently vs. the enhanced version or Emx version will go downtown; poster shows a number of increased users but I guess that is based on increased capacity: need to determine how many will really start using the upgraded service on River Road
 - What makes River Road so attractive is the number of trees along the road; 132 trees. I guess seems a lot: try to maintain current River Road character as much as possible.
 - Biking along RR is not currently fun, especially if one must turn left (cross 4 lanes of traffic): no option really increases bike rider safety very much: Emx option has fewer vehicles in right lane, next to bikers, really need means to lower vehicle speeds
 - For enhanced option what happened under the Beltline Bridge with improvements north and south of Beltline, need a safe transition for bikes
 - Have roundabouts been considered or even feasible?"
- EmX with walking can triple/quadruple transit time. Dangerous for elders and disabled and hard for them to get to (distance to stop) seats facing center (at frong & middle) are dangerous

especially with sudden stops, brakes are too abrupt for elders etc. Drivers sometimes do not wait until elders are seated. Schedule forces them to hurry. Needs more neighborhood buses to service W 11, Oak patch, etc. Has no effective insurance to carry safe for injuries?

- I don't favor putting the bus stops further apart -- that disadvantages so many people: the young, the elderly, the disabled.... I really did not like the result of the EmX between the Eugene station and Springfield for that reason and am not crazy about the extension to Commerce for that reason. I would be happy with conventional busses that ran every 10-15 minutes with stops that are closer together.
- My primary concern is that potential builds or enhancements will reduce (consolidate) the number of transit stops along Coburg Road. The most important thing to me--even more important than frequency and speed of transit--is how close each stop is to my start or destination. Part of why I chose to live at my current address is due to close walking proximity to a bus stop. If stops were removed or locations altered, it would potentially defeat the purpose of living along a transit corridor for I and other similar residents.
- Thanks for taking the time to read my feedback and have a great day!
- Focus on stop spacing (more spaces between stops). Make the system less downtown centric. Take auto lanes for transit. Work on signal priority.
- Do what the planners do best! Plan! Don't listen to the pitchfork crowd!"
- Very informative open house, thank you! I live one block from E 30th Ave and I hope to see EmX in our transportation corridor at some point in the future.
- Thanks for your consideration of handicapped and for access, you have a lot of good ideas. Personally I'd like an Enhanced Corridor alternative investment option not just price, the considerations.
- Glad you are thinking ahead! Go LTD!
- Honestly, this stuff should have been a long time ago, I mean having to wait an hour for a bus is ridiculous and hurts those who need the bus for work and school.
- I use River Road often, so I would rank it with Coburg as an important corridor.
- Improving routes to Hwy 99 and River rd are a priority as a feel that is the area of town with the most growth potential in population size and job growth
- Keep up the progress. I know Eugene has a strong NIMBY group, don't let that wear you down.
- Make it safer to bike, walk, and ride public transit, and impossible to drive a car. Do not support private vehicle ownership. Remove parking minimum requirements from all zoning. Do not build parking garages and other wasteful uses of public space.
- More buses. Anything else are window dressings.
- Most of these options have too many motor vehicle lanes.
- Plan for a future with fewer vehicles overall, including mass transit.
- Spend the money on transit, any dollar invested is worth it
- We will absolutely need highly efficient public, bike and pedestrian transportation in the very near future.
- I am house shopping and currently considering which of these corridors I am willing to travel every day to get to my job downtown. This is a big deal for me personally as well as for the future of our growing city. I hope you can balance the positive investment with financial sustainability. Thanks for asking for my input!

- My husband and I are in our late 60s and appreciate being honored riders in the LTD system. Our concerns about climate change prompted us to move to a walkable neighborhood (Friendly), install solar panels, purchase an EV and eliminate a great deal of the unnecessary recreational travel we used to do. We're grateful to live in a city that values public transport and look forward to using it more as we age.
- Thank you for the thought and consideration put into this evaluation - this is an important, critical step in Eugene transit as population grows and carbon pollution must be curbed. Bike and ped access and safety are tantamount with mass transit effectiveness, as well as standalone transit options. River Road and Coburg are premier corridors, in my opinion, to effecting city wide change and adoption of alternative transportation decisions.
- We need to bite the bullet and make public transportation a top priority in our community. Also alternative transportation a top priority. We need to save bike and pedestrian lanes and major public transportation options like in Europe. Major investment in the future and totally worth it
- River Road and Highway 99 seem like ideal candidates. Highway 99 would allow a convenient airport access (potentially) and facilitate growth and development along that corridor. River Road would help get a large population center with access to downtown, though admittedly faces serious traffic issues.
- Coordinate efforts with other current planning processes that are looking at how to plan for the future with regards to other closely related decisions (EETAC, Santa Clara Neighborhood Planning, Transit Tomorrow, etc). Also don't look to be everything to everyone, we don't have the funds. Improve/expand service for those currently most likely to use the bus for transportation and don't look too much into turning everyone into a bus rider.
- My home at Eugene Hotel for 4 years is threatened by noise, air pollution, and is not pleasant for pedestrians. New buildings are not as attractive as older ones, crowding the sideways, U of O need greenery space! The possibility of Lofts Mupte offers 120 apartments and offices which have no adequate parking space, better from Arnaada of Eugene Transit System Plan. Write a letter stating traffic impact analysis is not Required! Our children's trust will bring Exxon to court for concerns of air pollution. - Buses carry large numbers: hutt, farmers markets, athletic events on Franklin Blvd & MLK, many hospitals, and medical facilities in Springfield, malls, etc. I use buses almost daily, talk with drivers of Rt 66, 12, 67, 13 and tell me that they are overcrowded. Emergency vehicles, school buses, ambulances and commercial vehicles interfere.
- Please continue to educate riders on how to take the bus ie rules, etiquette, etc., especially high school students.
- I'm loving the West Eugene Emx (I ride all the way to UO) and I really like the idea of having the highway 99 project. If the end of the route station is near Winco that would be great because I live near there. I would want to have parking available though because when it is the darker time of year I would not walk to the bus station. I appreciate the effort going into continuing to improve our transit system and increase ridership.
- Sadly I will likely retire about the time any of these projects are finished. But I will still be supportive of the projects. "
- Have city rescind build to sidewalk. New structures next to sidewalk greatly limit improvements for transit and roads.
- Concerned about traffic impacts of reducing lanes especially on Coburg Rd.

- If it would cut down on traffic on Coburg Rd. I'm all for it. How do you get people to use it though?
- There is enough congestion on Coburg Road. Please don't destroy it by putting EmX on that corridor. EmX in West Eugene: We spent over a hundred million dollars to replace existing bus service. That was a huge mistake.
- Do not touch Coburg Road
- Traffic altering concerns should be considered, especially along already congested areas such as River Road and Coburg Road
- Traffic is a pain already.
- You have selected extremely busy routes that have no alternatives for vehicles to go. You are only going to increase the congestion that is already on those avenues.
- Concerned about reducing MLK to two lanes of through auto traffic. The stretch between Centennial Loop and Marche Chase regularly handles a heavy volume of auto traffic on its current four lane footprint. Additionally, the need for business access along that stretch is minimal so it would essentially condense two lanes of busy traffic into one to allow for a dedicated bus lane. Likely not the best use of road real estate.
- Curious that your evaluation criteria don't include anything about impacts to existing traffic and the increased greenhouse gas emissions that would inevitably ensue. Why is that? Seems to me that would be pretty important to the tens of thousands of motorists in this town, not to mention the disadvantaged populations most likely to be affected by reduced air quality. Don't forget that your duty as a public entity is to do the best for the most, not the worst for most.
- One specific problem I'll use as an example is the number of additional stoplights in both Hwy 99 options (I'm sure that the no-build option is just window dressing and not under serious consideration because planners). Eleven ""enhanced crossings"" means that a typical trip between downtown and the Barger area will take at least twice as long. That's a lot of idling, and the amount of potential emissions caused by that is staggering. It's also completely contrary to the City of Eugene's Climate Recovery Ordinance. Keep that in mind- each and every additional stop light -no matter how noble the purpose- has a significant environmental cost over existing crossing facility.
- You and I both know that your data on potential transit ridership increases is spurious at best and using it to justify all those extra red lights is, quite frankly, patronizing. Any potential ridership increases can be accommodated with existing transit infrastructure and doesn't need to be built on the backs of motorists (and their wallets). Looking toward the future, it's likely that ride-sharing and self-driving cars will eat into transit market share. What would be better (and cheaper) for our community in the long run- enhancing our transportation corridors to improve traffic flows (and reducing emissions) for everyone, or building transit burdens that LTD currently can't afford to operate?
- I get it- if you're a hammer, every problem looks like a nail, and if you're a transit district, every problem looks like an opportunity to build a bus lover's utopia. There's a pretty significant lack of perspective here; there's no better evidence of this than my opening comment about the evaluation criteria. Either it was an oversight, or it was deliberate- both are inexcusable when we're talking about the potential to irreparably harm our community for decades to come. To get perspective, I recommend one small thing: hold a public vote. If Lane County stakeholders agree with you, then you've earned a bigger green light than any amount of MovingAhead

outreach could ever gain. If it doesn't go that way, it gives you the opportunity to listen and gain credibility and respect that money could never buy. There's really no way to lose.

- Have you thought about the extra emissions that will be created by adding more buses? Or how these new projects will affect the commuters who are not using the buses or bike lanes? I for one am not looking forward to having a longer commute to work. I think that these plans will not be as helpful as you think, and I wish that we were able to vote on this because I know that many people would agree with me.
- I mostly drive around town. It would be helpful to have the bus stops not in the way of car drivers. Most countries have a cut out area for the bus to get in and out of the road for the bus stops. It would be great if more of such stops are created in Eugene to avoid holding up traffic flow while the bus stops to load and unload and it's safer for the people waiting for the bus and getting off the bus. A shelter for the people waiting for the bus since we have a long rainy season in Eugene.
- I would like to see cost-efficient improvements for the Eug-Spr transportation system. EmX does not fit this criterion. I think bus pullouts at stops and increased bus service frequency, where demand is high, makes for the most effective service improvements. EmX has a negative effect on other vehicular travel. Buses stopping in a travel lane slow other travel and cause unsafe conditions.
- We use the River Road corridor on a regular basis via privately owned vehicle. LTD bus service already exists on this route. Addition of an EMX route would further disrupt traffic in the area which is bad enough already. This is not to mention the potential year-long (or longer) disruption construction of the special EMX lanes, signals and stops would cause. I for one cannot believe, based on the ridership I have viewed while observing EMX buses en route, that the line is a financially viable alternative to the normal LTD bus service. It appears that the entire program is a scheme to milk grant money out of the federal government.
- My concern is less about how long I spend in vehicle transit, but how long my total transit time is - home to destination. As a property owner and regular driver on the RR corridor, I am concerned about impacts to property, my property value, and parking, and about inconvenience and increased travel time as a driver. I also disagree with the way LTD is funded - i.e. by business owners.
- My main concern is to improve the ridership on LTD as a means to improve traffic on all corridors. I think more frequent service (though not necessarily with Emx) would go a long way to accomplish this.
- Additionally: save as many trees as possible and improve bike safety. "
- My major concern is the impact on Oakway Rd. Coburg Rd. potentially will become increasingly congested with a lot of distractions (walking, biking, multi-buses, cars) that people will decide to take Oakway Rd. both during construction and after. Many residential streets feed directly into Oakway Rd. Making it very difficult to turn onto it. A significant increase in population with all the high-density projects will negatively impact lifestyle.
- Coburg road has difficult travel already and will only become more expensive to expand EMX as time goes on. Do EMX asap. Second priority is River Road.

Appendix 4: All Listening Session Comments

Neighborhood Leaders Listening Session

This listening session included neighborhood association leaders from neighborhoods surrounding the corridors.

Evaluation Criteria:

- Bike and Pedestrian Access and Safety – bike accessibility; safe and busy intersections. Safety is the #1 priority (most important)
- Ridership Increase – Provide transportation options, service to places like Elderly Group Homes, frequent service is important, Ease of Use and Access, such as providing pre-paid fares.
- Tree impacts – not removing trees
- Transit Travel Time Savings – Travel between corridors is difficult
- Investment in Corridors with Disadvantaged Populations – investments that support people with mobility devices
- Cost – people would support increased capital cost if it reduced operating cost
- Parking Impacts – Less parking is needed; would support other travel options
- Support Development and Redevelopment – would like to see bus pullouts
- Existing Jobs and Population Served – this criteria was noted as important, but no specific comments were provided about it.

Investment Options:

- River Road – shopping, Emerald Park, Paths, currently underserved – consider Enhanced Corridor or EmX
- River Road – major concern with shared use path section
- River Road – would like to see center running transit
- Coburg Road – Serves the VA Clinic – Consider EmX
- Coburg Road – Beltline Interchange is scary
- Highway 99 – crossings are currently very dangerous/scary – consider Enhanced Corridor or EmX
- MLK Jr. Blvd – already well served – consider no-build option
- 30th to LCC – safety improvements are important – consider Enhanced Corridor
- 30th to LCC - Re-evaluate bike lane on 30th Avenue; EmX not a good option
- Concern with RFB pedestrian crossings – Hawk signal is better
- LCC and U of O are major destinations

- River Road pedestrian crossings are needed – use red flashing crossings
- BAT Lanes are working well on 6th and 7th

Schools and Youth Listening Session

This group focused on understanding the transportation needs of school children and their families, along with school staff. Attendees included three Safe Routes to Schools coordinators, one school principal and one student.

Evaluation Criteria:

- Bike and Pedestrian Access and Safety (most important)– set precedence in Eugene for other communities
- Investment in Corridors with Disadvantaged Populations – however mitigate possible gentrification. There is a connection between walking and biking and disadvantaged populations, therefore this criterion was tied as most important with Bike and Ped Access and Safety.
- Travel Time Savings/Frequency (second most important) – Need to provide service for after school events. Many use transit to get to LCC.
- Ridership Increase – to get more cars off the road/less vehicle trips
- Cost – both capital and operating costs are important. Need to consider if we can afford it once it's built.
- Parking is the least important criteria (to some), others felt parking was important downtown. Consider mitigating if possible by providing park and ride facilities (near Highway 99).
- Potential Property Displacements – this criteria was noted as important, but no specific comments were provided about it.
- Existing Jobs and population Served – this criteria was noted as important, but no specific comments were provided about it.
- Trees – this criteria was noted as lower in priority because trees will be replaced

Investment Options:

- Highway 99 – EmX level of service
- Highway 99 is a feeder to Bethel
- Coburg and River Road – high level of bike and pedestrian investments; but Enhanced Corridor may be more appropriate for both
- MLK Jr. Blvd serves Chase Village and other housing, plus Centennial School and U of O Students (housing)
- 30th to LCC connection is important for students (club soccer, etc.)
- Consider the perception within the community if there is a high level of investment in the southern end of the community vs. the northern side of the community (i.e. 30th to LCC vs. River Road or Highway 99).
- River Road may be more appropriate for EmX due to being able to serve more residents
- Construction on Coburg Road will be challenging due to congestion

Seniors Listening Session

This group focused on the needs of seniors and those with mobility challenges. The session was held at the Ya-Po-Ah Terrace Retirement Community and included members of that community.

Evaluation Criteria:

- Bike and Pedestrian Safety and Access (high use at Sheldon and Gateway)
- Frequency is important (more often and on weekends)

Investment Options:

- Enhanced shelters are important – need to provide better protection from the weather
- Coburg Road currently is unsafe to cross. Need pedestrian crossings with flashing lights
- (Comment form) Safe crossing is needed on Coburg Road at Trader Joes
- River Road is better for bikes. Like the new crossings.
- (Comment form) More buses are needed on Cottage Grove between 7 a.m. and 2:30 p.m. on week days. There is only one shelter stop at Main Street and River Road.

Other Comments:

- (Comment form) We seniors love LTD! That's First! If we could have wind breaks at the two worst bus stops for wind with cold at 1) Sheldon and; 2) Gateway. The buildings are far away, and I have become panicked and shivering at these two places.
- (Comment form) For the City of Eugene: Pedestrian sidewalks under bridges seem off limits to most of us because they are homeless encampment areas and hazardous waste, blocked sidewalks with tents, discarded clothing and people drinking alcohol, using drugs, and delusional shouting – etc. Too unsafe, too threatening. Unsafe sidewalks shared by fast moving cycles, wheelchair bound and slower walkers.
- Garbage is an issue – on Highway 99
- No smoking signage is needed at Shelters (painted on the sidewalk maybe)
- Need more room for walkers/mobility devices on Route 1. Need to advocate for those using mobility devices (provide an automated statement on the bus)

Spanish Language Listening Session

This group focused on community members that spoke Spanish as their primary language. A bilingual interpreter led the discussion to encourage participation in either English or Spanish.

Evaluation Criteria:

- New Bicycle/Pedestrian Access & Safety Improvements – better access to bus service is needed, especially at Royal & Terry near Echo Hollow.
- Ridership increase – provide expanded service on holidays and weekends and earlier service each day. More people would use transit. Frequency is most important. Covered bus stops (especially at grocery stores)
- Investment in Corridors with Disadvantage Populations

- Transit Travel Time Savings – don't use the bus because it takes too long to get where I'm going. No direct connection to school on the bus.
- Support Development and Redevelopment – this criteria was noted as important, but no specific comments were provided about it.
- Tree impacts– this criteria was noted as important, but no specific comments were provided about it.
- Existing Jobs and Population Served – this criteria was noted as important, but no specific comments were provided about it.

Investment Options:

- River Road – shopping – Consider EmX
- Highway 99 – Consider EmX
- EmX on all corridors, but especially Highway 99 and River Road because they go to the most places (need more station amenities on Highway 99)
- Enhanced Corridor Investment seems appropriate for most or all corridors to reduce spending
- Enhanced stations/shelters with more amenities are needed to protect people from the weather and to provide necessary comfort for families, such as bathrooms.
- Safe crossings are important
- Off-board fare collection is important since providing exact change on the regular bus service currently is difficult.

Other Comments:

- Many students in the area (Highway 99) need to take 2 buses to get to school. Better bus service is needed in the area to serve students
- The stop at Garfield is always full – standing room only

Affordable Housing Listening Session

This session was aimed at understanding the needs of those that use affordable housing and shelter facilities and how they utilize transit for mobility. Participants included key staff at affordable housing agencies, such as St. Vincent de Paul, Homes for Good, Cornerstone and Sheltercare.

Evaluation Criteria:

- Transit Travel Time Savings– this criteria was noted as important, but no specific comments were provided about it.
- Investments in Corridors with Disadvantaged Populations– this criteria was noted as important as many of the affordable housing facilities and residents using section 8 vouchers are transit dependent.
- Bike and Pedestrian Access and Safety Improvements – sidewalks
- Safety on bus – harassment occurs. Safety is needed. Consider 'Cahoots' person. Safer environment on the bus would increase ridership. Consider for key hours and routes.
- Support Development and Redevelopment – this criteria was noted as important, but no specific comments were provided about it.

Investment Options:

- Highway 99 is less dense in terms of housing but is low income (many living in hotels), no employment density – need to travel to get to jobs (most important for higher level of investment). Needs multi-modal improvements the most
- Coburg needs more transit access because of housing concentration (Market District Commons on 5th Street) (second most important for higher level of investment)
- River Road has concentrated housing and proposed new transit station – needs sidewalks for people using strollers (second most important for higher level of investment due to higher level of ridership, existing transitional housing and current lack of sidewalks)
- MLK has a new housing development (Alton Park and Willamette Gardens)
- Highway 99 needs service to Winco
- Highway 99 and Railroad – it's been complicated to build affordable housing projects in this area, but there are many voucher holders in this area. Need to make shopping and employment accessible to those in this area
- 30th to LCC – is scary now; worried about increased traffic. Need safer crossings. LCC is growing (free tuition)

Other Comments:

- Consider a shopping cart sharing program for transit (many people save up money to take a cab/uber to get groceries because they can't carry it all on the bus)
- Walkable, safe, accessible environments are important (important criteria for HUD funding for affordable housing projects)
- Bascom Housing site is a good location for future outreach, as is Fox Hollow.
- Housing Developments in west Eugene (Village Oaks and Redwood Park) are using EmX – might be a good opportunity for communications (what's working and what's not)
- Consider outreach to Trillium CAC
- Consider engaging the Resident Advisory Board with Homes for Good (Wakan is the contact)

Appendix 5: All General Comments

- I appreciated getting to see what LTD is thinking at the open house the other night. I have a bit of feedback and couldn't find a place to enter it there. What I wanted to see was an analysis of which of all the corridor options was likely to create the greatest carbon reduction...in all aspects. I asked an LTD employee this question and they looked me in the eye and said the data had been analysed and that all the options had the same outcome for carbon reduction. I find that ridiculous and frankly, insulting. There is simply no conceivable way they all come out equally in that regard. Although I might love to have emx on my corridor, I want the greatest outcome for the expenditure. If that's in another part of town, so be it. I am certain I am not alone in wanting to see this as my #1 consideration in the decision making process. Can you please pass this along to whomever needs to see it.
- Hello. I'm glad these traffic concerns are being addressed. I live off of Oakway Road and ride my bike most of the time. Here are some issues I encounter:
 - 1. When driving south on Oakway Road during the afternoon, the traffic gets very backed up and I often can sit through 3 light changes before I am able to turn onto Coburg Road or Southwood Lane. When biking, cars will inch out and block the bike lane which is dangerous and annoying.
 - 2. The intersection of Coburg Road and the HWY 126 exit is dangerous for many, especially for bikers. More than half the time, cars will run the RED going north on Coburg. Also, when I am on my bike waiting for the light to change, I would estimate 1/3 of drivers are using their cell phones.
- Please dont allow the EMX on River Road. Allow the bus to go later instead.
- I hereby demand that the Eugene planning commission and lane transit district solicit and consider all feedback from River Road home owners before making any decisions regarding extending the EMX bus plan to River Road or significantly changing the current traffic configuration along River Road. There have been previous surveys that may or may not have been published but must be considered. There has also been a total lack of consideration of public input for previous EMX expansion. There is a small group of highly involved individuals that want to run the show and own our neighborhood plan. Their ideas are not aligned with the overall community based on my experience. Progressing with extreme development on River Road will require adherence to existing laws. These individuals encourage bending of interpretation of existing law to accommodate their personal agendas. There was a public survey that was conducted as part of this process, it makes the most sense to consider the results of that survey as the primary neighborhood input. If the MovingAhead team truly appreciates and considers public input there are opportunities present. Disregarding these opportunities will only further the community perception that public input is nothing but a sham and hurdle to the powers that be.
- My self and others have shared at River Road Association meetings that we oppose the EMX bus plan to River Road. Our voices do count. We are active in the community and apart of daily traffic. We use personal automobiles, bikes, walk, and take the bus. We would like to see the bus run later in the night. Our friends and family would use the bus more to go down town for dinner and shows, and weekend down town activities. However, there is no bus at these times.

We would not have to worry about parking. Please come back to community input and put aside your personal agenda to run the show.

- I would simply like to stress that the decision made is based on ALL public comment submitted and not simply a few loud voices with their own agenda. I have been involved in several public comment processes recently and have come to find that the agenda has already been set and that the public comment process is simply a hoop that has to be jumped through. River road could use more frequent buses, but adding an entire dedicated lane, reducing the 2 lanes on each side sounds like a nightmare to the people like myself that live on the short streets to the east and west of River Road that already have a terrible time getting out.
- I've noticed pedestrian safety to be an issue on Hwy 99. Specifically, I've seen people crossing the highway near St Vincent de Paul's Service Station where there isn't a crosswalk or light. Is construction of an elevated sidewalk within the scope of this project? An alternate, similar solution to protect pedestrians while having minimal effects on traffic flow would also be wonderful.
- Re: the North end of River Road- Is there any proposed cyclist/pedestrian crossing the Willamette along the Randy Pape Highway? It seems bizarre that there is currently no crossing the river North of the Greenway, effectively eliminating any bike commuter access across the River.
- As a homeowner in the Northeast Eugene Neighborhood for 39 years, my primary interest is in regard to the Coburg Road Corridor. I have reviewed the Executive Summary, but have not studied the entire report. While the Executive Summary succinctly tabulates and graphically depicts a number of factors associated with the proposed transit, bike and pedestrian improvements, missing is information pertaining to the impact that these improvements will have on automobile trips - specifically travel time. Among the lessons learned from the South Willamette area planning process is the need to convince those who travel this corridor by automobile that safety, convenience and travel time will not be adversely affected on what is an already highly congested thoroughfare. For the MovingAhead project to be successful, this aspect needs to be included in the evaluation process. If the transportation planners can make the Coburg Corridor work better for car drivers as well as for pedestrians, cyclists and bus riders without hurting established neighborhoods and businesses, maybe much of the contention that is so often associated with these public planning projects can be avoided.
- I have observed and been a passenger on the new buses on the various routes and I have a comment about them; when choosing which features a bus should have please give heavy consideration to the availability of windows that passenger's may choose to open in order to get fresh air inside the bus! A/C is not sufficient when certain individuals fill the bus with bad odors and everyone has to suffer to breathe it and there is no fresh air to help rid the malodorous offenders. Examples include poor personal hygiene, strong marijuana & tobacco odors, or too strong cologne/perfume. Oftentimes the buses get too stuffy and one is unable to open any windows to get fresh air!
- I use a mobility scooter on the bus. The warranty on my scooter is nullified if I back at an incline to board a bus so I cannot ride the older buses because of that. I have to only use the emx buses limiting where I can go on LTD.
- Neither your Enhanced Corridor or EmX plans include anything in the Green Acres Rd area. I live in Lakeridge which is a half-mile north of the Delta Oaks shopping center. Lakeridge is 197

homes for seniors and another 200 or so homes are being built now just north of us off Ayers Rd. In addition, somewhere around 500 apartments are soon to go in west of the current western termination of Ayers Rd. Because of the ages of most Lakeridge residents and the finances of many apartment residents, it would seem that LTD service in this area would be desirable. I hope you will consider it.

- You attended one of our neighborhood association meetings last year, and I asked the question, What about W18th being named a future corridor? Your response was something such as, We have no plans for now; maybe somewhere down the road. Was that supposed to be a joke, or what? My question back was, What are you waiting for, for it to get even more congested, more dangerous? Have you been on W18th since the W Eugene EmX construction began? Have any of you sat at the new EmX stop at W11th & Bailey Hill Rd and seen the traffic backed up from W11th all the way up to W18th - both lanes, even when it isn't a busy-at the-high-school time or a work rush-hour time? Any of you sat at that same stop or been on the #78 bus and seen where it's trying to make a left from W11th onto Bailey Hill Rd but must sit through 2, maybe 3 left-hand turn signal lights, before it gets the green turn arrow? Here was an opportunity for the City to at least bring W 18th into consideration, into the discussion, and the City limped out. How long before that discussion happens?
- Why isn't there a single tax paying person represented on the committee chock full of government employees and politicians? None of you people represent me or the over taxed citizens. All of your salaries are paid by us hard working taxpayers that you don't even think that you have to listen to us. Why can't the working person get representation?
- Concerning the bustling coming up Coburg road, it would seem if you look carefully at the amount of new apartments north of Crescent Avenue, it would seem more reasonable to have the bus stops closer to Crescent, like by the Eugene Tennis and Racquet Club and Shopko, rather than having the apartment people have to come down to the extremely busy Chad Drive area. There could be a crosswalk with a blinking light, which would actually slow the traffic on Coburg road. This would help in many ways, since homes in the subdivision off Chad drive would be affected.
- We need to cover EVERY bus stop with a bench at EVERY one. I mean to put a bench with a cover at EVERY bus stop. This allows EVERYBODY to use them. Many people use the bus because they cannot walk long distances. EVERY stop should be available. And, nobody should HAVE TO stand in the rain for a city bus! I'm sure that I'm not the ONLY one that wants this for Eugene.
- Why is the 30th and LCC Corridor open house at the Library? That's not convenient for residents in the area. Why not South Eugene High School or Amazon Community Center?
- I LOVE the EMX buses. They're super fun to ride on, and the fact that they have a higher seating capacity means I never have to stand. In addition to that, the swirly movey part is really fun to be in. I enjoy them very much, and hope that everyone else does as well.
- Why is there no open house for the neighborhoods near the EMX. Would also be nice to have a downtown Open House, which is the easiest area for most bus riders to get to.
- Enough with the spokes. Run a loop around town so we can use your system. How many thousands of people aren't using your system because they have to visit both downtown Eugene and Springfield to get to work. People who live outside the downtown areas and work outside the downtown areas shouldn't have to spend hours touring downtown to get to their destination. Run a bus line from Walmart on West 11th to Peace Health, on Beltline, making

stops at Barger, River Road, Green Acres, and Coburn. You'll pick up a lot of hospital staff that aren't willing to ride for hours instead of drive for 15 minutes. Yes I understand it'll cost money, but you just spent \$15 billion to replace an existing bus route. Also you already have the infrastructure at Walmart on W 11th, at River Road and at RiverBend. Seriously this is something you could do that the community would appreciate.

- Thank you for your response, and for pointing me to the the P.M. Peak Hour Study Intersection Performance Table 9-5 in the full study - specifically in regard to the Coburg Corridor. After reviewing the tabulated data pertaining to "Delay" time, I offer the following observations and concerns. Fifteen intersections were evaluated in this corridor. Under existing conditions, the average delay at these intersections is 26 seconds. In the 2035 No-Build alternative, the average delay increases to 34 seconds. The Enhanced Corridor alternative actually slightly reduces the delay time compared to the No-Build alternative to just over 32 seconds. The EmX alternative, however, increases the average delay time to just over 43 seconds. Delays created by the Enhanced Corridor alternative are longer than the No-Build alternative at nine of the 15 or 60% of the intersections (#27, 29, 30, 31, 33, 35, 36, 39, 40), and they are longer than those created by the EmX alternative at four intersections (#32, 35, 36, 40). The differences may not be much at each intersection, but every delay adds up when traveling through the corridor. Additionally, four of the intersections (#30, 31, 32, 37) will not meet current level of service standards. The EmX alternative causes even longer delays. Eleven of the 15 or 73% of the intersections (#27, 28, 29, 30, 31, 33, 34, 35, 36, 37, 39) will experience delays longer than the No-Build alternative, and 10 of the 15 or 67% (#27, 28, 29, 30, 31, 33, 34, 37, 38, 39) will be delayed longer than they would in the Enhanced Corridor alternative. Notably, the delay at the Coburg Road/Country Club Road/MLK, Jr. Boulevard intersection (#30) increases significantly by over 93 seconds when compared to existing conditions (127.3 seconds vs 34.0 seconds). In the No-Build alternative, three intersections (#30, 31, 32) will not meet current level of service standards, and of these, one (#37) will not meet future Eugene standards. In the Enhanced Corridor alternative, all four of these intersections do not meet current standards but will meet future standards. In the EmX alternative, one intersection (#32) will not meet current standards, and the other three (#30, 31, 37) will not meet future standards. From my perspective, with more design engineering given to improvements that accommodate future increases in automobile traffic, the Enhanced Corridor alternative may be able to provide safe, convenient and timely movement for ALL modes of transportation ... but I doubt that the Coburg Corridor can realistically accommodate the EmX alternative to the satisfaction of those who live, work and travel along this thoroughfare.
- Does LTD have an APP with maps that allow the user, me to locate how to plan a ride from, say Crescent & Coburg Road to , say the ends of the travel routes' lines.? Thank you. I wish to use LTD more frequently to go places.
- Hello- I went to the October 1st listening session you guys held for LTD/the city.
- I'm recently on the board for Jefferson Westside Neighbors (one of the neighborhood associations of Eugene) but am also in touch with some people on Bethel's board who are interested in the happenings on HWY 99. I wanted to get an idea of the timeline for this process. I understand it's been going for a few years, but is now getting to the point where public is being more involved and investment options are being seriously considered. I understand you have more public outreach in 2019. Is this true? What specifically will that entail? There's been talk of getting feedback from neighbors of preferences for the various investment options in Bethel &

JWN regarding the HWY 99 corridor. I wanted to know if any changes to the investment options are going to occur prior to getting feedback to neighbors regarding those investment options. Also, wanting to know when decisions are going to be made for which investments the city is going to be making. One other thing, I know some people in Bethel are very interested in what specific pedestrian and bike improvements are being made. Are a lot of the fine details in the alternatives analysis? Are the specifics of pedestrian / bike improvements likely to change prior to actual investment? Thanks for any info / your help.

- We received a call in the City Manager's Office about the scheduling of a recent open house, which happened to occur during a Jewish holiday and prevented many in the Jewish community from attending. The caller pointed out the 30th to LCC corridor is in proximity to 2 Jewish institutions and a Jewish neighborhood, where many would like to participate in this process. He said it would be appreciated if future scheduling could take into consideration Jewish holidays. He suggested you could reach out to those in the neighborhood or the Jewish institutions for assistance in finding workable dates. Paul Conte called at 2:50 on 9/13/18 to say he appreciated the clear and direct responses to his questions. He did not have concerns with either Highway 99 option based on his current understanding. He did note that it might be interesting to have a better understanding of the final capital costs on the WEE segment that the Highway 99 and River Road Corridor EmX Alternatives would run on in order to be able to explain the full benefit of using that infrastructure for multiple corridors. He is not requesting that analysis be complete at this time. He again complimented the clear communication and his appreciation that the project has clearly incorporated JWN feedback. He noted that this is contributing to building trust with LTD.
- After leaving the meeting (of course) I thought of a couple of extra thoughts on the Key Messages document. I was pleased to discover that, during the meeting, discussions of transportation methods often included persons using mobility devices. In the Key Messages document, however, this category of users is left out, particularly in the "Safe, Accessible Transportation Systems for Everyone" category. I'm assuming this is because they are included in the "foot" category. So I don't know if it is necessary to include a separate category for persons using mobility devices if it would overly complicate what is supposed to be an overview document, but if there were some way to capture them, it could add to the inclusivity of the document.
- About a year ago I became aware of the proposed "Santa Clara Community Transit Center" located south of Hunsaker Lane and north of Green Lane in Santa Clara. At that time I thought the project was in the planning phase. Just recently I learned that public hearings were held about the proposed transit center in April and June of 2017. I looked on the internet and found the Eugene Council Bill 5176 notes for the June 2017 public hearing. I am unhappy with myself for not knowing about the April 2017 and June 2017 public meetings in that I believe that some of the information presented at the June meeting was not accurate and I could have made those points known at the public hearings. In particular I am referring to the reasoning given in Bill 5176 that the proposed transit center will not significantly impact an existing or planned transportation facility (Goal 12 – Transportation). Exhibit A of the Bill notes that a worst case scenario was conducted and it showed that there would be a decline in the number of PM (I assume they mean evening?) peak hour trips (I assume when compared to placing a commercial development?). I believe the scenario used is not providing the real impact to the traffic along

River Road. What would accurately portray the impacts is a traffic study/analysis of the current traffic flow as well as the future traffic flow and then compare those results (driving times and road capacity) to the expected traffic associated with the proposed transit center, for both AM and PM scenarios. Additional buses and a light at Green Lane in my option will have significant impact to traffic along River Road in the AM as well as the PM hours. Moving the transit center north from its current location will not increase ridership on the buses so the number of automobiles will not be reduced with the change in location. In fact, more buses north of Beltline along River Road, the additional 56 housing units, and the two commercial buildings in the complex will increase traffic along River Road. Driver times will increase due to increased congestion and River Road will likely exceed capacity for longer periods of time. In my opinion it is prudent that the traffic analysis be redone using the above recommended parameters. It is the professional responsibility of LTD and your engineers to represent to the public the realistic present and future impacts of your proposal. It is not sufficient to just state the expected difference between a commercial development and a transit center. Thank for your time and consideration.

- Will Northeast Eugene Miss Out on EMX? Moving Ahead is an LTD/City project that has been looking at transit improvements along Eugene's five major corridors. It's now evaluating different possible investment packages. The lowest cost one leaves Coburg Road and Northeast Eugene out entirely. The other four corridors get funded in all the packages (River Road, Highway 99, MLK, 30th Avenue). It doesn't make sense. We've had the fastest growth in the City. Coburg has three major shopping areas. Chad Drive has become a business hub. We have a raft of medical facilities. Why are we being left behind again? The Coburg route, if it does get included, would run from downtown over the Ferry Street Bridge, head up Coburg to make a right on Crescent, make a right on Shadow View and then left on Chad, and finally go over to Gateway Mall. If you do want improved transit services here, speak up or we won't get it. We'll have several opportunities:
 - The nearest outreach event is very soon: Tuesday, June 26 in Willakenzie Park from ??? to ???
 - Lots of other events all over town: listed below.
 - An online Open House: starts in August. Get on the mailing list for it at <http://MovingAhead.org>. Specifics are at <http://MovingAhead.org> (EMX vs "Enhanced Corridors," five alternative investment packages, detailed maps). We want MovingAhead to hear that we need better transit out here. Don't cut us out.
- We hear that our recent suggestion (to delay any final decision on MovingAhead until Transit Tomorrow results in a preferred future transit network) is generating some internal staff discussion. Remembering the politics around EmX West, we also believe that it will take more than a few months to develop a broad community consensus around a preferred MovingAhead investment package, in particular, to get a majority of the Eugene mayor & city council to agree to the same package. We hope that a modest delay in finalizing MovingAhead will also provide time for the Eugene City Council to engage more robustly and for a broad agreement to emerge. If you have questions or concerns, please let us know and we are happy to say more in person. For now, I will share that almost since we helped gain approval for EmX West back in 2012, BEST has consistently advocated for a Jarrett Walker style "big look" at the transit network. With both MovingAhead and the Main McVay Transit Study, we have stressed the need to not make

decisions in isolation, but rather in the larger context of LTD's overall service. In 2014, we conducted a series of community conversations, leading us to formalize these recommendations and to hold a press conference late that year calling for such a "big look." In late 2016, as you know, we invited Jarrett Walker to speak at a community event. And more recently, we have supported steps LTD is taking with Transit Tomorrow. A few weeks ago, Pat Hocken and Mike Eyster published a guest viewpoint summarizing BEST's thinking about how to improve the transit system: <http://www.registerguard.com/opinion/20180708/news-time-to-chart-transportations-future> And tomorrow at the LTD board meeting, we plan to distribute copies of our community conversations report, substantially completed in 2014 and updated in 2016. We have waited until now to do so because we wanted to be able to thank LTD for already substantially adopting the recommendations of that report. Before tomorrow, you can read the executive summary here: <http://www.best-oregon.org/ccreport/> In general, BEST strives to be a cautious and deliberative coalition. When we do come out with recommendations, we do our best to first vet these internally. And our recommendations are often more around process than substance, as we prefer to delay any substantive recommendations — for example, our ideas for a preferred MovingAhead investment package — until we have had an opportunity to weigh the available analysis. But for now, I will give you an additional heads up that BEST will be looking for whatever decision to come out of MovingAhead to reflect a strong story — a strong WHY — for making a significant public investment. General speaking, such a story will be rooted less in detailed technical analysis and more in terms of large drivers, in particular, opportunities to significantly increase ridership, and relatedly opportunities to support significant mixed-use and transit-oriented higher-density development. In other words, we will be looking for the results of MovingAhead to significantly advance the outcomes of Transit Tomorrow and Envision Eugene.

- 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." (The full motion is attached.) What is critical is to not misrepresent that the JWN unequivocally "oppos[ed] any EmX improvements within the neighborhood boundaries." A critical element of the JWN's position was the need for "amendments to the Westside Neighborhood Plan that address the implementation of non-conventional mass transit." The Eugene Planning Division has thus far not supported a refinement plan amendment process; however, the organization's official position remains ready and willing to undertake that process. As I'm sure you'll appreciate, there are individuals and at least one organization that feel free to mischaracterize JWN members as "NIMBY's," and it's important that LTD not unwittingly provide misinformation that these parties can promulgate to serve their own interests. * * * * * As a general comment, applicable to all alternatives, on page 3-11, I found the following statement: "For potential indirect impacts (such as supportive of TOD implementation) a 0.25-mile radius from fixed-route stops for the Enhanced Corridor Alternatives, and a 0.5-mile radius from proposed EmX stations for the EmX Alternatives is used. The 0.25-mile study area around proposed fixed-route stops and the 0.5 mile study area around proposed EmX stations are based on the maximum reasonable distances bus and EmX customers are likely to walk to reach transit." I think three things need to be addressed so that the public and decision makers do not draw the wrong conclusions: 1. There needs to be a full and "transparent" description of the justification for why the area from which

riders are likely to walk to an EmX station is FOUR TIMES as large as the area from which riders are likely to walk to a fixed-route stop. (Area of a circle = π times radius-squared, so doubling the radius quadruples the area.) This seems like an extreme ratio. 2. It's not clear whether the area for a "fixed-route stop" refers to "no build" (current service) or "Enhanced Service." That needs to be clarified. 3. There should be a clear "asterisked" note for the following figures (in the "Executive Summary" that explains that the larger numbers for EmX are partially (or completely?) the result of a larger areas from which riders, jobs and population are counted: Systemwide Annual Ridership Increase and Existing Jobs & Population Served Thank you again for the help that you and your staff are providing. Please feel free to call me or Ted, if you'd like to discuss any of these items.

- I'm forwarding you a copy of questions that I submitted during the open comment period. The first three are simple and would not require any significant staff time to address. I recognize that the final question/request may involve some additional analysis by staff. This is the one to which I want to draw your attention. Some of you may recall that towards the end of the review and approval process for the West Eugene EmX (WEE) route, I produced alternative financial and benefits analyses that were in large measure the reason that the Eugene City Council voted unanimously for the W. 6th & 7th Aves. alignment over the LTD staff recommended W. 11th & 13th Aves. alignment. The crux of the alternative analyses was to look at the costs and benefits allocated across potential future Highway 99 and River Road EmX routes sharing the WEE infrastructure along W. 6th and 7th Aves out to Garfield St. We are now at the point where both of those routes are among the final "alternatives" to be considered. LTD staff needs to provide several "net" analyses of a similar sort so that the public and decision makers can get a more appropriate understanding of how various decisions regarding the Hwy 99 and River Road alternatives might play out over time. I want to make clear that I personally don't have any predisposition regarding any of the four alternatives for these two routes, including whether or how these might be determined for future implementation. My only request at this time is that you direct staff to provide the requested analyses in time for the public to be able to review and comment. I've copied the current JWN Chair, Ted Coopman, so that he is kept apprised of additional facts.
- I found the survey disappointing. I wonder if the meeting conveyed things better. The hub and spoke still seems the only thing being focused on What about across Beltline. Also very curious what EmX upriver road would look like for my trip which right now is #51 pick up at scenic just before turning on Spring creek I assume it would be a two bus ride to get to downtown How long is it estimated to take...

Tabling and Presentation Events

350.org Eugene (3/23):

- Comments were generally supportive of transit and the MovingAhead project. Attendees encouraged LTD and the City of Eugene to emphasize the potential to reduce climate change in decision-making.

Party in the Parks – Tugman (6/19):

- Are we reaching out to minority communities? Fairfield Elementary holds events for Spanish speaking populations on Hwy 99.
- Wants longer bike racks on LTD buses (says the EMX bike racks are perfect.) Wants this so her accessible bike can fit.
- Bus Fares/passes. Prepaid card. Change return on EMX?

Breakfast on the Bridges (6/29):

- Went to Breakfast on the Bike Bridges at Greenway bridge and spoke to maybe 15 people in any depth about MovingAhead. Most were familiar with the project, and a few signed up for the email list who were not already. Most interest was geared towards River Road concepts and was generally supportive, with most interest in bike/ped concepts.

Sunday Streets Downtown (7/30):

- We tabled at Sunday Streets Downtown for the duration of the event. We spoke with an estimated 50 people about the project. Many people stopped by the booth and took project fact sheets. People who stopped by were generally supportive and desired to be engaged.

Party in the Parks (8/7):

- Better improved intersections and some more. Too many jaywalkers.

First Friday Artwalk/Fiesta Cultural (9/7):

- There were several hundred members of the public at the event. We spoke to approximately 50. We explained the basics of the project and directed interested parties to visit MovingAhead.org the following week to read the published Alternative Analysis. We also answered questions about specific corridors. Event attendees were generally positive about capital investments along all corridors. Several individuals wanted to see EmX on all corridors. Several individuals expressed concern about the cost of investments. Several event attendees were curious about our Spanish listening session and were glad that we were doing outreach in Spanish.

Northeast Neighborhoods Group (9/7):

Roughly 80 people attended the meeting at Gilham Community. Presentation of Coburg Road Findings. Q and A:

- Q - Does the Enhanced Corridor include a protected bikeway?
 - A - No, Coburg Rd is too constrained.
 - Q - there been study of a loop that would use Coburg Rd - Gateway - and Harlow Rd?
 - A - Yes, but current land uses and ridership don't support a Harlow Rd segment at this time.
 - Q - Why doesn't public transit travel north of Crescent on Coburg Rd?
 - A - There is the route that goes all the way to the City of Coburg. This is also part of the discussion for a project called Transit Tomorrow.
-
- Q - I would like to see how much travel time would be added to the trips of all car drivers based on these changes?

- A - Pointed out that on Coburg Rd there are improvements for cars based on the need to get them out of the way of buses. Information about intersection performance is also in the AA Transportation Chapter.
- Q - Can you speak to existing EmX routes and whether they are meeting expectations?
- A - Franklin is doing well. EmX West is doing well. We just reduced frequency on Gateway. As a whole they are meeting expectations.
- Q - In the middle of the day I notice a lot of empty buses or one person on them - why is this?
- A - Depends where you are on a bus route. If you are at the end of the route, it is likely the bus doesn't have a lot of people on it.

Friday Art Walk (9/17):

- Keep 78 on Oak Patch. Route it to go to Eugene Station. Concerns of drugs in front of EmX/Elderly have to be in the back. Need evening and weekend, like the old 30. Drivers breaking hard is dangerous.

SE Neighborhood Picnic (9/18):

- 82 bus gets stuck at light turning left at 30th. Save 82! Need covered bus stops on Tamarak Wellness Route 24.
- 24 predictable, great drivers, convenient.
- LCC bus route is very important.
- Crosswalk for ADA accessibility 34th and Donald.

Eugene Chamber Local Government Affairs Committee (10/3):

- The funding questions asked were about where funding would come from for capital investment as well as questions about how ongoing operation would be funded. The return on investment question was about how it would be factored into decision-making.

Operators Lounge Tabling (10/3-10/4):

- Where the bike lane is in-between the BAT lane (Queue jump) and a travel lane – that is really difficult both for bus operators and bike riders (30th/LCC EmX Alt and River Road EC).
- EMX doesn't make sense on 30th – it does on River Road and Coburg.
- BAT lanes are really challenging because auto drivers don't know how to use them.
- Need more consistency/congruency with EmX, including station height, where you need to stop at the station, and priority transit signal call.
- River Road needs EmX – 51 and 52 are a nightmare to ride.
- Why don't we have a Downtown station – LCC – UO express bus?
- Don't think the level of investment is necessary on Hwy 99 – land use is too spread out right now. The ridership isn't very high. There are a lot of mobility devices on the corridor however.
- Mixed feelings on Coburg Rd.
- Hwy 99 – EmX on Cubit Street would be really tight – cars park on both sides and we can't even get a 40 ft

- On Hwy 99 – there are a lot of customers with disabilities that depend on Route 41 service – behind Putters.
- The pedestrian signals on Hwy 99 would be great – really needed – especially at the Eugene Service Station
- 30th/LCC and 99 don't need EmX. River Road EmX should be the top priority. Then Coburg Rd.
- General safety concerns and recommendations:
 - Need more monitors on the buses to see blind spots.
 - -Yield sign – it's the law sticker would help. If the LEDs were red instead of yellow they are easier to notice.
 - Need more "No smoking signs"
 - General comments about different routes in LTD's service area:
 - -58th and Main Street – left turn to go north used to have a guarded left turn east – the flashing arrow really screws that up.
 - -Seneca and West 11th – Route 78 – signal timing is all screwed up.(Seneca Station onto W 11th.)
 - Coming in bound the bus pole sign says – UO to Eugene Station (but it doesn't do Eugene Station except evening) – The stop coming inbound on the 81 right before Hilyard doesn't have an Route 81 sticker.
 - Need a bigger "do not turn" sign at that turn pocket by the Market of Choice – too many crashes.
 - There is a section on Franklin Blvd where the trees are in the way of the light. The
 - Also the EmX signals – it would be helpful if the lights (especially the caution light) was a different color. When it is dark and raining it is really difficult to see.
 - At the Q Street intersection in Springfield cars are constantly turning in front of the bus.

Active Transportation Committee:

- One member asked what safety metrics were being used in evaluating if the corridors are being made safer. Chris replied that staff is not using crash analysis, but the alternatives include investments in safer crossings, which should result in safer outcomes. Other funds can also be used to invest in safety projects and not wait until the Federal Transit Administration provides funding for MovingAhead investments. Local funds are more scalable and flexible.
- One member indicated that Maxwell Road improvements have been identified as a priority for ATC and asked if the MovingAhead project could fund those improvements. Chris said that other local funds would have to be used on Maxwell Road.
- One member asked if other technologies were being considered in MovingAhead and could these funds be used as part of these investments. Chris said that the 2035 Transportation System Plan has language to look at new technologies such as electric and autonomous vehicles use in Eugene. He said we need to do a lot of things to achieve the goals of tripling the number of people who walk, bike, or take the bus.

- One member said a lot of the five corridors are high crash corridors and we need to consider ways to reduce vehicle speeds. He added that protected bike lanes improve safety and comfort for users.
- An audience member asked if EmX is a precursor to light rail. Chris said that idea is not part of the MovingAhead process.
- One member asked if these corridors go into downtown Eugene, because it isn't comfortable riding her bike in the downtown area and she would like to see improvements in this area as part of MovingAhead. Chris said all of the corridors go into downtown Eugene.
- One member said that many people cross Franklin Blvd. at non-intersections. Chris said that Eugene will hire a consultant to help staff with improvements on that corridor. Lee added that Larisa Varela will be coming to ATC this year to talk about that project.

Latino Professionals Connect (11/5):

- Comments ranged from general interest in participating in city, community and other civic opportunities to building relationships and capacity within the Latino community. Other comments centered around the importance of transit access for connecting people to employment, especially those with disabilities.

Appendix 6: Letters from Cowboy's Savannah LLC

August 13, 2018

Sasha Luftig, Senior Project Manager
 Lane Transit District
 P.O.Box 7070
 Springfield, OR 97475-0470
 Sasha.Luftig@LTD.org

Chris Henry, Transportation Planning Engineer
 City of Eugene Public Works
 101 E. Broadway, Suite 400
 Eugene, OR 97401
 Chris.C.Henry@ci.eugene.or.us

Zach Galloway, Senior Planner
 City of Eugene Planning and Development

Atrium Building
99 W IOth Ave. Eugene, OR 97401
Zach.A.Galloway@ci.eugene.or.us

Dear Ms. Luftig, Mr. Henry, and Mr. Galloway:

This firm represents Cowboy's Savannah LLC, the owner of the property located at 74 E. 181 Ave. in Eugene.

As the owner of real property located at 74 E. 181 Ave. Eugene, Oregon, our client received a letter dated June 27, 2018 from the MovingAhead Project Management Team. The letter stated that the MovingAhead team wanted the opportunity to speak with those property owners that may be affected by potential roadway changes. However, very little to no substantive information was provided in the June 27, 2018 letter.

It was not until July 11, 2018 during a phone conversation with a member of the MovingAhead team that it was made known that LTD and the MovingAhead team was proposing the use of its eminent domain powers to take part of our client's property located at 74 E. 18th Ave. As described over the phone to our client, the potential impact to the property in question would be roughly 0.014 acres, over 600 square feet. Because of the nature of the property, the impact will be significant and the associated cost to LTD in an eminent domain action may be much greater than LTD currently anticipates.

The placement of any bus stop, requiring the taking of private property, would without question be far more expensive for LTD than constructing the proposed stop at any number of more viable sites in the immediate vicinity of 74 E. 18th Ave, including at an already existing stop. Not only would the impact to the local community, businesses, and property owners be drastically reduced by placing the new stop across 18th Ave., but such a decision would also save LTD and the MovingAhead project a significant amount of money.

As part of any taking through eminent domain powers, LTD would be required to pay the fair market value for the portion of the property taken. The property in question is situated in such a way that the proposed taking would result in a partial taking of the structure itself, requiring significant construction and rebuilding to meet city zoning and safety requirements. Any and all costs associated with such work would of course make up only one component of what LTD would have to pay in a condemnation proceeding. In addition to the fair market value and construction costs, LTD would be on the hook for any and all lost profits associated with the taking. It can reasonably be anticipated that the property would face a serious loss of business and profits as a result of any reduction in office space, as well as the general loss of business due to the increased noise, smell, and unwanted activity on the property that is associated with a bus stop being built immediately in front of a professional office building.

Those tenants located on and facing Oak St. will be forced to relocate, either temporarily or permanently, due to the partial taking of the structure itself and reduction of leasable office space. Beyond the lost income from the loss of office space, the property will face the very real threat of losing tenants as a result of the increased noise, pollution, and other general problems associated with a bus stop of this nature, likely resulting in increased tenant turnover and unmarketability of the office spaces and property as a whole. Notably, several of the offices on my client 's property are occupied by psychologists and medical care professionals, whose businesses in particular would be significantly disturbed by the increased noise and trespass associated with a bus stop of this nature. All of these costs will be included in my client 's ultimate demand and inevitable lawsuit associated with LTD's attempted taking.

Moreover, the placement of a bus stop of this nature on the south side of 18th Ave. will create a serious hindrance on the ability of motorists traveling down Oak St. to turn left onto 18th Ave., a major artery of the downtown area. Motorists will have to contend with an increase in pedestrians crossing 18th Ave., as well as contending with EMX buses departing the station heading north on Oak St. This has the very real possibility of creating serious traffic delays throughout the day for anyone heading from South Eugene to the downtown area.

Fortunately, several alternative options exist in the immediate area. These alternative options would not only cost LTD significantly less than the proposed bus stop location, but would also have a drastically reduced impact on the area its businesses.

For instance, just across 18th Ave. next to the Safeway, a bus stop already exists. Even if expansion of this stop were necessary, the impact on the surrounding businesses would be significantly less. The Safeway building is a brick warehouse with no windows looking directly onto the bus stop. Furthermore, both Safeway and Hirons Rx would likely welcome this bus stop as it would drive an increase in foot traffic and make it easier for many of its customers to access their respective businesses.

Alternatively, directly across from the Safeway is a Les Schwab Tire Center. Any required partial taking of the Les Schwab property as a result of the construction of this bus stop would simply result in the taking of parking spaces, not offices or commercial space. As such, the partial taking on the Les Schwab property would cost LTD significantly less than the partial taking of an existing structure, and would not result in reduction of business as it would if placed at 74 E. 18th Ave.

A third option available to LTD is to place the proposed bus stop at 1710 Oak St., a small shopping center just north of the Les Schwab Tire Center. Much like the creation of a bus stop at the Les Schwab Tire Center, the shopping center would likely lose at most a small amount of on- site parking, while gaining valuable foot traffic and access to those customers who do not have motor vehicles. As with the other two alternative sites for the stop, the placement of a stop at 1710 Oak St. would come with significantly less costs to LTD, while resulting in a gain for

the property, or at the very least, result in minimal negative impacts as compared to the proposed stop at 74 E. 18th Ave.

A stop at one of these locations risks little disturbance relative to the disturbance this would cause if located directly in front of my client's professional office building. It is entirely unclear why these options would be bypassed and instead located in a manner so as to destroy portions of my client's property, the businesses ran by the tenants of the property, and by extension the value of the property, especially when the diminution in value is going to be the responsibility of LTD (in addition to the hard costs incurred in construction).

Our client welcomes the extension of the bus line and the addition of a bus stop in the area, but the placement of such a stop in its proposed location is unrealistic. It will cost LTD and the MovingAhead project significantly more money than if located just across the street. Perhaps more importantly than the cost to LTD and ultimately the tax-payers, placing such a bus stop on the other side of 18111 Ave. will have far less negative impact on the area and its businesses.

We ask that the decision-makers of this project exhaust all alternatives, including consideration of the three options presented herein for the new stop, before proceeding with what will have a massively destructive impact on our client's property, and ultimately cost LTD significant sums in the associated condemnation action.

We look forward to your prompt response.

Josh K. Smith
(541) 686-8833 | Fax (541) 345-2034 | gleaveslaw.com
Joshua K. Smith
jsmith@gleaveslaw.com

Date: October 7, 2018

TO: LTD, Eugene City transportation Planning Department staff, Eugene City Council and MovingAhead.Org

FROM: Eric Vance, Principal of Cowboy's Savannah LLC
74 East 18th Avenue
Owner, South Eugene Professional Plaza

COMMENT: Comment on proposed LLC transit corridor

Dear LTD, Eugene City transportation Planning Department staff, Eugene City Council, and nondescript regional partners,

My comments will be directed to the proposed LLC transit corridor and most specifically the EMX rapid transit option.

The LLC corridor, as innocuous as the name sounds is really the Oak Street and Pearl Street corridor for all practical purposes in considering impacts on businesses, traffic and people. This corridor does not service a strip commercial area such as the other current transit corridor proposals do, and West 11th did. There are different considerations for this inner city project that would have significant negative physical impacts to the two remaining “great streets” of the city center.

There are relevant planning considerations for the City center that would be applicable for this area. These considerations typically would be less inconsequential for strip commercial areas. Oak and Pearl Streets have existing on street parking, mature street trees and a desirable neighborhood ambiance that would be worth preserving. Such considerations would include reference to the seven planning pillars of Envision Eugene, preservation of the “great streets” concept and various other planning goals in the South Eugene subarea Study, Commercial Lands Study and the Metro plan.

If there is a common planning theme within all the planning documents and studies mentioned above it pertains to enhancing livability, economic resources and preservation and natural resources, which are sub-sets of livability. Oak and Pearl Streets have these characteristics in spades.

The Eugene City center core is effectively a tiny 10 blocks square. A commercially contiguous area 4 blocks wide projects the city’s center another 5 blocks to the south ending at 19th Avenue. This area includes Oak Street and Pearl Street. This area is often referred to as mid-town and combined with the city core comprises the greater downtown commercial area designated as such in the Metro Plan.

Additional commercial areas radiate from the city center following major arterial streets in an attempt to provide additional commercial and high density mixed use services for a city with a population of 190,000 persons. This linear commercial development is limited in physical scope and is referred to as strip commercial. The development of these commercial corridors typically does not resemble the form or function of a city center. Strip commercial areas have a valuable commercial function but do not form the heartbeat of a city.

The Metro Plan document reinforces that ***“Downtown Eugene is the heartbeat of activity in Lane County”***. It is further stated that ***“Two central themes run throughout this document. First, the City will reinforce downtown Eugene as a strong regional center. City officials will work closely with property owners, developers and community members to bring about a diverse, dense and economically strong urban center.”***

The ECL Study explored characteristics that are common to commercial viability and that influence commercial development. In the ECL Study Section I-9 it was mandated that Downtown ***“remain an active commercial center.”*** On street parking for servicing small businesses is important for Oak and Pearl Street. On Street parking is proposed to be substantially removed in the proposed LLC EMX option. Current LTD bus service works

wonderfully well for these streets for some persons accessing these businesses or for some to continue to downtown.

Policy 23.0 in this Section states ***“Foster the development of attractive and functional commercial areas that not only increase property values, but enhance Eugene’s reputation as a pleasant, productive, and attractive community in which to live or do business. Recognize that innovative building designs and neighborhood-enhancing streetscapes especially those designed to accommodate both pedestrian and automobile users with sidewalks, convenient bus stops, and adequate parking are key factors in the success of such developments.*”**

An EMX corridor on Oak and Pearl Street would be antagonistic to achieving the goals of this mandate. In fact the existing condition of this area is in perfect compliance with the policy premises already. That’s why this mandate should not be disregarded now for questionable priorities involving efficiency.

The reasons behind the LLC corridor are ostensibly to serve the LLC transit rider population. The projects time savings for this ridership population was stated by MovingAhead to be about one minute for the enhanced option and two minutes for the EMX option. In many respects this terribly expensive and disruptive EMX alternative for the LLC corridor is a solution looking for a problem.

There is no serious problem with the existing adequate LLC transit regular bus system and with the large Amazon transfer station with park and ride it has worked just fine for south downtown and Civic Stadium. LLC student enrollment has been declining for the last 6 consecutive years. This enrollment may again increase to the earlier levels if the economy declines but still the projection is not for significant long term enrollment increases in the foreseeable future. Associated with the fact that LLC in its rural setting has many acres of onsite parking for the distributed automobile oriented population and has room for unlimited expansion if ever necessary.

It is not only the contention of this commenter that the LLC EMX corridor is a overreaching solution for a non-existent problem but the proposal is devoid of a comprehensive understanding of other very important Eugene planning goals. The current proposal is a myopic vision of what makes Eugene more livable. It is simply thinking that moving a particular group of people faster is automatically a more desirable thing compared to other planning goals.

It is acknowledged that the lure of free money from the Feds is worth consideration for community improvements to infrastructure. This was apparent in the extreme case for freeway overbuilding in the 50’s and 60’s supplanted by Dwight Eisenhower. Many have heard the LA heartache of please no freeway in my back yard. The myopic perspective of efficiency trumping livability is not new and must be questioned when seen for what it is.

It is important to realize that the current LLC EMX proposal substantially changes the character of the last two remaining great streets in Eugene to save LLC student ridership two minutes. This proposal removes 56 metered on street parking spaces on Oak Street and approximately the same on Pearl Street. All total this is well over a hundred on- street parking spaces in front of businesses to be removed and replaced with dedicated EMX travel lanes and transit stops. This proposed corridor also removes street trees and landscaping in 7 long stations on the 8 blocks of Oak and Pearl Streets. This corridor

requires the taking of private property and the use of eminent domain. This corridor in no respects enhances the beauty and livability in these important 8 linear blocks of downtown and in fact would demolish it. If such a proposal was made for the charming central commercial areas of Corvallis or Bend or even through the middle of the Obie 5th Street complex, where pedestrian sensibilities are preeminent, it would be sent to the trash bin without question.

It is obvious that the proposed LLC corridor is an engineering study performed by engineers with an engineer's perspective. From an engineering standpoint the corridor does provide speedier bus service. That's all it does. From an Architects perspective it's an abomination. The proposal was developed by City Planning but more importantly by outside engineering firms whose only relationship to Eugene was via aerial mapping tools. This out of town lifeless plan developed for the LLC corridor exhibits little knowledge of the nature and needs of businesses on Oak and Pearl Street. The nature and needs of the businesses is minimal at best even for the local MovingAhead team. It had been stated recently that design work was preliminary and at the 15% point. The design work so far was ostensibly only to provide material for public input. Not really the case sad to say. The purported preliminary designs are being held onto like a squid on a beach ball. If the MovingAhead team has learned one thing from the completed West 11th project, it is how to say no.

The Eugene City Council will decide on the final transit plan to be built as presented by the Transportation Planning Department and LTD. It seems that the City Council would benefit from more involvement at the start of the design process instead of only at the end where designs cannot be economically revised or discarded. Other important City planning goals then could be implemented into any transit design by the Council as ostensibly it is ultimately in charge of seeing the big picture for planning.

It is unfortunate that the LTD and MovingAhead mailings of community notice did not include the mention of Oak and Peal Street as an integral part of the LLC corridor, much less the impact on businesses with the removal of on street parking, bus only traffic lanes and removal of significant street trees. Public information booths were held at what would generally be considered alternative lifestyle events, which is fine but a bit like preaching to the choir. The target audience for community notice should include the property owners on Oak and Peal Streets who are the people most effected, but all the people of Eugene ultimately benefit from great streets. It would have been more effective in reaching this important population by including all information in the mailed notice or alternatively communicating with the Eugene Chamber of Commerce, City Club and other business oriented groups. It appears that there was overriding interest in saving paper or maybe ink. All in all the test of effective communication deserves nothing other than an outcome based analysis. In this case few of the business owners on Oak Street and Pearl Street in fact know that they are parcel of the proposed LLC EMX corridor.

In summary it is hoped that the LLC EMX option for this transit corridor be wholly abandoned as totally misguided and unnecessary. The consequence of this corridor construction would change the neighborhood character of these two great streets from being a pleasant destination neighborhood to that of being a dedicated corridor to the main transit station. Regular bus service performs reasonably well now and if needed the enhanced corridor option would certainly provide transportation needs beyond 2035 for the stable population inherent with LLC and South Eugene in general. Protect our last vibrant and attractive streets from overzealous overbuild, and in some cases demolition, such has been

seen in downtown Eugene time and time again. All the City departments of Planning from transportation to urban renewal must get on the same page with written planning policy. Eugene must coordinate a directed focus on Eugene livability and make no more mistakes as seen when a comprehensive planning perspective is abandoned. The consequences of past decisions are adding up for producing a dead City Center if short sighted or narrow focused planning is allowed to go unchecked. In fairness and in contrast it seems that some comprehensive and well thought out planning is finally proceeding with City Hall and the Park Blocks.

Sincerely,
Eric Vance

AGENDA ITEM SUMMARY

DATE OF MEETING: January 8, 2019

ITEM TITLE: UPDATE - SAFETY-CONSCIOUS RESOLUTION NO. 2016-012

PREPARED BY: Aurora Jackson, General Manager

ACTION REQUESTED: None.

BACKGROUND

In April 2016, The LTD Board of Directors adopted Resolution 2016-012 stating the District's commitment to reducing deaths and serious injuries from transportation related crashes. The District has been working to implement the provisions of the resolution and adopt safety-focused measures in current projects and operations.

LTD conducted extensive research into the best practices of transit agencies who have adopted safety-conscious efforts, commonly known as Vision Zero. The success of each transit agency's efforts appeared to be highly dependent on a few factors: the opportunity to collaborate with local and regional partners; development of well-planned transportation projects focused on safety elements; and, the transit agency's ability to improve its own internal safety environment. Some of the most impressive safety efforts were those in which the local jurisdictions lead the safety conversation with the support of the transit agency as a strong partner. With these elements in mind, LTD has been in a prime position with both metropolitan jurisdictions currently working on safety projects, ODOT is engaged in a local safety study, and Lane County made its safety pledge through the adoption of the Transportation Safety Action Plan (TSAP).

With over ninety percent of LTD's service concentrated in the metropolitan area, LTD has focused its last two years' safety efforts in support of Resolution 2016-012 within the cities of Eugene and Springfield. Future efforts, where possible, may be expanded to collaborate with rural partners as well.

District efforts to improve transportation safety have been focused in four areas:

1. Implementing safety focus on existing and future capital construction projects;
2. Initiating a Pedestrian Network Analysis (PNA);
3. Applying safety criteria to existing operations; improving safety operations;
4. Training.

RESOLUTION PROVISIONS:

- Adopts a vision of reducing deaths and serious injuries from transportation-related crashes to zero through maintaining safety and security as core values in all of its operational, planning, and strategic decisions.

- Supports collaboration with urban and rural partners to determine which bus routes have the highest rate, number, and severity of transportation collisions with users of the road, especially for people who are walking, bicycling, and using mobility devices - our most vulnerable users.
- Supports efforts by LTD and regional partner agencies to prioritize safety improvements for all users of the road, especially for people who are walking, bicycling, and using mobility devices - our most vulnerable users.
- Supports efforts by LTD and regional partners to eliminate deaths and serious injuries on the transportation system, with an emphasis on the most vulnerable users.
- Direct the LTD General Manager to continually evaluate passenger safety and access along bus routes and maintain an annual report on the efforts made to improve safety.
- Direct the LTD General Manager to develop a work program for the implementation of the provisions of this resolution.

REGIONAL ACTION ON SAFETY

The City of Eugene adopted a comprehensive approach to their safety efforts by adopting a Vision Zero resolution in 2015. They appointed a Technical Advisory Committee to work with City staff to identify actions to be undertaken that will change policies, practices and programs and further shift the culture around transportation safety. These efforts are underway as a new staff position dedicated to move these efforts forward has been added. A draft plan is in the process of being finalized and the city is planning a celebration event once the plan is adopted.

The City of Springfield took a different approach by adopting a safety conscious environment focused on action but absent of the formal Vision Zero branding. Nonetheless, their efforts have changed the way pedestrians, bicyclists and mobility users interact with motorist along Main Street. The City made the corridor safer by adding pedestrian crossings, traffic signal, signage, and relocating bus stops. Additionally, the City is involved in a safety study funded by ODOT that will evaluate the feasibility of medians and intersection improvements along Main Street.

CAPITAL PROJECTS

The strong commitments to safety by both metropolitan cities creates a framework for LTD to successfully integrate a safety-focused approach to the planning stage of large projects. Planning projects currently underway are: Moving Ahead; Main Street Transit Study; Santa Clara Community Transit Center; and, COA/ Pedestrian Network Analysis (PNA). Consistent with Resolution No. 2016-12, LTD increased its coordinated efforts internally to gather safety information early in the planning stage to allow safety to be built into the costs and original design of the project. In the context of this work, LTD staff applied for MPO funding to provide three years of resources for implementing a Frequent Transit Network Safety and Amenity Program. This program will use the results of the PNA as well as other operational data to address smaller scale safety and amenity needs on the FTN.

PEDESTRIAN NETWORK ANALYSIS

Under contract with Jarrett Walker + Associates, the District conducted a pilot Pedestrian Network Analysis (PNA) in the Eugene-Springfield region. This effort focused on identifying areas where pedestrian infrastructure improvements are most likely to be effective to:

- Address the needs of seniors, people with disabilities, the economically disadvantaged, and school children;
- Make existing transit customers' walking trips safer, more direct, and comfortable; improve pedestrian safety and comfort through design and operations;
- Attract new transit and walking trips;
- Leverage other public and private investments.

Because this effort was focused on access to transit service, areas identified were in reference to the locations of transit stops. Primary focus was given to stops where there is good reason to expect high transit demand, and where the pedestrian environment is unappealing, uncomfortable, or potentially unsafe.

EXISTING OPERATIONS

Core to ensuring the safety of customers and the community is examining LTD's existing operations. A series of three criteria were used to evaluate LTD operations. The criteria are:

1. High volume of vehicles, pedestrians, bicyclist and mobility users interacting with buses;
2. Possibility for the occurrence of a serious injury or death caused by unpredictable behavior;
3. Opportunity for LTD to collaborate.

For calendar year 2018, four locations were identified for further action. A fifth location was added in late 2018 because of the potential of increased pedestrian activity related to additional student housing and the Knight Campus being constructed nearby.

1. West Eugene EmX project corridor
2. Eugene Station
3. EmX corridor between Hilyard and Walnut St
4. Springfield Station
5. EmX corridor – Dads' Gate

TRAINING

All new employees are required to participate in a New Employee Orientation and the Smith System Safe Driving certification program to set the framework for a safety-conscious workplace. Existing employees participate in Fall Training annually to obtain continuously training on safety, regulatory or work-related training.

Additionally, bus operators receive extensive training on the safe operation of buses and defensive driving. Areas of continuous focus are techniques on how to adjust mirrors to minimize blind spots, how to 'rock and roll' in their seats to gain better sight lines, and bus operators are trained to drive with the expectation that someone will pull in front of their vehicle without notice. Bus operators receive annual training and undergo direct supervision from LTD Operations Supervisors who monitor for adherence to policy and safety practices.

ATTACHMENT: Resolution No. 2016-012
Safety Resolution Work Plan – January 2019

PROPOSED MOTION: None.

RESOLUTION NO. 2016-012

A RESOLUTION SETTING FORTH THE ADOPTION OF A SAFETY-CONSCIOUS ENVIRONMENT FOCUSED ON ELIMINATING FATALITIES AND SERIOUS INJURIES

WHEREAS, safety is Lane Transit District's highest priority;

WHEREAS, every person who rides the bus is a pedestrian;

WHEREAS, some of the people most vulnerable to transportation-related crashes - youth, seniors, low income, and disabled - are many of the same people who rely on public transit the most;

WHEREAS, Goal No. 4 of LTD's Long-Range Transit Plan calls for maintaining and enhancing safety and security of LTD's services;

WHEREAS, Policy 4.1 of LTD's Long-Range Transit Plan calls for maintaining safety and security as core values in all operational, planning, and strategic decisions;

WHEREAS, Strategy 4.1.B of LTD's Long-Range Transit Plan calls for implementation of LTD's Safety and Security Preparedness Plan during modification of the transit system using strategies that include the improved lighting of high-use pedestrian and bicycle areas and crossings, and utilization of safety controls;

WHEREAS, Strategy 4.1.C of LTD's Long-Range Transit Plan calls for coordination with agency partners to implement safety improvements for routes used by LTD;

WHEREAS, LTD is engaged with the City of Eugene and the City of Springfield, Lane County, and the Oregon Department of Transportation - the authorities of transportation facilities in their jurisdictions - in the identification and implementation of improvements along corridors where LTD operates;

WHEREAS, LTD provides oversight of the region's Transportation Options and Safe Routes to School programs, supporting safe, practical, and affordable transportation options;

WHEREAS, LTD is currently working with the City of Springfield to conduct a transit road safety audit along Main Street;

WHEREAS, fatalities and serious injuries continue to happen along corridors where LTD currently operates;

WHEREAS, LTD desires to uphold a safety-conscious environment focused on eliminating fatalities and serious injuries;

WHEREAS, in Lane County, 57 people were killed in transportation-related crashes in 2015, up from 45 in 2014, and up from the longer-term average in Lane County of 30 per year, and that several of these fatalities involved people crossing the street near bus stops; and

WHEREAS, the perceived safety of using transit affects the use of transit;

THEREFORE, BE IT RESOLVED that the Lane Transit District Board of Directors:

- 1) Adopts a vision of reducing deaths and serious injuries from transportation related crashes to zero through maintaining safety and security as core values in all of its operational, planning, and strategic decisions;
- 2) Supports collaboration with urban and rural partners to determine which bus routes have the highest rate, number, and severity of transportation collisions with users of the road--especially for people who are walking, bicycling, and using mobility devices - our most vulnerable users;
- 3) Supports efforts by LTD and regional partner agencies to prioritize safety improvements for all users of the road, especially for people who are walking, bicycling, and using mobility devices - our most vulnerable users;
- 4) Supports efforts by LTD and regional partners to eliminate deaths and serious injuries on our transportation system, with an emphasis on the most vulnerable users;
- 5) Directs the LTD General Manager to continually evaluate passenger safety and access along bus routes and maintain an annual report on the efforts made to improve safety; and
- 6) Directs the General Manager to develop a work program for the implementation of the provisions of this resolution.

Adopted by the Lane Transit District Board of Directors on the 20 day of April, 2016.


President, LTD Board of Directors

RESOLUTION NO. 2016-012
 Safety-Conscious Environment Focused on Eliminating Deaths and Serious Injuries
WORKPLAN – JANUARY 2019

I. Implementing safety focus on existing and future capital construction projects:			
	PROJECT	DESCRIPTION	STATUS
1.	MovingAhead	A multi-modal study of corridors identified to be the busiest to be evaluated for what level of transportation investments are needed.	In early 2019, investment packages will be shared with stakeholders, the community and decision makers to gather input. Safety concerns will continue to be a significant focus.
2.	Main Street Transit Study	A study to evaluate the most promising transit options for the Main Street-McVay Highway Corridor as potential solutions to address growing concerns about safety, congestion, and quality of life that could be improved through transportation improvements.	Coordination with the Main Street Safety Study. Additional public engagement will be gathered as both projects move forward towards a preferred transit solution. Timeline for next steps is being developed.
3.	Santa Clara Transit Station	The acquisition, design and construction of a transit station along River Road and Green Lane in the Santa Clara community.	Currently in draft design and public outreach phase. Primary considerations for this project are safety, security and traffic flow.
4.	EmX corridor – McVay Stations	These stations are located on Franklin adjacent to the double roundabout in Glenwood. The District will design and construct improvements to the bus pullouts and station platforms.	Scheduled to put this project out for a competitive bid in February 2019.
II. Initiating a Pedestrian Network Analysis (PNA);			
	PROJECT	DESCRIPTION	STATUS
1.	Centennial Boulevard	Located in north Springfield, approximately 3.5 miles from downtown Eugene, and is served by Routes 13, 17 and the EmX. The focus area stretches	This area was initially selected as an extension of the area surrounding the EmX Centennial Station. This is an area where transit routes connect, many people get on and off the bus, and many

		from the Aspen Street to the east and 7th Street to the west.	<p>people nearby use Ridesource services. This area also features high traffic speeds, and recorded pedestrian crashes.</p> <ul style="list-style-type: none"> • Three key issues were identified • Two recommendations were provided • The District will work on these issues and provide periodic updates on progress
2.	5th Street	Focus area is located in north Springfield, approximately 3.5 miles from downtown Eugene, and is served by Route 17. The focus area stretches from Depue Street to the south and U Street to the north.	<p>This area was initially selected due to high passenger volumes near the Fred Meyer at 5th & Q Streets, as well as high traffic speeds and recorded pedestrian crashes in the area.</p> <ul style="list-style-type: none"> • Five key issues were identified • Five recommendations were provided • The District will work on these issues and provide periodic updates on progress
3.	Main Street	Focus area is located in Springfield, approximately 5 miles from downtown Eugene, and is served by Route 11. The focus area stretches from the 17th Street to the east and 28th Street to the west.	<p>This area was initially selected due to high speeds on Main Street, recorded pedestrian crashes, and the inconsistent sidewalks on 21st Street, on either side of the Main & 21st intersection.</p> <ul style="list-style-type: none"> • Six key issues were identified • Six recommendations were provided • The District will work on these issues and provide periodic updates on progress

4.	Coburg Road	Focus area is located in North Eugene, approximately 2.5 miles from downtown Eugene, and is served by Routes 66 and 67. The focus area stretches Mallory Lane at the south end to Elysium Ave at the north end.	This area was initially selected due to high ridership, a wide variety of nearby commercial, social and educational destinations, as well as heavy vehicle traffic, high speeds, and reported pedestrian crashes on Coburg Road. <ul style="list-style-type: none"> • Three key issues were identified • Three recommendations were provided • The District will work on these issues and provide periodic updates on progress
5,	Crescent Avenue	Focus area is located in North Eugene, approximately 3.5 miles from downtown Eugene, and is served by Routes 66, 67 and 96. The focus area stretches from Chuckanut Street to the east to Shadowview to the west	This area was initially selected due to high speeds and pedestrian crashes, as well as significant numbers of passengers getting on and off the bus at the intersection of Coburg Rd & Crescent Ave. <ul style="list-style-type: none"> • Four key issues were identified • Four recommendations were provided. • The District will work on these issues and provide periodic updates on progress.
6.	Echo Hollow Road	Focus area is located in Northwest Eugene, approximately 4.5 miles from downtown Eugene, and is served by Routes 40 and 41. The focus area stretches from Noah Street to the north to Concord Street to the south.	This area was initially selected due to high traffic speeds and pedestrian crashes on Echo Hollow Road, combined with the large number of nearby schools and shopping destinations <ul style="list-style-type: none"> • Two key issues were identified • Three recommendations were provided. • The District will work on these issues and provide periodic updates on progress.
7.	Barger Drive	Focus area is located in Northwest Eugene, approximately 5 miles from downtown Eugene, and is served by	This area was included as an extension of Site 5A (Echo Hollow Road), with known challenges to pedestrian conditions in the vicinity of the Randy Papé Beltline.

		Routes 40 and 41. The focus area stretches between Ruskin Street to the east and Dewey Street to the west.	<ul style="list-style-type: none"> • Five key issues were identified • Five recommendations were provided • The District will work on these issues and provide periodic updates on progress
8.	Highway 99	Focus area is located in Northwest Eugene, approximately 3 miles from downtown Eugene, and is served by Routes 40, 41 and 95. The focus area stretches from the Bethel Drive in the north to Roosevelt Boulevard in the south.	<p>This area was initially selected due to high traffic volumes and speeds, recorded pedestrian crashes, and long distances between signalized crossings. Some of the stops in this area also featured significant numbers of passengers getting on and off the bus.</p> <ul style="list-style-type: none"> • Three key issues were identified • Three recommendations were provided • The District will work on these issues and provide periodic updates on progress
9.	The Harlow Road	Focus area is located in North Springfield, approximately 3 miles from downtown Eugene, and is served by EmX bus rapid transit. The focus area stretches between Dornoch Street in the west and Pheasant Boulevard in the east.	<p>This area was initially selected as the area surrounding the EmX Guy Lee Station. The area features commercial destinations, affordable housing, and schools nearby. There are also high speeds and recorded pedestrian crashes in the vicinity.</p> <ul style="list-style-type: none"> • Three key issues were identified • Three recommendations were provided • The District will work on these issues and provide periodic updates on progress
10.	Gateway Street	Focus area is located in North Springfield, approximately 3.5 miles from downtown Eugene, and is served by Route 12 and EmX bus rapid transit. The focus area stretches from Kruse Way in the north to Harlow Road in the south.	<p>This area was initially selected as the vicinity of the EmX Gateway and Postal Way stations. This is an area where transit lines connect, many people get on and off the bus, and with schools and shopping nearby. In addition, there are high traffic speeds and recorded pedestrian crashes in the vicinity.</p>

			<ul style="list-style-type: none"> • Three key issues were identified • Three recommendations were provided. • The District will work on these issues and provide periodic updates on progress
11.	River Road (North)	focus area is located in northwest Eugene, approximately 4 miles from downtown Eugene, and is served by LTD Routes 51 and 52. The focus area stretches from the Randy Papé Beltline in the south to Myoak Drive in the north.	<p>This area was initially selected due to high ridership, a wide variety of nearby commercial destinations, as well as heavy vehicle traffic, high speeds, and recorded pedestrian crashes on River Road.</p> <ul style="list-style-type: none"> • Two key issues were identified • Three recommendations were provided • The District will work on these issues and provide periodic updates on progress
12.	River Road (South)	Focus area is located in northwest Eugene, approximately 4 miles from downtown Eugene, and is served by LTD Routes 51, 52. The focus area stretches from the Randy Papé Beltline in the north to Howard Avenue in the south.	<p>This area was initially selected due to high ridership, a wide variety of nearby commercial destinations, as well as heavy vehicle traffic, high speeds, and recorded pedestrian crashes on River Road. This site is also very near North Eugene High School.</p> <ul style="list-style-type: none"> • Three key issues were identified • Four recommendations were provided • The District will work on these issues and provide periodic updates on progress
III. Applying safety criteria to existing operations; improving safety operations;			
	PROJECT	DESCRIPTION	STATUS
1.	West Eugene EmX (EmX West)	Emx West was launched in September 2017. The project invested in safety enhancements by installing five miles of new and improved/wider sidewalks, 36 traffic signals to	Since the route’s launch, a number of other improvements have been made to enhance safety. More signage and restriping along Garfield have been added to address motorist behavior.

		regulate traffic and provide safe crossing, two signalized pedestrian crosswalks, audible pedestrian signals for the visually impaired and three new bike/ped bridges.	Pedestrian railings will be added to provide enhanced safety at the Commerce St. crossing. This corridor will continue to be at the top of LTD’s safety monitoring until the project is closed out which is scheduled in June 2019.
2.	Eugene Station	This location is the single busiest location of LTD’s transit system with buses from multiple routes boarding and alighting passengers. Pedestrians, bicyclists, skateboarders, and users of mobility devices travel in multiple directions within the transit station and along 10th Street, 11th Street, Olive St. and Willamette St.	The City of Eugene’s smoking ban, increased personnel presence and new amenities have significantly reduced loitering by individuals engaged in erratic behavior. LTD personnel has worked closely with the city to improve safety in this area.
3.	EmX corridor (Franklin Blvd)	The focus area is between Hillyard and Walnut St. This segment collectively has LTD’s highest boarding concentration with an average daily boarding of over 100 boardings per hour.	Students travel outside of the established crosswalks and in front of motorists and buses. Tall shrubs make it difficult to see students dashing across the highway. LTD and the City of Eugene are evaluating this corridor for transit, pedestrian and bike lane improvements. LTD has secured a state grant to partly fund these safety efforts.
4.	Springfield Station	This transit station with EmX, other high ridership routes and Greyhound services.	Increased monitoring by supervisory and public safety personnel to monitor recent services such as EmX transfers and Greyhound relocation.
5.	EmX corridor – Dads’ Gate Station	This station is located adjacent to the UO Dads’ gate and is the EmX Station closes to a new student housing that does not have a crosswalk or pedestrian amenities.	The District will continue to communicate with the City of Eugene regarding this topic.

IV. Training			
	PROJECT	DESCRIPTION	STATUS
1.	New Employee Orientation	In addition to on-the-job training, every new employee takes a one-week orientation of the District's business processes.	Continuous
2.	Smith System Safe Driving certification program	Prior to driving a District vehicle, every employee is required to take a defensive driving course that includes classroom, and scored written and driving tests.	Continuous
3.	Fall Training	Between September and November, all employees are required to take training on identified subjects.	Completed for 2018
4.	Follow Up Training	Employees who are involved in accidents or engage in unsafe practices are scheduled for follow up training.	Continuous

AGENDA ITEM SUMMARY

DATE OF MEETING: January 8, 2019

ITEM TITLE: MOBILITY MANAGEMENT

PREPARED BY: Aurora Jackson, General Manager

ACTION REQUESTED: None. Information Only.

PURPOSE:

Over the years Mobility Management has evolved through the services that the District provides the community. Recently, the District implemented a Comprehensive Operational Analysis (COA). Additionally, the ability to obtain additional funding through the new Statewide Transportation Improvement Fund (STIF) has become available. Both the COA and the new STIF funding are going to provide additional insight and ability to further progress the evolution of mobility management that the District can offer the community.

BACKGROUND:

In January 2018, LTD entered into a contract with Jarrett Walker and Associates, Inc. for the development of a Comprehensive Operational Analysis (COA). One aspect of the project involves a comprehensive, objective examination of the Districts range of mobility services. The primary goals of the project are to facilitate a robust and focused community dialogue that leads to a clear statement of transit goals and priorities that can be used to guide future transit planning and investment.

Additionally, the COA goals include:

- Understanding changes in local and regional travel demand patterns
- Increasing ridership
- Improving farebox recovery
- Identifying opportunities and challenges offered by new mobility options
- Identifying service planning principle relationships with customers and stakeholders
- Providing opportunity for disadvantaged populations
- Adhering to a high standard of transparency in decision-making to guide LTD service development

The COA is presently moving into the second phase of public engagement. As the conversations with the community become more refined, LTD will move closer to establishing a preferred Transit Network System Design. The new system design will provide a framework for deploying fixed-route services and will leave opportunities for other mobility options to be explored. It will be in these new opportunities that LTD will evaluate whether partnerships with Transportation Network Companies (TNCs), bike-shares, car-shares, mobility-on-demand, or scooters could serve to fill gaps.

This approach of looking at transportation using multiple coordinated mobility options is known as mobility management. LTD was an early adopter of mobility management in its RideSource centralized dispatching model, and in its incorporation of transportation options services (Point2point) into the organizational structure. However, funding limitations prevented any further development of mobility management

strategies. With the passage of the new Statewide Transportation Improvement Fund (STIF), LTD is able to explore coordinated mobility options that use technology to provide an improved user experience.

In the upcoming STIF application process, LTD will submit a project known as Mobility as a Service (Maas) that includes funding for mobility-on-demand and partnerships for new transportation services. The long-term future of these services will be contained within LTD's Strategic Business Plan that will be development over the next twelve (12) months with the assistance of SPC.

ATTACHMENTS: STIF Project List

PROPOSED MOTION: None

STIF PROJECT LIST (130%)

Project Category	Task Description	Year 1	Year 2	Year 3	Totals
		FY2019	FY2020	FY2021	
Bus Service					
	Fix Route Operating		\$ 1,610,000	\$ 1,611,000	\$ 3,221,000
	Youth Program Capacity		\$ 600,000	\$ 700,000	\$ 1,300,000
	EmX Operating		\$ 350,000	\$ 350,000	\$ 700,000
	Paratransit Operating		\$ 200,000	\$ 200,000	\$ 400,000
	Fixed Route Operating 2		\$ 500,000	\$ 1,000,000	\$ 1,500,000
	Bus Service TOTAL	\$ -	\$ 3,260,000	\$ 3,861,000	\$ 7,121,000
Fare Subsidy					
	Youth Program		\$ 700,000	\$ 700,000	\$ 1,400,000
	Low Income Program		\$ 500,000	\$ 500,000	\$ 1,000,000
	Fare Subsidy TOTAL	\$ -	\$ 1,200,000	\$ 1,200,000	\$ 2,400,000
Rolling Stock/Vehicle					
	MOD Vehicle	\$ 150,000	\$ 150,000	\$ 150,000	\$ 450,000
	40' Hybrid-Diesel	\$ 200,000	\$ 200,000	\$ 200,000	\$ 600,000
	60' Hybrid-Diesel	\$ 250,000	\$ 250,000	\$ 250,000	\$ 750,000
	Paratransit Vehicles	\$ 75,000	\$ 75,000	\$ 75,000	\$ 225,000
	Fleet Capacity Increase		\$ 500,000	\$ 1,016,300	\$ 1,516,300
	Rolling Stock/Vehicles TOTAL	\$ 675,000	\$ 1,175,000	\$ 1,691,300	\$ 3,541,300
Mobility as a Service					
	MOD Operating	75,000	300,000	330,000	705,000
	MOD Administration	10,000	50,000	50,000	110,000
	MOD Marketing	10,000	10,000	10,000	30,000
	Strategic Partnerships	25,000	75,000	100,000	200,000
	Mobility Management Plan	50,000	125,000	175,000	350,000
	EV Partnerships		300,000	500,000	800,000
	Mobility as a Service TOTAL	\$ 170,000	\$ 860,000	\$ 1,165,000	\$ 2,195,000
Reserves					
	Capital Reserve		\$ 100,000	\$ 100,000	\$ 200,000
	Operating Reserve		\$ 200,000	\$ 200,000	\$ 400,000
	Reserves TOTAL	\$ -	\$ 300,000	\$ 300,000	\$ 600,000
STIF					
	LCOG Administration	\$ 80,000	\$ 80,000	\$ 80,000	\$ 240,000
	LTD Administration	\$ 40,000	\$ 200,000	\$ 200,000	\$ 440,000
	STIF Administration TOTAL	\$ 120,000	\$ 280,000	\$ 280,000	\$ 680,000
GRAND TOTAL:		\$ 965,000	\$ 7,075,000	\$ 8,497,300	\$ 16,537,300

AGENDA ITEM SUMMARY

DATE OF MEETING: January 8, 2019

ITEM TITLE: UO SUSTAINABLE CITY YEAR PROGRAM

PREPARED BY: Tom Schwetz, Director of Planning and Development

ACTION REQUESTED: None. Information and Discussion.

PURPOSE:

This agenda item is to engage the committee in a discussion about their level of interest in developing projects to be studied by the UO Sustainable City Year Program (SCYP). If the committee has an interest in the SCYP, the committee will be asked to either form a subgroup of committee members who can meet more frequently or schedule more SPC meetings in order to meet the deadlines needed to submit information to the UO. LTD's application to the UO outlining potential SCYP projects for the 2019-2020 school year is due March 1, 2019.

BACKGROUND:

In November, the Board of Directors approved the 2019-2028 Community Investment Plan with \$250,000 for a partnership with the University of Oregon for the Sustainable City Year Program (SCYP). This program matches University of Oregon students with an Oregon city, county, special district (like LTD), tribe, or partnership of governments for an entire academic year. Students work on partner-identified projects through existing courses to provide ideas for real solutions to community challenges and sustainable development.

Cities and communities are staffed with leaders who want to make real change. These leaders are passionate about moving their cities into the future but are far too often limited by a lack of resources, staff and budget. The Sustainable City Year Program harnesses the innovation and energy of University of Oregon students and faculty to provide ideas that will address critical projects and support progressive and sustainable initiatives. This working relationship puts university talent to work to strengthen Oregon communities.

Throughout each course, students conduct research, visit the community, and engage with stakeholders. At the end of each term, they present their findings either in the community or on campus in sessions that are open to the public. Following each course, ideas and research from the class are synthesized into a final report for the community, ensuring that the insightful work remains accessible long after the course ends.

To learn more about SCYP, please go to: <https://sci.uoregon.edu/sustainable-city-year-program-0>

ATTACHMENTS: None



JAN

FEB

MAR

APR



MAY

JUNE

JULY

AUG



SEPT

OCT

NOV

DEC



MovingAhead

STREETS AND PLACES REIMAGINED

MovingAhead.org

Strategic Planning Committee Meeting

January 8, 2019



Agenda

- Outreach and Feedback
 - Review Public Involvement
 - Summary of feedback on Alternatives and Evaluation Criteria
- Investment Packages
 - Evaluation Criteria
 - Proposed Packages
 - Evaluation Findings
 - Sounding Board Comments
 - Oversight Committee Recommendation
- Next Steps
 - Review Schedule
 - Upcoming Milestones



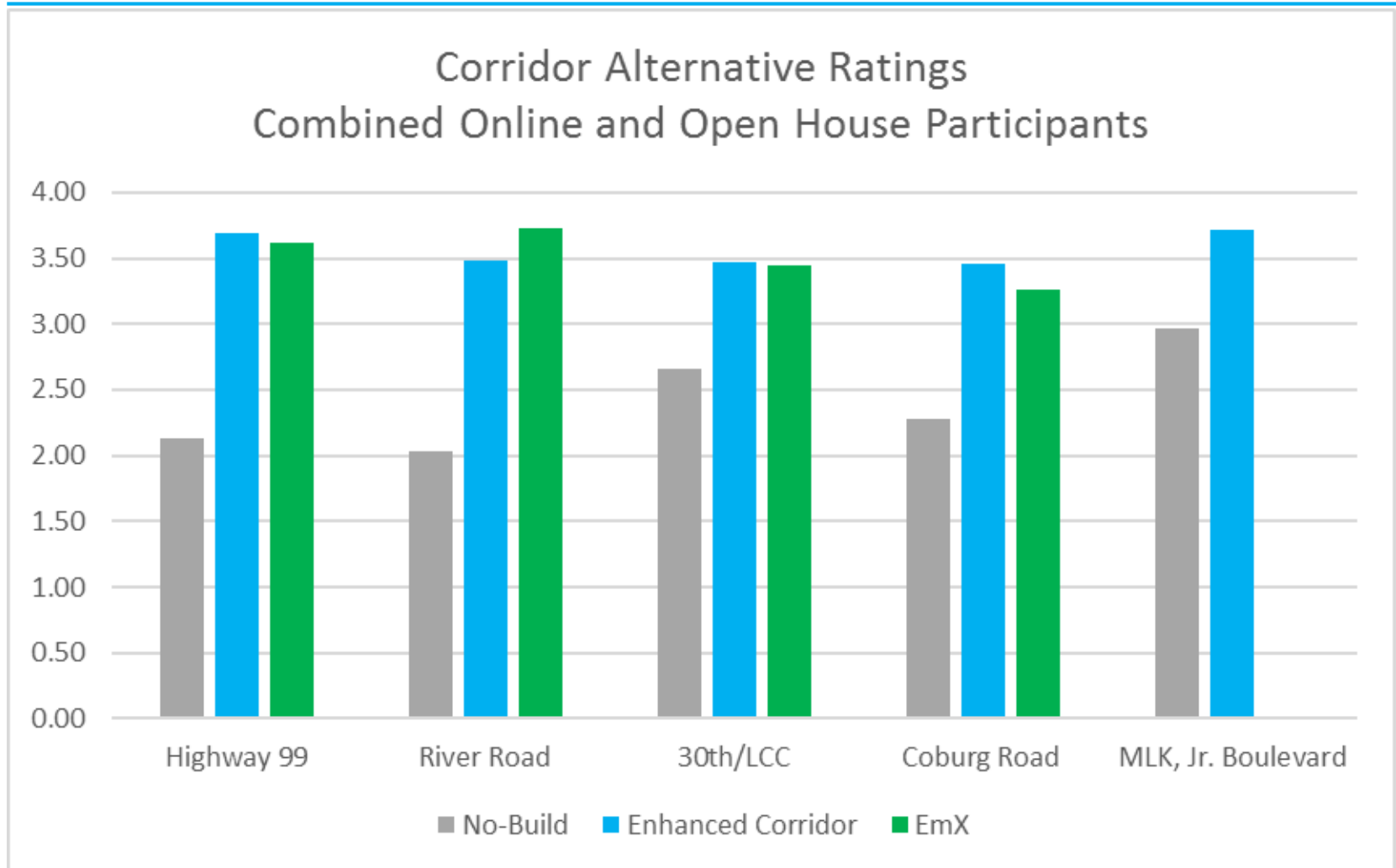
Outreach and Feedback

- AA comment period Sept 10 - Oct 10, 2018
- Outreach
 - In-person open houses
 - On-line open house
 - Agency & Tribes webinar
 - Listening sessions
 - Presentations – Committees, Special Interests, Neighborhoods
 - Tabling events
 - Media
- Sounding Board Meeting

Open House Feedback

- We asked respondents about their top criteria
- Both the online and in-person open houses had same set of top criteria:
 - Bike/ped investments
 - Ridership
 - Transit travel time
 - Annual operating cost
 - Jobs/population served

Open House/On-Line Open House Feedback



Community Feedback on Alternatives

- **Highway 99**

- Strong support for build alternatives
- Enhanced Corridor rated most favorable
- Rating for No-Build was 2nd lowest for all corridors

- **River Road**

- Only corridor with EmX rated as most preferred option
- No-Build was lowest rated among all corridors

Community Feedback on Alternatives

- **30th Avenue to LCC**
 - Greatest balance between 3 alternatives
 - Enhanced Corridor rated singly better than EmX
 - No-Build rated relatively high compared to other corridors
- **Coburg Road**
 - Enhanced Corridor was highest rated option
 - Both build alternatives were generally rated lower than on other corridors

Community Feedback on Alternatives

- **MLK, Jr. Boulevard**

- Enhanced Corridor was rated more highly than No-Build (this corridor does not have EmX alternative)
- Possibility that City will proceed with installation of BAT lanes on MLK, Jr. Boulevard
 - Key element of planned Enhanced Corridor transit improvement
 - Additional improvements as part of Enhanced Corridor Alternative could be minimal

Investment Packages: Evaluation Criteria

- Bicycle/Pedestrian Improvements
- Capital Cost
- Consistency with Local Plans and Policies
- Investment in Corridors with Disadvantaged Populations
- Number/Acreage of Acquisitions
- Operating Cost
- Parking Impacts
- Potential Property Displacements
- Ridership
- Support for Corridor Development
- Support from the Public
- Transit Travel Time
- Tree Impacts

What about Return on Investment (ROI)?

- ROI is financial/economic measure that is used to determine benefit/cost of an investment
- Many benefits and costs of the corridor investments are difficult to quantify in dollars
- All investment packages will create short-term construction jobs (100+ jobs for every \$10 million)
- Local and state funds may leverage discretionary federal funding
- Other benefits/costs noted for each package

Findings: “Non-Differentiating” Factors

- Environmental topics that generally did not result in differentiating findings for any corridors:
 - Air Quality
 - Energy, Sustainability, and Greenhouse Gases
 - Geology and Seismic
 - Hazardous Materials
 - Utilities
 - Visual and Aesthetic Resources
- Jobs and Population Served
 - Packages A, B, and C have virtually the same totals for this measure

Proposed Investment Packages

- Based on technical analysis and public feedback
- 5 packages evaluated
- Includes all-Enhanced Corridor and all-EmX Packages as bookends
- Three “Mix and Match” packages that represent varying levels of investment
- Prioritizes projects for near-term (10-year) funding, design and construction

Proposed Investment Packages

	Corridor				
Investment Package	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
Enhanced Corridor Package	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package A	Enhanced Corridor	EmX	No-Build	No-Build	No-Build
Package B	Enhanced Corridor	EmX	No-Build	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

Package Evaluation: Enhanced Corridor Package

- Low capital and operating cost
- Low impact on property, trees, and parking
- Low ridership increase
- Moderate travel time savings
- Relatively low rating for bike/ped safety and access improvements
- High level of public support

Package Evaluation: Package A

- Since 3 “No-Build” corridors, low capital, operating cost, and impacts – high level of benefit in build corridors
- Low ridership increase
- Low travel time savings
 - 13% average for 5 corridors
 - More than 30% time savings on the 2 “build” corridors
- Low rating for bike/ped safety and access improvements
- Relatively low level of public support

Package Evaluation: Package B

- Moderate level of costs and impacts
- Moderate ridership increase
- Moderate to high travel time savings
 - 22% average for 5 corridors
 - 27% time savings on the 4 “build” corridors
- Moderate to low rating for bike/ped safety and access improvements
- Moderate level of public support

Package Evaluation: Package C

- Build option on all 5 corridors
- Higher level of costs and impacts than Packages A and B
- Moderate ridership increase
- Moderate to high travel time savings
- Moderate to high rating for bike/ped safety and access improvements
- High level of public support (top-rated option for each corridor)

Package Evaluation: EmX Package

- Highest investment on all 5 corridors
- Highest level of costs and impacts
- Highest ridership increase
- Highest travel time savings
- Highest rating for bike/ped safety and access improvements
- High level of public support

Investment Packages: Sounding Board Comments

- Very good feedback about handouts – less text on the handouts
- Need to incorporate ROI measure into handouts, change wording on displacements and acquisitions
- FAQ needed:
 - Why no package with Highway 99 and River Road EmX?
 - Why does ridership decrease from Package B to Package C?

Investment Packages: Oversight Committee Recommendation

- 2 public comments addressed:
 - Need to consider climate change
 - Need to significantly increase ridership
 - Concerns about schedule given other projects
- Oversight Committee commented:
 - Need to be clear about costs of “No-Build”
 - “No Build” means “not now” – only looking at 10 years
 - Need to be clear that the public can suggest other package options
- Oversight Committee recommended evaluation of the five proposed packages on 12/18/18

Questions and Discussion

Action Requested

Recommendation of a set of investment packages to the Eugene City Council and LTD Board of Directors for public review and comment.

Next Steps

- SPC recommendation to
 - Joint Council / Board Feb 2019
- Investment packages and evaluation published February/March 2019
- 30 day Public Comment period Feb – Mar/Apr 2019
- Outreach
 - In-person open house
 - On-line open house
 - Presentations – Committees, Special Interests, Neighborhoods
 - Media

Next Steps... Decision Making

- Spring 2019 Decision Makers receive
 - Refined Investment Packages
 - Committee and technical recommendations
 - Community input
- Late Spring 2019 Decision Makers
 - Work sessions
 - Public hearings
- Decision anticipated Summer 2019



Timeline 2018 – 2019

	FALL 2018 SEP – NOV	WINTER 2018 DEC - FEB	SPRING 2019 MAR - MAY	SUMMER 2019 JUN - AUG
Alternatives Analysis	▲ Publish Findings			
Community Input Opportunities	▲ Open Houses <i>Start of 30 Day Comment Period</i>	Open House <i>Start of 30 Day Comment Period</i> ▲	Public Hearing ▲	
Recommend & Adopt Investment Package of Multimodal Improvements				
Sounding Board	▲	▲	▲	
Oversight Committee		▲	▲	
LTD Strategic Planning Committee		▲	▲	
Eugene City Council	▲	[▲]	[▲]	[▲] ▲▲
LTD Board	▲	[▲]	[▲]	[▲] ▲▲
Metropolitan Policy Committee Central Lane Metropolitan Planning Organization		▲		▲▲

[] = Joint Work Session

Final Decisions
(2 meetings each)

Adjourn

Thank you!

Scores for Each Investment Package

Evaluation Measure	Enhanced Corridor Package	Package A	Package B	Package C	EmX Package
Bike/Ped Access and Safety Investments (1-5 rating)	3.0	2.4	3.1	3.5	4.4
Capital Cost (millions)	\$148	\$119	\$181	\$202	\$335
Consistency with Local Plans and Policies	3.2	2.4	3.2	3.4	4.4
Investment in Corridors with Higher Level of Low Income and Minority Population (Percent)	56%	98%	76%	68%	50%
Number/Acreage of Acquisitions	115 / 4.1	84 / 3.5	137 / 4.6	150 / 5.0	177 / 8.4
Operating Cost: Systemwide Change from No-Build (millions)	-\$0.1	\$1.9	\$3.0	\$2.5	\$8.2
Parking Impacts: Corridor On-Street and Off-Street Parking Impacts (number of spaces)	188	81	148	217	375
Potential Property Displacements	4	6	6	6	8
Ridership: Annual Systemwide Increase Compared to No-Build	389,000	385,000	576,000	521,000	1,327,000
Support Corridor Development and Redevelopment (1-5 rating)	3.0	2.2	3.0	3.4	4.6
Support from the Public (1-5 rating)	3.6	3.1	3.4	3.6	3.6
Transit Travel Time Improvement	21%	13%	22%	23%	25%
Trees: Number of Medium and Large Trees Impacted	103	146	164	222	432

AUDIENCE PARTICIPATION SIGN-UP SHEET— STRATEGIC PLANNING COMMITTEE MEETING

Date: January 8, 2019

Note: Please note that your verbal testimony is limited to three (3) minutes. If you wish to present written materials, please furnish at least one copy to the Clerk of the Board/Recording Secretary for the official record.

NAME	CITY OF RESIDENCE	GROUP / REPRESENTING	TOPIC
Marianne Nothe	Eugene	BEST	update on BEST'S work

RECEIVED

JAN 16 2019

Lane Transit District

* This document is a public record subject to disclosure under the Oregon Public Records Law.