



Public notice was given to
The Register-Guard for publication
on November 2, 2007.

**LANE TRANSIT DISTRICT
EmX STEERING COMMITTEE MEETING
Tuesday, November 6, 2007
5:30 p.m. to 7:00 p.m.**

**Lane Transit District Board Room
3500 East 17th Avenue, Eugene, Oregon
(Off Glenwood Blvd.)**

AGENDA

Meeting Purpose:

Review comments received during the West Eugene EmX Extension Scoping process in preparation for Steering Committee action during the December 4, 2007, meeting.

I. CALL TO ORDER

II. ROLL CALL

Gaydos (chair)_____	Davis _____	Egan _____	Evans_____
Fitch_____	Gordon_____	Jewett _____	Poling_____
Sorenson_____	Spaeth_____	Wylie_____	

III. CHAIR'S COMMENTS

IV. MINUTES (ACTION)

Minutes from the September 4, 2007, meeting are attached for the Committee's review and approval.

V. PUBLIC COMMENT

This agenda item is intended to provide an opportunity for members of the public to raise issues related to the West Eugene Extension EmX Project.

VI. WEST EUGENE EmX EXTENSION STATUS (INFORMATION)

On September 18, 2007, the Federal Transit Administration published a Notice of Intent (NOI) to prepare an Environmental Impact Statement for the West Eugene EmX Extension in the *Federal Register*. Publishing the NOI signals the beginning of the environmental review process for the project, as required by the National Environmental Policy Act (NEPA) of 1969.

There are five required steps in the EIS process; these include Scoping, alternatives development/alternatives analysis, draft environmental study, selection of the preferred alternative, and the final environmental study.

The West Eugene EmX Extension project is currently in the Scoping process. Scoping is a key phase in the development of the EIS, as several important items are developed at this time, including:

Project Purpose and Need Statement

Project Goals and Objectives

Range of Alternatives for Further Study

During the public comment period that runs through November 6, the public, as well as local, state, and federal resource and regulatory agencies, have been providing comments on the three items listed above. At the November meeting staff will review the proposed Purpose and Need Statement, the goals and objectives, and the range of alternatives for the project. Public and agency comments received during the 30-day review period, ending on November 6, 2007, will be provided at the meeting.

Staff will be providing a summary of the public comments and responses to those comments as part of its recommendations to the EmX Steering Committee at its December 4, 2007. At that meeting, the EmX Steering Committee will be asked to make recommendations to the LTD Board on several of the products developed during the Scoping period.

VII. PIONEER PARKWAY EMX STATUS (INFORMATION)

The Pioneer Parkway Corridor Committee met on November 1. A summary of the meeting will be provided, as well as an update on other elements of the project.

VIII. OTHER BUSINESS

This agenda item is intended to provide an opportunity for the EmX Steering Committee members or staff to raise issues not on the agenda, or share information related to the EmX project.

IX. NEXT MEETING

The next regular meeting is scheduled for Tuesday, December 4, 2007, at 5:30 p.m.

X. ADJOURNMENT

Alternative formats of printed material (Braille, cassette tapes, or large print) are available upon request. A sign language interpreter will be made available with 48 hours' notice. The facility used for this meeting is wheelchair accessible. For more information, please call 687-5555 (voice) or 1-800-735-2900 (TTY, for persons with hearing disabilities).

MINUTES

Lane Transit District EmX Steering Committee

Pursuant to notice given to *The Register Guard* for publication on August 30, 2007, a meeting of the Lane Transit District EmX Steering Committee was held at 5:30 p.m. on Tuesday, September 4, 2007, at the Lane Transit District Board Room, 3500 East 17th Avenue, Eugene, Oregon.

PRESENT: Gerry Gaydos, Lane Transit District Board Member (Chair)
Debbie Davis, Lane Transit District Board Member
Greg Evans, Lane Transit District Board Member
Steve Gordon, At Large
Dave Jewett, At Large
Dan Egan, At Large
George Poling, Eugene City Councilor
Peter Sorenson, Lane County Commissioner
Ramona Cline, Oregon Department of Transportation

ABSENT: Tammy Fitch, At Large
Hillary Wylie, Springfield City Councilor

I. CALL TO ORDER

Mr. Gaydos called the meeting of the EmX (BRT) Steering Committee to order.

II. ROLL CALL

Mr. Gaydos called the roll.

III. CHAIR'S COMMENTS

Mr. Gaydos had no comments.

IV. MINUTES

Mr. Poling moved to approve the minutes of March 6, 2007, and June 5, 2007, as submitted. Ms. Davis provided the second. The motion passed unanimously.

V. PUBLIC COMMENT

Mr. Gaydos called for comments from the public.

David Kleger, 2154 Golden Garden Street, Eugene, spoke as a daily user of transit services and supporter of bus rapid transit (BRT). He said that travel times or perceived travel times were a major factor in the use of BRT. He said that the West Eugene EmX plan was an effort to address steadily worsening traffic in that area by offering another mode of transportation. He was concerned about a proposed route diversion on the West Eugene corridor that would add ten additional blocks of travel. He believed that the additional time and travel distance would discourage potential EmX riders from even trying the service. He urged the committee to bear this concern in mind when making decisions and not allow the purpose of BRT to be sabotaged.

VI. EmX CORRIDOR COMMITTEE APPOINTMENT

Tom Schwetz said the steering committee, pursuant to previous discussions, was being asked to appoint members to the West Eugene corridor and Pioneer Parkway corridor committees. He reviewed the general responsibilities of committee membership and noted that the two committees would undertake unique tasks because the corridors were at very different stages in planning and development. He drew the committee's attention to the recommended appointments to each corridor committee as set forth in the agenda packet, noting that the concept was that the groups would include combinations of Steering Committee members and additional community representatives, depending on the needs of the corridor project. He noted that a larger number of people were involved in the West Eugene project because it was in the initial planning and decision-making stage.

Mr. Gaydos noted that Ramona Cline replaced Mike Spaeth as the Oregon Department of Transportation (ODOT) Steering Committee member and that change should also be reflected in the corridor committee appointments.

Mr. Gordon asked if a representative of the Far West Neighborhood had been identified. Mr. Schwetz said the neighborhood association planned to select a representative to serve on the West Eugene committee.

Mr. Sorenson asked if the corridor committees would be advising the Steering Committee. Mr. Schwetz said that the committees would advise the Steering Committee, which would then advise the LTD Board; however, the West Eugene project was moving quickly and the Board might need to make decisions more frequently than the quarterly Steering Committee meetings. He asked the Steering Committee to authorize the West Eugene committee to provide advice directly to the Board.

Mr. Sorenson questioned the need for corridor committees. Mr. Schwetz advised that the corridor committees were intended to be more diverse bodies than the Steering Committee, to meet more frequently, and to be involved in a greater level of project detail. He said that the

Steering Committee had recommended creation of the corridor committees; that recommendation was approved by the Board, and the Board directed staff to establish the committees.

Mr. Sorenson stated that he believed it was unnecessary to create other groups that would advise the Steering Committee, which would then advise the Board. If the Board believed that more diversity was necessary, then he preferred creation of a single group. He said that people should be appointed to the corridor committees who could actually attend the meetings, and he urged involvement of the affected neighborhoods. Mr. Schwetz pointed out that the proposed appointments included neighborhood representation.

Mr. Egan noted that he had missed the meetings where corridor committees were discussed and asked for clarification of the purpose and intent. Mr. Evans said that the concept was to expand the depth and breadth of citizen input during the planning phase, especially from the neighborhoods that were directly affected. He said that the concept was particularly true for West Eugene as it was important to consider all points of view in development of that corridor, and bring as many stakeholders to the table as possible. He said that the Pioneer Parkway corridor was beyond the planning stage and a smaller group was required to address the remaining issues.

Mr. Poling shared his experience on the Coburg Road corridor committee, which demonstrated the importance of involving the stakeholders directly affected. He said that the Steering Committee on its own could not have developed the level of information that the corridor committee provided. He noted that the Steering Committee was meeting monthly during that process and could receive regular updates from the corridor committee. He was not certain if it was a good idea to authorize a corridor committee to directly advise the Board and suggested that the Steering Committee consider returning to a monthly meeting schedule.

Mr. Sorenson commented that if the goal was to obtain input from the neighborhoods, it was not necessary to have Board and Steering Committee members on the corridor committees. He said that policy makers should be eliminated and only those directly affected by the corridor left on the groups. He thought that perhaps the Steering Committee was no longer necessary and neighborhood groups could advise the Board directly.

Mr. Gaydos remarked that the need for the corridor committees had been thoroughly discussed by the Steering Committee and approved by the Board. He said that unless there was a motion to change that prior direction, the question before the Steering Committee was appointment of members to the corridor committees.

Mr. Evans said he felt strongly about being a member of the West Eugene committee because he not only had a policy interest, but lived in the area as well. He said that the level of detail that the corridor committee would deal with required more frequent meetings.

Mr. Sorenson reiterated that if the focus was on involvement of neighbors and those most affected, the committees should be structured to reflect that, and representatives of the Board, Steering Committee, and jurisdiction should be excluded. He said that Mr. Evans should

be identified as a neighbor on the corridor committee and not as a Board or Steering Committee member.

Mr. Poling agreed that the corridor committees should be composed of those who lived and worked in the area and understood the issues.

Mr. Schwetz said the West Eugene corridor was the most complex project LTD had to date. He said that, in addition to the complexity of the corridor itself, the process needed to meet many federal requirements, and also many policy issues were involved. That was why the West Eugene group was large, and the experience and wisdom of Steering Committee members were essential to the conversation.

Mr. Sorenson believed that that the presence of so many LTD representatives on the committee would drive what was intended to be a citizen involvement process. He voiced his objection to having more advisory committees.

Mr. Jewett remarked that the purpose of the corridor committees was to allow the Steering Committee to gain greater understanding of neighborhood concerns with respect to issues such as corridor alignment, station and traffic signal locations, and landscaping. He acknowledged that the additional meetings might be a burden, but the process did provide the Steering Committee with feedback from those directly affected. He believed that the process made sense and would enable the Steering Committee to take that feedback into consideration when advising the Board. He was not certain that providing feedback from the corridor committees directly to the Board was appropriate. He questioned the lack of an ODOT representative on the West Eugene committee. Mr. Schwetz said that an ODOT representative could be added.

Mr. Egan commented that the tasks associated with the two corridors were very different; the Pioneer Parkway corridor project had already addressed neighborhood issues, and policy decisions needed to be made in order to bring the project to a successful conclusion. He said that the West Eugene corridor was entering the planning stage, and neighborhood involvement, as reflected by the committee's composition, was essential.

Mr. Egan moved to approve the recommended appointments to the Pioneer Parkway Corridor Committee as reflected in Table 2. Mr. Jewett provided the second.

In response to a question from Mr. Sorenson, Mr. Egan said that the committee would address political and financial issues and fine-tune the corridor design.

Mr. Evans agreed with Mr. Egan and added that the committee would also deal with any concerns raised by businesses along the corridor.

The motion passed unanimously.

Mr. Evans suggested replacing Mr. Sorenson on the West Eugene committee with either Bobby Green or Bill Fleenor, and replacing Mr. Poling with either Jennifer Solomon or Chris Pryor,

since they would be more appropriate representatives of the area and have constituents directly affected by the corridor.

Mr. Schwetz noted that Chris Pryor was on the list of appointments. He said that Mr. Poling's experience as a Steering Committee member would enrich the conversation.

Mr. Sorenson asked if the West Eugene corridor would have implications for Lane County or be primarily interior to the City of Eugene. Mr. Schwetz advised that the focus would be West Eugene, although a representative of the City of Veneta would also be a member because of the interest in that corridor.

Mr. Sorenson said that Mr. Fleenor would be a better choice than himself for the West Eugene committee because of his interest and involvement in transportation related to that part of the county. He also believed that Mr. Green would be a good representative because of his involvement with the neighborhoods and his interest in transportation issues.

Mr. Gordon related that he was appointed to the Steering Committee as a citizen-at-large, and he lived, recreated, and shopped in the West Eugene area. He had also worked on West Eugene wetland issues for 18 years as a Lane Council of Governments employee. He said that the corridor was part of Lane County, whether or not it was inside of the City, and was a vital part of the region's economy because of the tremendous number of jobs in the corridor. He said that the corridor also linked Eugene to Veneta and to Florence, and he was pleased when it was identified as the next priority corridor for planning.

Mr. Gordon stated that the corridor committee was not limited to the purpose of involving the neighborhoods; the committee would also utilize the experience of the Steering Committee and LTD Board concerning EmX, and mix that with neighborhood interests in order to solve traffic problems now that the West Eugene Parkway was no longer viable. He liked the recommended appointments, but wanted to see an ODOT representative on the list. He also was interested in knowing how many of the corridor committee members were also involved in the West Eugene collaborative process.

Mr. Gordon moved to approve the recommended appointments to the West Eugene Corridor Committee as reflected in Table 1, with the inclusion of a representative from the Oregon Department of Transportation. Mr. Evans provided the second. The motion passed unanimously.

Mr. Gaydos commented that LTD's presence on the committees was for purposes of listening and not directing the process.

Mr. Egan asked staff to provide the Steering Committee with information about the anticipated schedule for corridor committee meetings and points at which the Steering Committee would need to receive feedback from those committees. He also requested that staff provide information or advice to the LTD Board.

Mr. Poling said that, based on his experience with the Coburg Road corridor committee, he doubted there would be any feedback for the Steering Committee before its next scheduled meeting in December.

Mr. Schwetz said that the West Eugene corridor activities would include a draft Purpose and Need Statement. Also included would be community dialogues to take place in October and December. He agreed with Mr. Egan's suggestion to review how the Steering Committee would like to be engaged with the process.

Mr. Jewett reminded the committee that EmX was a regional issue despite the fact that corridors would occur in two different communities. He said that at the beginning of EmX there were many discussions about integration of BRT with traffic access and circulation along the corridors. There was also discussion concerning whether there should be community-wide standards that would trump the concerns of particular people or businesses along one segment of the corridor. He said that those discussions were not simple and included compromises. He could see how a request from a local group in one area for something like a route variation that could compromise travel time would need to come to the Steering Committee. He said that the Steering Committee could determine that, while that request might make sense for those along that limited stretch, it would undermine the overall community purpose of BRT. He said that if the issue was not brought to the Steering Committee, the broader perspective might not be considered.

Mr. Gaydos agreed with Mr. Egan's request for a flow chart that would identify the activities and points of interaction for the corridor committees and Steering Committee.

Mr. Gordon suggested that a summary of corridor committee meetings could be e-mailed to Steering Committee members, along with relevant attachments and staff notes or recommendations. He agreed with Mr. Jewett on the importance of keeping in mind the overall community view and the purpose of EmX as a system.

VII. FRANKLIN EmX CORRIDOR UPDATE

Graham Carey stated that he would report on summer ridership, safety messaging, and a before-and-after study. He noted that during May, EmX ridership was at about 5,000 people per day on the route. He said that typically during the summer when students are out of school, a 33 percent drop in ridership is observed across the system. He indicated that Route 11 had generally experienced about a 24 percent drop in ridership during the summer, but EmX had experienced only a 14 percent drop in ridership.

Mr. Carey explained that safety messaging included community outreach before the service began in order to educate the public about the idiosyncrasies of the system and changed traffic patterns. He related that there had been eight accidents along the route since January and LTD had not been at fault in any of them; a majority resulted from illegal maneuvers by auto drivers. He said that another community education campaign would be focused on incoming students and faculty.

Mr. Carey compared the results of onboard surveys conducted on Route 11 in November 2006 before the EmX service began with the results of onboard surveys conducted in May 2007 after EmX service was established. He said that 1,283 individuals were sampled in the first survey and 1,833 were sampled in the second survey. He said the results were preliminary and highlighted some statistics. He indicated that age and gender were similar, the percent of students was unchanged, a slight increase in household income of riders was observed, and an increase in the number of unemployed riders was also observed.

Continuing, Mr. Carey reviewed trip purpose responses and customer rating of the service. He noted that on a rating scale of 1 to 5, with 5 being very good, Route 11 overall service was rated as a "4"; EmX service met or exceeded that rating in every category except, "Where the bus goes." He said that the ratings improved the most in five areas: on-time performance, travel time, availability of seats, cost of riding, and cleanliness and amenities of shelters. He noted that most riders perceived the travel time with EmX to be considerably faster, even though the route had an actual travel time of 16 minutes. He believed that station spacing, vehicle appearance, running ways, and signal time contributed to that perception.

VIII. PIONEER PARKWAY EmX CORRIDOR STATUS

Mr. Carey reported that consultant contracts were in place and teams were anxiously awaiting survey work. He believed that delays would be overcome in order to meet the 2010 deadline. He indicated that the Gateway Station had been mocked up and tried with buses to work out any problems before actual construction. He said that staff had met with the managers and owners of Gateway Mall, who were pleased with the project to date. He said that the project was moving into the hard design phase and he expected to provide the Steering Committee with designs to review at its next meeting.

In response to a question from Mr. Egan, Mr. Carey said that the new station would be located on Gateway Street, north of the Umpqua Bank, and the circulation road would be reduced from four to two lanes between the Roadhouse Grill and the bank.

Mr. Poling asked if a covered walkway was still being planned. Mr. Carey replied that it was.

Mr. Carey anticipated that the Gateway Station would be constructed during the summer of 2008. Mr. Schwetz explained that the EmX vehicle would not stop in the lane of traffic at the station. He added that staff was working with key tenants to schedule construction at times when it would have the least impact on businesses.

IX. WEST EUGENE EmX EXTENSION STATUS

Mr. Schwetz reiterated that the West Eugene project was entering a time of intense activity. He said the intent was to go through the NEPA (National Environmental Policy Act) process, which included issuing a Notice of Intent to Proceed, to develop an environmental impact statement as the first step. He said that the process would include preparing for a coordination meeting of all

federal agencies that might be involved in order to determine the roles of those agencies. He said the focus of the NEPA process was disclosure and coordination.

Mr. Schwetz said that two community dialogue sessions would be conducted and would include outreach workshops at different points along the corridor. He reported that LTD had received a discretionary grant to supplement resources for the technical analysis of the corridor. He related that LTD was involved in the West Eugene collaborative process and was represented on the many subcommittees. He expected the process to continue over the next 18 months.

Mr. Gaydos indicated that requests for financial assistance would be taken to the County Board of Commissioners and Eugene City Council.

Mr. Sorenson requested a copy of the funding request to Eugene.

X. OTHER BUSINESS

Mr. Gordon asked that staff identify the members of the West Eugene corridor committee who were also on the committee coordinating the collaborative process.

Mr. Egan asked for clarification of the comments from Mr. Kleger during the public comment period. Mr. Schwetz replied that Mr. Kleger's comments related to the criteria that would be applied to the range of alternatives for corridor alignment, and travel time would be an important factor in that process.

Mr. Jewett recalled that when routes through Glenwood were discussed, time of travel was an important factor. He agreed with Mr. Kleger that the effectiveness of the entire system should not be undermined by picking a route that satisfied a few people but extended travel time or was perceived to extend travel time.

XI. NEXT MEETING

The next regular meeting was scheduled for Tuesday, December 4, 2007, at 5:30 p.m.

XII. ADJOURNMENT

Mr. Gaydos adjourned the meeting at 6:45 p.m.

(Recorded by Lynn Taylor)

Proposed Purpose and Need Statement

The **Purpose** of the proposed West Eugene EmX Extension Project is to improve transit travel time, reliability, ridership, efficiency, and effectiveness in the West 11th Corridor (east/west); to support local and regional plans and goals for land use and transportation; to support economic development opportunities in the corridor, while being sensitive to and protecting environmental resources; and obtaining local public support.

The **Need** for the project results from:

- ~ Historic and projected increases in traffic congestion in the West 11th Corridor due to increases in regional and corridor population and employment;
- ~ Lengthy transit travel times and deteriorating transit reliability in the West 11th Corridor due to growing traffic congestion;
- ~ Increasingly scarce transit operating revenues;
- ~ Adoption and amendment of the Regional Transportation Plan that reflect bus rapid transit (BRT) as the region's preferred high capacity transit mode;
- ~ Recent removal of the West Eugene Parkway as a regional transportation system improvement;
- ~ Growing reliance on transit by the region to meet mobility needs in the West 11th Corridor;
- ~ Prioritization of the West 11th travel shed by the City of Eugene and LTD as the region's third BRT corridor;
- ~ Local and regional land use and development goals and objectives that target the West 11th Corridor for residential, commercial, retail, and industrial development to help accommodate forecasted regional population and employment growth; and
- ~ Identification and protection of important resources in the natural and built environment in the West 11th Corridor, including but not limited to wetlands, and rare plants and animals and their habitat that could limit options for improvements to the transportation system.

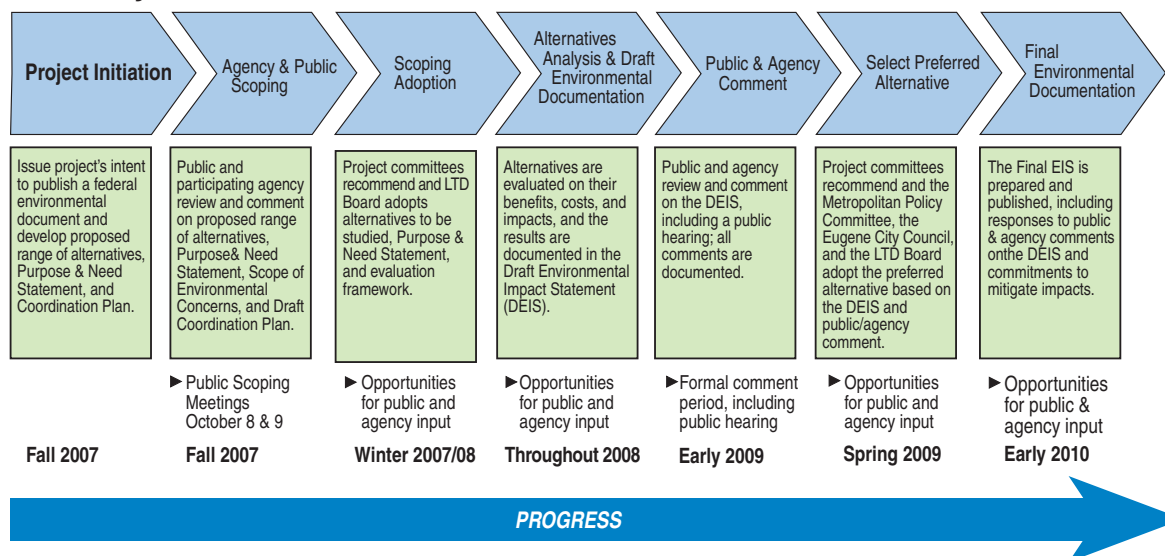
Proposed Goal and Objectives

The **Goal** of the West Eugene EmX Extension Project is to improve transit travel time, reliability, ridership, efficiency, and effectiveness in the West 11th Corridor (east/west); to support local and regional plans and goals for land use and transportation; and to support economic development opportunities in the corridor, while being sensitive to and protecting environmental resources and obtaining local public support.

The **Objectives** of the West Eugene EmX Extension Project in the West 11th Corridor are to:

- ~ Provide convenient, fast, and reliable transit service in the Corridor;
- ~ Improve the efficiency and effectiveness of transit service in the Corridor;
- ~ Support the desired land use patterns and development in the Corridor;
- ~ Help accommodate future growth in travel demand in the Corridor;
- ~ Seek opportunities to enhance the safety and operations for pedestrians, bicyclists, and motorists traveling in the Corridor;
- ~ Provide for a fiscally stable and efficient transit system; and
- ~ Provide an environmentally sensitive design for the project.

Preliminary Process and Timeline



Your involvement is important! LTD has been working to create a variety of ways for you to connect. Check out these opportunities to get information and provide feedback:

- Visit LTD's website at www.ltd.org. Follow the links to the West Eugene EmX Extension Study Corridor.
- Send an e-mail to we.emx@ltd.org.
- Attend Steering and Corridor Committee meetings. Visit LTD's website for meeting schedules.
- Attend the open houses.
- Attend a presentation at neighborhood, civic, and professional organizations.
- Read the project newsletters.
- Receive E-Newsletters. Send us an e-mail request and receive project updates electronically!



PO Box 7070, Eugene, OR 97401



Lane Transit District

**LANE TRANSIT DISTRICT
EmX STEERING COMMITTEE MEETING
Tuesday, November 6, 2007
5:30 p.m. to 7:00 p.m.**

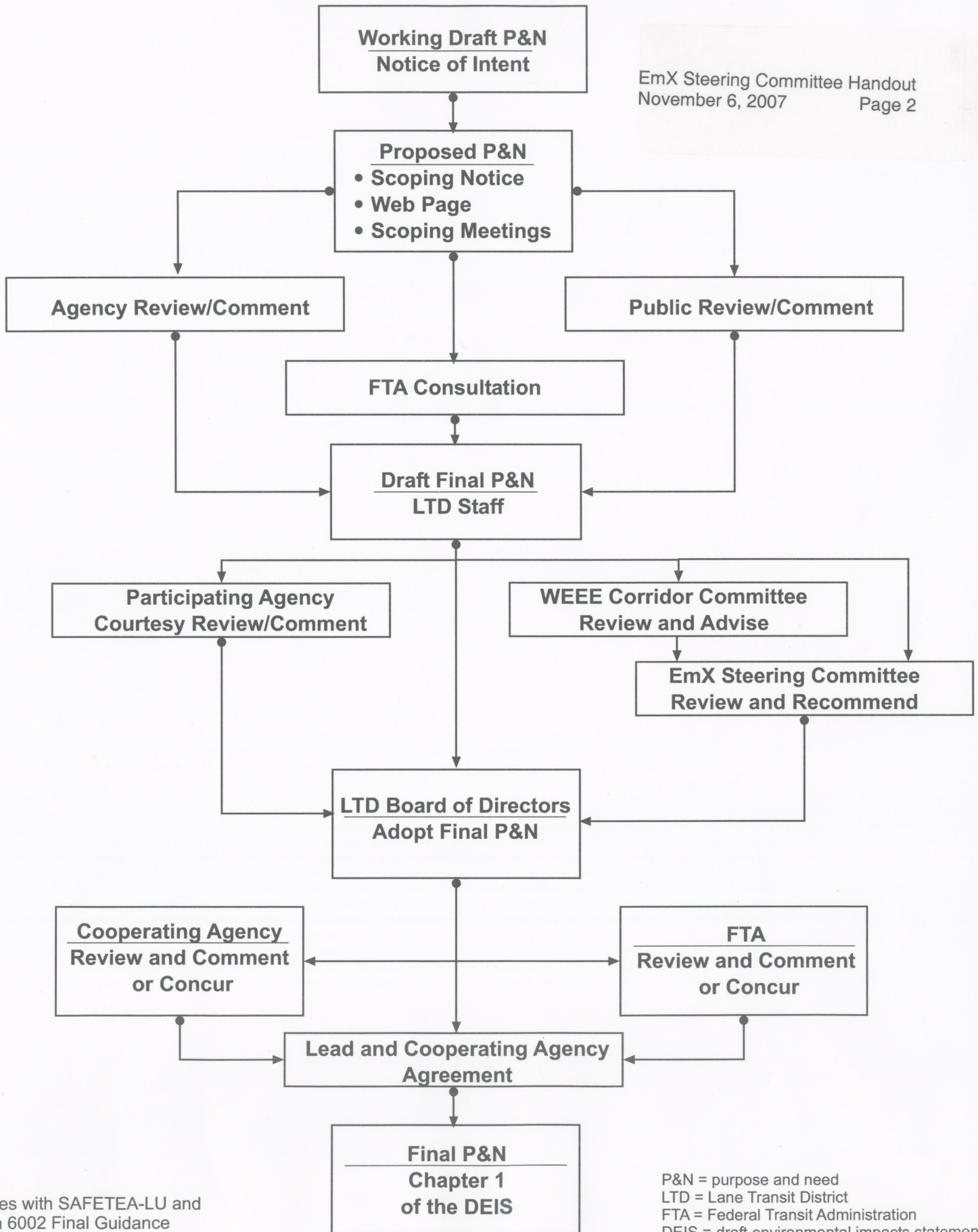
**Lane Transit District Board Room
3500 East 17th Avenue, Eugene, Oregon
(Off Glenwood Blvd.)**

MEETING HANDOUT

DRAFT WEEE Project Purpose and Need Process Chart	Page 2
Summary of USDOT Guidance	Page 3
WEEE Project Proposed Range of Alternatives	Page 4
Outreach Activities	Page 5
WEEE CC Scoping Comments on Purpose and Needs	Page 6
WEC Scoping Comments on Purpose and Needs	Page 12
General Comments	Page 16

DRAFT - WEEE Project Purpose and Need Adoption Process

EmX Steering Committee Handout
November 6, 2007
Page 2



USDOT/FTA Regulation and Guidance on Purpose and Need

- Establish the problems that must be addressed in the study
- Provides the framework for the evaluation goal, objectives, criteria and measures and what are reasonable alternatives
- Explains why the study is being undertaken and why the project is being proposed
- Focuses on a corridor – travel shed and discreet markets that would be served by the proposed transit improvement
- Not too vague – could result in too large number of alternatives; not too narrow – could unreasonably narrow to one solution
- May be based on State, regional and local systems plans that
 - 1) seek to achieve a transportation objective and/or support land use, development and/or growth objectives included in State, regional or local plans;
 - 2) narrow to a general travel corridor or general mode resulting from the transportation planning process – can be narrowed further through adequate major investment studies or alternatives analyses; and/or
 - 3) cite funding needs and/or sources identified in the long-range regional transportation plan

WEEE Project Proposed Range of Alternatives

A. Mode

1. No-Build Alternative. Generally, the financially constrained transportation system included in the Regional Transportation Plan, without the proposed project – and transit operating improvements that could be funded using existing revenue sources.

2. Transportation System Management (TSM) Alternative. Generally, a set of improvements that would have a relatively low capital cost and that would address the corridor's purpose and need.

3. Bus Rapid Transit Alternative. The region's preferred high capacity transit system.

B. BRT Alignment Alternatives by Segment

1. East of Garfield Segment

- Two-Way West 13th
- West 6th/7th Couplet

2. Garfield to Beltline Segment

- Amazon Channel
- Two-Way West 11th

3. West of Beltline Segment

- Two-Way West 11th

C. BRT Length Alternatives

- Garfield Terminus
- Beltline Terminus
- Full Length

West Eugene EmX Extension Project 2007 Scoping/Outreach Efforts

Month	Day	Action	Resolution
Sept	18	NOI Filed	
Sept	23	Ad in R-G for Oct 8 & 9 Scoping meetings	
Sept	24	LTD presentation at Far West Neighborhood Association meeting	
Sept	26	WE Design Charette	
Sept	27	Informational Agency Meeting & Tour held	
Sept	28	Newsletter to mailing addresses 1/2 mile north and south of West 11th Avenue (approx. 10,670)	
Sept	28	Email from LTD to Corridor Committee members re: difficulty in scheduling meeting; attached newsletter and draft p&n statement	
Sept	30	Oct issue of Bus Talk, LTD's on-board newsletter released promoting Oct 8 & 9 and scoping process	
Oct	2	LTD presentation at Jefferson Westside Neighborhood Board Meeting	
Oct	2	Ad in R-G for Oct 8 & 9 Scoping meetings	
Oct	3	Postcard mailed to addresses 1/2 mile north/south of West 11th, plus owners of properties abutting proposed range of alternatives for further study (approx. 11,270)	
Oct	4	R-G article re: alternative alignments	
Oct	5	Proposed P&N/G&O placed on web	
Oct	5	Email to Corridor Committee members regarding open house events; attached postcard and open house packet	
Oct	7	Ad in R-G for Oct 8 & 9 Scoping meetings	
Oct	8	Email from LTD to Agency list re: need for comments/input during scoping phase; attachments include scoping mtg packet and handout including range of alternatives	
Oct	8	Scoping Public Open House	
Oct	9	Scoping Public Open House	
Oct	10	NEPA presentation placed on web	
Oct	12	Scoping e-form placed on web; feedback closing date (Nov 6) place on web	
Oct	18	Project Display at Eugene Chamber Expo	
Oct	25	West Eugene EmX Corridor Committee Meeting	

Proposed Purpose and Need Statement by clause:

Purpose Clause 1: Improve transit travel time, reliability, ridership, efficiency, and effectiveness in the West 11th Corridor (east/west)

WEEE CC

- Frustrated by vagueness. Searching for definitions. [Purpose Clause 1]
- Not obvious that we are talking about BRT. Is the purpose to design a BRT corridor? . [Purpose Clause 1]
- What is LTD's sense of the problem that the community and/or LTD is facing? What are we trying to do here? . [Purpose Clause 1]
- Congestion causes the system to degrade over time. BRT tries to avoid this issue by achieving the same speed as auto traffic. . [Purpose Clause 1]
- Mitigation is the primary need for several major arteries. The planning process has not included public transit from the beginning. . [Purpose Clause 1]
- We should be more specific about the problem we are trying to solve to the extent that we know. If we are unclear about the problem then it will be difficult to solve. . [Purpose Clause 1]
- Do we need to say that we are trying to build a BRT system? It does not necessarily seem so. Maybe just a "high quality transit system" that meets the development and growth patterns. . [Purpose Clause 1]
- You see situations where there is a lot of gridlock. Growth patterns are exploding. It is today's problems that are moving into tomorrow's problems. . [Purpose Clause 1]
- Is this a problem that is specific to transit? . [Purpose Clause 1]
- Bus service factors: on time service impacted by the number of vehicles in the areas, number of residents in the area, stress on infrastructure, etc. . [Purpose Clause 1]
- One of the goals of BRT is to encourage other people who have other means to choose to take the bus. . [Purpose Clause 1]
- If congestion on corridor is the problem, all modes are being impacted. . [Purpose Clause 1]
- The Purpose statement is specific to transit, not congestion. We need to address congestion in the Purpose to factor in multiple modes. . [Purpose Clause 1]
- Proposed Purpose Statement: To create a rapid transit system that is unhindered by congestion and therefore able to provide consistent service through the lifetime of the project. . [Purpose Clause 1]
- Part of the purpose could be to use transit to shape land uses – this should be reflected in the purpose. .[Purpose Clause 1]
- Suggestion for Purpose clause 1: There is an opportunity to expand the use of transit. [Purpose Clause 1]
- Develop market for transit riders (dependent and choice riders). [Purpose Clause 1]

Purpose Clause 2: Support local and regional plans and goals for land use and transportation; and

WEEE CC

- When you read local land use documents, the word “support” is often used. Does this mean “don’t do anything inconsistent?” I’m not sure everyone knows what the current land use plans and goals mean. We don’t know if they are still accurate. [Purpose Clause 2]
- Overall structure is good. But what does “support plans” mean. This clause needs clarification. [Purpose Clause 2]

Purpose Clause 3: support economic development opportunities in the corridor;

WEEE CC

- This is important. The question is whether the purpose is to improve transit or if there is an expectation that transit will contribute to development or redevelopment. If this is a serious consideration we should be clearer.
- I’ve always viewed economic development as a side effect of transit that is usually regarded as positive. This has caught my eye because economic development is usually phrased as commercial development which can be suitable for one place but not another place. We need to be careful since BRT is likely to spawn development. Define a sense of “appropriate economic development.”
- We currently have economic development occurring. We are trying to craft transit solutions as it responds to the needs of existing economic development and what is being planned over the next few years.
- There is a difference between economic development, commercial development and redevelopment. This could also mean building homes, not just retail.
- Economic development needs to be defined. What drives economic development? Is it building of homes? Other kinds of development follow the building of homes. We need to be clear about what we are doing. It is an issue that development has historically not been designed to be “transit-friendly.”
- We need to know the future plans for this area. What areas are targeted for residential, commercial, etc?
- The relationship between economic development and congestion needs to be made clear.
- We don’t have the information to write the Purpose and Need statement. We need: travel market study, where people are moving, etc
- We need to very careful that economic development is desirable.
- Clauses are left vague because you don’t have all the information yet. This is early, you ask a lot of questions, and you don’t want to have too narrow a Purpose and Need, Goals and Objectives statement.
- Part of the need was based on the WEP. The city has not updated their plans. We are dealing with a lot of uncertainty. This clause might belong in the “need” section rather than the “purpose” of the Purpose & Need Statement.

Purpose Clause 4: While... Being sensitive to and protecting environmental resources;

WEEE CC

- Does environmental mean “biological” or “neighborhood”? This needs to be clarified.

Purpose Clause 5: And... Obtaining local public support.

WEEE CC

- Clarify for the project, as opposed to for the BRT service.

Need Clause 1: Historic and projected increases in traffic congestion in the West 11th Corridor due to increases in regional and corridor population and employment;

WEEE CC:

- comment above belongs in Purpose

Need Clause 2: Lengthy transit travel times and deteriorating transit reliability in the West 11th Corridor due to growing traffic congestion;

WEEE CC:

- Define reliability.
- We are talking about adverse impacts of unreliable transit service.
- Convenience encompasses travel time and reliability. The availability of transit information and the ease of transit use from station and destination is an issue. Transit travel time should be reasonable relative to auto travel times.
- There needs to be a glossary of transit terms available.
- Who is the purpose and need statement for? Is it the “rules of the game” required for the FTA? There is also the need to address the local public interests.

Need Clause 3: Increasingly scarce transit operating revenues;

WEEE CC:

- This is mystical. How does LTD benefit from BRT? People don't understand how BRT could alleviate operating revenue problems.
- There is a perception that BRT costs more money than it saves LTD.
- How do the “need” clauses relate to the “purpose” clauses? Make sure that the clauses are clearly related. The “needs” should support the Purpose.
- Are we expecting to increase revenues through BRT?

- We need context for the discussion of scarce transit operating revenues. We are also dealing with a time frame issue. Since we are not charging a fare on EmX, LTD is not likely covering costs. This will change when fares start being collected. This could be included in a preamble.
- Restate this clause as the inability to add capacity to the transit system due to increasingly scarce operating revenues.
- “Efficiency and effectiveness” seem to be code words for “adequate capacity” and “frequency of service.” Need to include in the purpose statement some concept of adequate capacity and frequency of service.
- Explain cycle of transit operating issues.

Need Clause 4: Adoption and amendment of the Regional Transportation Plan that reflect bus rapid transit (BRT) as the region’s preferred high capacity transit mode;

WEEE CC:

- This clause seems like a different sort of need clause because it assumes BRT as the region’s preferred high capacity transit mode. It may need to be in the purpose statement since it is related to the local plans and goals.
- Add: “in this corridor.”

Need Clause 5: Recent removal of the West Eugene Parkway as a regional transportation system improvement;

WEEE CC:

- Does this mean that congestion on W11th is expected to get worse?
- The removal of WEP puts heavy reliance on alternative options.
- The removal of WEP puts greater burden on the corridor.

Need Clause 6: Growing reliance on transit by the region to meet mobility needs in the West 11th Corridor;

WEEE CC:

- Add “public transit”
- What is the demographic trend that we are talking about?
- This clause is not clear.
- “Public” changes meaning. We might want to include “transit alternatives”. Need clarification of “transit.”
- Do the numbers/ridership support the statement of growing reliance on transit?
- We need more detail for ridership, mode-split, ... etc We need historical numbers. The same for financing information.
- Does this clause say that there is a need for more capacity? This needs to be clarified. Tie this to greater public transit capacity.
- Back up the need with data.

Need Clause 7: Prioritization of the West 11th travel shed by the City of Eugene and LTD as the region's third BRT corridor;

WEEE CC:

- How do we define "travel shed" What are the parameters? Need clarification.
- Clarification is needed especially since the City Council never used the term "travel shed" in its action.
- Corridor is used every where else. Is corridor a better word?
- This is similar to Clause 5.
- In terms of geography, downtown "travel shed" might get confused with 6th/7th. Travel sheds seem to merge together. Need more data about travel patterns (travel demand data).

Need Clause 8: And... Local and regional land use and development goals and objectives that target the West 11th Corridor for residential, commercial, retail, and industrial development to help accommodate forecasted regional population and employment growth;

WEEE CC:

- Is this true? We need data to back this up.
- Future subdivisions will impact the entire area.
- "Target" is a strong word.
- Metro Plan language needs to be referenced to clarify the context.
- There is going to be increased population and destinations in this area because of the fact that it has been targeted for growth. LTD will need to address increased ridership demand. There will be increased congestion as well as potential (transit) customers.
- TOD and Transit Adjacent Development complement planned growth in areas.
- The need relates to increased ridership and increased congestion.

Need Clause 9: Identification and protection of important resources in the natural and built environment in the West 11th Corridor, including but not limited to wetlands, and rare plants and animals and their habitat that could limit options for improvements to the transportation system.

WEEE CC:

- How is this a need? Wetlands do not create a need for transit.
- Important resources along the corridor will need to be considered.
- Preservation is both an opportunity and constraint.
- To identify and protect important resources... revised need statement.
- Does FTA need to see this? Seems like a criteria.
- Also like to see added: "social and neighborhood environment" and "built environment."
- Relate this to the purpose statement.

- Broaden the context: the need for the project relates to the following opportunities and constraints....

Need 10th clause about public support. If this is in the purpose, this should be a need clause as well.

Need clause that describes how project seeks to attract non-existent riders or “choice riders.” Is this for the Purpose? Need statement?

The West Eugene Collaborative

Comments for LTD's Scoping Process

October 25, 2007

The West Eugene Collaborative (WEC) is a broadly based community group concerned about transportation, land use and environmental issues and challenges in West Eugene. The WEC's hope is that it can contribute a unique perspective that reflects a range of interests and contributes to constructively resolving the challenging issues related to transportation in West Eugene.

The WEC is a group of about thirty civic leaders including government agency representatives, business leaders, environmental leaders and active at-large community members who have gathered over the last six months to discuss and envision the future of transportation and land use issues in West Eugene and nearby communities. The group has developed from a relatively grassroots base and has grown in size and importance over this time. The WEC is united primarily in its concern about the interconnected issues of transportation, land use and the environment in West Eugene and its desire to find solutions that are acceptable to most in our community.

The WEC is pleased to offer these comments, which are consensus recommendations from members who were able to attend the October 2007 meeting, about the scoping for the West Eugene EmX Extension Project.

Purpose

The WEC recommends that the purpose language be changed to reflect a stronger sense of the overall purpose of the project, to recognize that State plans play an important role in guiding land use and transportation, to explicitly capture the notion that economic redevelopment is important, and to be more explicit about environmental protection. With this in mind, we suggest the "Purpose Statement" read:

The purpose of the proposed West Eugene EmX Extension Project is to improve the convenience, reliability, attractiveness and increase the use of public transit in the West 11th Corridor (east/west); support local, regional and State plans, goals and guidelines for planning, land use and transportation; support economic development and redevelopment opportunities in the corridor; protect biodiversity, rare habitats, riparian areas, and other environmental resources; and obtain local public support.

Some of the language from the original purpose statement remains useful, but the WEC recommends it be considered in the Goals and Objectives section.

Proposed Goal

The WEC proposes that the goal statement be modified in one editorial and two substantive ways. The word “public” should modify transit. Second, there should be a goal to contribute to the reduction of the area’s carbon footprint and greenhouse gas emissions. Third, the language from the original purpose statement related to travel time, reliability, ridership, efficiency and effectiveness should be included as part of the goal statement.

Objectives

The WEC finds that certain objectives should be clearer and others should be added.

The objective for supporting desired land use patterns and development in the corridor is too vague; it is unclear what is considered “desired.” The WEC also believes that other objectives should be added that reflect community interests. Recommended additions are:

- Preserve the character and continuity of neighborhoods.
- Seek opportunities to support redevelopment and densification of existing low density commercial and industrial development.
- Provide for efficient connections to potential future EmX routes along the River Road and Highway 99 corridors.
- Avoid negative impacts to the Fern Ridge path and enhance pedestrian and bicycle connectivity and safety in the West 11th Corridor.

Concerns and Issues

The WEC understands that in this scoping phase, LTD has not presented criteria for how it will evaluate potential alternatives. As you know, the WEC is attempting to examine transportation in West Eugene comprehensively and transit is a component of the solution. In your review of alternatives, the WEC recommends that alternatives not be evaluated solely on how they affect transit, but in terms of the alternatives’ effect on the overall transportation and land use system.

Moreover, there are a variety of assessment criteria and impacts that deserve consideration. While the WEC has not had sufficient time to consider all criteria and impacts, the WEC’s environmental committee developed the following list, which we suggest be included in the NEPA review process:

1. change in carbon dioxide emissions;
2. interference with or enhancement of water flows upon which the wetlands are dependent;
3. change in energy consumption involved with construction and daily use;
4. runoff to water sources;

5. changes in encroachment upon or protection of parks and open space;
6. reduction, protection, or enhancement of rare habitats and biodiversity;
7. degradation or enhancement of riparian areas;
8. change in potential of damaging floods;
9. change in visual impacts;
10. change in aesthetics;
11. reduced or increased use of non-motorized transportation modes;
12. displacement/relocation of existing development;
13. change in single occupant vehicle trips;
14. change in noise and/or vibration and accompanying effects;
15. degradation or protection of social, cultural, historic or archeological resources; and,
16. environmental justice effects

Proposed Range of Alternatives

The WEC appreciates the desire to have a reasonable number of alternatives that meet the purpose and need. At this point, the WEC suggests three additional possibilities:

- Consider using West 7th and/or West 5th from Garfield to the vicinity of Seneca then turning south.
- Consider using West 10th and/or Stewart from Garfield to Bertelsen as an alternative modes alignment. (Examine this in the context of the community's possible redevelopment of West 11th as a multi-way boulevard.)
- Clarify that the Amazon Creek route will not negatively impact the Fern Ridge path and the riparian areas, and will primarily use previously developed parcels. (Consider in conjunction with enhancements to the Fern Ridge path including improved connectivity.) Rename the Amazon Creek alternative to "Southern Alignment."

The WEC looks forward to having further opportunities to review and comment on the evaluation of alternatives as the EIS process proceeds.

Appendix A

Membership of the West Eugene Collaborative

John Allcott*	Kitty Piercy*
Susan Ban	Emily Proudfoot*
Rick Crinklaw	Chris Pryor*
Rick Duncan	Larry Reed*
Ed Durkee	Rusty Rexius
Bill Fleenor	Jack Roberts*
Gerry Gaydos*	Tom Schwetz*
Rob Inerfeld*	Ollie Snowden
Ric Ingham	Charles Snyder*
Pat Johnston*	Paul Thompson*
Don Kahle*	Jim Welsh*
Bill Mahaffie	Gary Wildish
Kevin Mathews*	Sue Wolling*
Ed Moore	Jan Wostman*
Deborah Noble	Rob Zako*
Mary O'Brien*	

*Members who participated in the October 25, 2007 meeting where consensus on this document was reached. Because of their roles with LTD, Gerry Gaydos and Tom Schwetz participated in the discussion when called upon but were not among those who agreed to the recommendations by consensus.

Date	Comment
10/8/2007	Don't compromise bike path.
10/8/2007	Consider the alignment south of the channel, west of Bailey Hill.
10/8/2007	BRT is an important Strategy.
10/8/2007	Consider <u>Streetcars</u> . The Green line could <u>follow the Amazon</u> and link up with the <u>now no longer used</u> CORT [Coastal Rail Train] tracks ...eventually all the way to Florence.
10/8/2007	Is there going to be another public scoping session for the broader community so that we can learn from what other public members are asking?
10/8/2007	What about people who do not have easy web access for getting info on this project?
10/8/2007	The more transparent the process the better.
10/8/2007	Consider STREETCARS through out [the system]...There would be longer life and potential [expansion] to Florence. Build locally (Portland). What about electric power [for the transit system]? (no pollution)
10/8/2007	The need is huge [for a quality transit system].This is very late in being dealt with. The Purpose could include increased <u>safety</u> . Could also include support for additional people-powered travel (bikes/peds) with connections to high demand areas.
10/8/2007	In regards to the proposed goals and objectives - Ditto (to the previous comment: The need is huge [for a quality transit system].This is very late in being dealt with. The Purpose could include increased safety. Could also include support for additional people-powered travel (bikes/peds) with connections to high demand areas.)
10/8/2007	Is it true that previous LTD [ridership numbers] were inflated?
10/8/2007	Expand study area to 18th and South.
10/8/2007	What agencies are involved in the decision-making process?
10/8/2007	Would there be different Park and Ride locations? There would need to be. For example at Willowcreek & W. 11th.
10/8/2007	What is the definition of an "agency"? [in regards to the NEPA scoping process]
10/8/2007	How can local interest groups be involved?
10/8/2007	Is there a bicycle committee represented on the WEEE Corridor Committee?

Date	Comment
10/8/2007	Is there a way that citizens can vote on this project?
10/8/2007	Two groups of stakeholders have concentrated interests: 1) cyclists and 2) individual businesses. These people need to be informed/contacted directly and frequently about the project.
10/8/2007	[Our] branch store was notified, but not the actual property owner. This is a problem.
10/8/2007	There needs to be a specific process and distillation for cyclists and property/business owners.
10/8/2007	Who is on the Corridor Committee? How were they selected? Is it representative? Where can we see a list of who is on the Committee?
10/8/2007	I attended all the hearing process several years ago. I want to know how it was put back on the table again since our neighborhood opposed it.
10/8/2007	During the fairgrounds process [1999-2000] we were able to provide recommendations for 6th/7th. We met with Mr. Hamm afterwards and made our preference clear.
10/8/2007	The bike path is one of two fundamental bike routes. I would hate to see the corridor study compromised [over bike issues]. Pay attention to bicycle issues. It would be counter productive to cause negative impacts to the bike path.
10/8/2007	6th/7th is a much better corridor.
10/8/2007	Don't slow West 11th.
10/8/2007	Can we type in our comment on the form and submit online?
10/8/2007	Does LTD have power of eminent domain?
10/8/2007	The 13th Avenue corridor would be beneficial to our community. More people ride the bus to this area.
10/8/2007	EmX could increase ridership specifically on weekends and evenings for classes and facilities along West 13th.
10/8/2007	Does an Environmental Impact Statement (EIS) have to address Environmental Justice?
10/8/2007	None of this refers to how you can lessen the environmental impact. How can this be done?
10/8/2007	What are the different ways to achieve mitigation?

Date	Comment
10/8/2007	Information for the public scoping meeting will be on the Website. Will the information from the agency scoping meeting be available on the Website as well?
10/8/2007	What do you mean by "scoping decision?"
10/8/2007	I see "West 11th Corridor" so often. This gives the impression that 6th/7th is not an issue.
10/8/2007	How does the difference between using 6th/7th (state highways) vs. 11th/13th (local streets) affect city and state improvement decisions? It can change the design of the project. Will this require additional review?
10/8/2007	There is an Environmental Justice issue concerning crossing 6th/7th. It is hard to cross and is therefore a bad enough physical barrier for this area, which is segregated already. Would EmX add to this barrier effect?
10/8/2007	What about having an elevated platform [for transit]? Cities like Seattle have dual-level streets and this can create green space and it might be a nicer ride. We can use escalators for the stations.
10/8/2007	Is the NEPA presentation available on the Website?
10/8/2007	Was the big scoping meeting [on October 8 and 9, 2007] advertised in Bus Talk?
10/8/2007	Explain impacts [of this project] to transit travel times for: -current [travel times] -future [travel times] -savings? [comparison of future and current travel times] What affects travel time?
10/8/2007	What is the net transit ridership-impact for students.
10/8/2007	What about doing a study on "Origin and Destination" in regards to ridership [in the project area].
10/8/2007	Explain traffic modeling [used for this project].
10/8/2007	Explain the factors of reliability for the entire [transit] system.
10/8/2007	How will [this project] be built and designed?
10/8/2007	Will EmX replace existing routes? What would be the cost savings?
10/8/2007	What would be the difference in stop spacing [current LTD vs. project service]?
10/8/2007	Why not put in rail lines? [There is concern about] peak oil and rail runs on electric.

Date	Comment
10/8/2007	How will we address peak oil, sustainability, and the future cost of materials?
10/8/2007	Will BRT consider land use?
10/9/2007	What alternatives are there besides West 11th and West 13th?
10/9/2007	Will there be a Park & Ride lot?
10/9/2007	We need some place to park at the Springfield Station otherwise you need to cross the Railroad tracks.
10/9/2007	The study area is too small. Veneta should be the end point.
10/9/2007	The Purpose and Need is too vague in regards to ridership.
10/9/2007	[All] Users [should be considered in this project].
10/9/2007	Commuters have different needs than those (bus riders) who do not have autos. The solution should address all needs of all bus users. Transit dependents vs. non-transit dependents.
10/9/2007	You do not want Veneta commuters to have to bring their cars to Eugene.
10/9/2007	There are multiple problems and no package solutions.
10/9/2007	What will be the frequencies?
10/9/2007	What will be the impact to air quality?
10/9/2007	Politically it is not feasible to go on West 11th directly from downtown, so can the process be challenged because it was not put in?
10/9/2007	Build a freeway around the south side of Eugene to get the traffic out of Eugene.
10/9/2007	Who funds the scoping process?
10/9/2007	Would LTD eliminate the existing bus service in the corridor?

Date	Comment
10/9/2007	Power of eminent domain - will it be used?
10/9/2007	There is concern about displacement of businesses and residents' property.
10/9/2007	Will social aspects be studied?
10/9/2007	[My] tenant neighbor didn't get a notice about the open house [on October 8 and 9, 2007]. [LTD] needs to find ways to reach everybody.
10/9/2007	Is decision in scoping final or can new information alter plans?
10/9/2007	What is the need [for this project] and the planning horizon?
10/9/2007	Isn't there a State guideline that directs how the transit corridor will be implemented to include livability considerations, so that it does not divide a neighborhood?
10/9/2007	How much weight does the City, State, Federal, decisions have? Who "trumps" whom?
10/9/2007	LTD needs more park & rides. The Springfield Station park & ride is too small.
10/9/2007	To achieve the ridership goal to make this successful, you will have to make it free.
10/9/2007	In regards to the Regional Transportation Plan and The Bus Rapid Transit System Map: Does BRT on Beltline really make sense? Where would the stops be? Who takes this route? In terms of West Eugene EmX, these questions relate to how connections are to be made.
9/27/2007	I cannot attend the early October public hearings regarding building the new EmX line in West Eugene, so please consider this email as part of the public comment received in connection with those hearings. I own two properties in the downtown West Eugene Neighborhood, one on W. 8th Ave., and another a block or so away near 7th and Van Buren. I spend a lot of time on foot roaming the West Eugene neighborhood between Washington and Polk, from 8th Ave. to 13th (and the Fairgrounds), walking my dog. The neighborhood has a lot of character, and there is no logical, or physical, divide of the neighborhood caused by west 11th Ave.; the houses and character of the neighborhood is about the same on 10th Avenue and on 12th Avenue (and the same on west 11th). 8th Avenue has some small apartment complexes, but it also has a lot of the same, Craftsman-era homes as you find from Broadway south to 13th. I don't walk on 7th or 6th Avenue in this section of town because it is highly commercial and like stepping into a different world than the quiet, tree-lined avenues from 8th through 13th. It is nothing short of astounding to me that government would consider turning W. 11th into a busy traffic corridor, when it already has 6th & 7th Avenues that could be used to run the line without changing the character of those areas. You probably could not show me anything that would change my mind, because I have lived in this neighborhood for about 20 years, and don't want it to change, except for the better. However, I would appreciate knowing how many millions of taxpayers dollars are going to be saved if the new line is built on any of the avenues south of 6th & 7th, rather than on 6th or 7th avenues; because there should be a very substantial reason for not choosing the logical route of an existing commercial traffic corridor, rather than corrupting our neighborhood.

Date	Comment
9/27/2007	Simply put, don't carve up the existing neighborhood by routing the proposed west Eugene EmX corridor along W. 11th and W. 13th. It is MUCH SMARTER to use W. 6th and W. 7th for the new EmX line, for many reasons. Think this one through, keeping the character and livability of the neighborhood in mind.Thanks!
10/2/2007	Please add [me] to your list to receive project updates. Your September flyer on the updates was interesting, but no where in the article did I see any reference to potential costs. In the company I work with, we always had a rough projection of costs for various phases of the project.
10/4/2007	I will not be able to attend the EmX open house next week, however I am quite concerned about a proposed route that follows the Amazon Channel. This route will discourage bicycle and pedestrian traffic and destroy riparian habitat that our city has been trying to protect and restore. Furthermore, the route is not a convenient option for most passengers; it lies several blocks from shopping and other destinations. Please consider other street options.
10/4/2007	Please put me on your email list to receive e-newsletters about the west 11th EmX project.
10/5/2007	Received Newsletter, but needed large print.
10/7/2007	I am a Eugene resident who owns a home at [undisclosed address]. I am writing this letter to tell you I am strongly opposed to the suggested EmX route going though the 13th Avenue. I am very worried this plan would DEVALUE MY HOUSE VALUE. I worry that my front yard will be lost. Put your self in my place. How would you feel if the city took away part of your front yard. I don't want buses running any closer to my house they already are. This is the first , and possibly only house I will ever own. I've worked hard to pay it off. This is very serious to me. I DON'T WANT EMX ON 13th AVE.
10/8/2007	As residents of the Westside Jefferson Neighborhood we would like the first segment of the west Eugene EmX (from the downtown station to Chambers or Garfield) to be built on W. 6th & 7th Avenues and not on 11th or 13th. Cutting through a residential neighborhood is not good practice. Sixth and 7th are wider and won't result in the loss of a tree canopy as it would on 11th. W. 11th bus service will be diminished with EmX service, but Whiteaker neighborhood service will increase with service on 6th and 7th. EmX service is consistent with state planning goal #12 Guideline #4-not to divide existing social units and use alternative routes if available. Please consider not destroying the character of our neighborhood. The alternative would not destroy 6th and 7th area neighborhoods. Please make the right choice on EmX.
10/8/2007	[Commentor] loves EmX, feels it makes sense out West Eugene. Would like to see it use the same routing from Eugene Station as the 43 does (out 6th to Garfield, drop down to W 11th.) West 13th to Garfield to W 11th would be OK, too. Go out W 11th west of Garfield. Feels it is important to maintain connections from W 11th to Barger. Suggested having a bus from Seneca out to Barger (similar routing to 41/43). Feels the extension should run at least to Wal-Mart and Target. Also would like to prioritize EmX extension to Thurston Station.
10/9/2007	My family is unable to attend either of the open houses to provide information and get feedback on the EMX extension project. Please accept our feedback via this email. We feel that EMX is a great benefit to the city and that it should be expanded to the West. Our family doesn't use bus service, but commutes by bicycle for about 1/3 of our trips. My wife rides out the Amazon Path [to work]. I used to commute out the Amazon path by bicycle nearly every day on Pacific Ave off Danebo. We also exercise, walk our dog; take our 3 year old daughter on 'bike rides' on this path daily. Therefore, we would like to state our position that it would be absolutely unacceptable to use the existing green space surrounding the path and creek for any motor transportation project, including EMX. We live one block from the proposed route on 13th and oppose this route as well. We feel that the 6th/7th option is the best option proposed and that it makes the most sense. We feel that the EMX should not be forced through existing residential, park, or green spaces. This makes no sense to us. If the idea is to introduce alternative means of transport, to offset heavy auto traffic through our city, then it should be routed through areas that already carry this heavy vehicle traffic. We think that this would be less disruptive to the community for development and use of the project. By placing this alternative right in the stream of heavy vehicle traffic, it should be more visible to all and viewed as more of an alternative to driving. If you hide the EMX along a bike path, away from the stream of traffic along West 11th for instance, those drivers won't see it and won't care that it's there and they could be using it. Please do not force the

Date	Comment
	project through existing residential neighborhoods, take park or green space for it, and do not isolate it on its own, separate from the heavy load of vehicular traffic in West Eugene.
10/9/2007	I would like to urge the planners of the West Eugene EmX NOT, I repeat NOT, to use the Amazon Creek route. I walk this route on my lunch hour and it is a tranquil respite within the city. Away from vehicles the walk is invigorating and rejuvenating. It would awful to loose this wonderful resource not only for humans but the wildlife as well. PLEASE do not change the Amazon Creek bike path to accommodate a very large invasive bus. Thanks for listening.
10/10/2007	An interesting Workshop the other day; there are some folks in pretty rigid positions. Don't know if you caught my suggestion during that Q&A with the Jefferson Westside Neighbors; but, I think the study area should be expanded to 18th on the south; who knows, you may be able to run a contraflow loop encompassing 18th and some other arterial to the north.
10/10/2007	<p>I really like the format for the public scoping meetings. As I mentioned, if I can give you feedback via e-mail, that helps me a lot as I live in this world much of the time in terms of communication. Let me respond to the questions in order that they are on the Comment Sheet, OK? Would you modify the project's proposed Purpose and Need Statement? No. I think you have done a very comprehensive job in thinking out this project. I realize that to receive government, they dictate the protocol and you must find a way to accommodate their requirements. I thought your purposes and need statements were very clear and certainly reflected a long range vision for the transportation needs of our community. Would you modify the project's proposed Goals and Objectives? Again, no. The language used is very comprehensive and provides many points of input at all levels. This being Eugene, if you solicit input, you will no doubt get far more than you really anticipated. I think the process is a good one and whatever the outcome, people could never say they didn't have a voice in it. Identify any issues and concerns within the project study area that you want this EIS to evaluate. I don't have any concerns beyond what I am sure you have already considered. I would like to be on record that Eugene Faith Center favors the two-way 13th Avenue option for the obvious benefits to our church. It also seems to have the least amount of collateral damage to the surrounding neighborhoods. The impact on the extension through the Amazon Canal and the bike path area is sure to be problematic for environmental and visual reason. Do you have comments concerning the proposed study area boundaries, the concept alternatives or environmental review process? Again, no as this study is very long range and who can predict the changes in our community between now and 2010? The 13th Avenue option that we favor becomes problematic when the EmX line reaches Garfield Street. I would propose you look at having it turn north to 9th or 10th Street and allow it run west parallel to West 11th Avenue until you get past Seneca. Then it could possible reconnect with West 11th on Bailey Hill Road and continue west from there. Comments about potential impacts related to the project – Keeping traffic off of West 11th would be a huge priority unless there would be a way to widen it and get all of the electrical poles and wires put underground. That would certainly help the aesthetics of the area as well as improve traffic flow. If the EmX route followed the Amazon canal, there would certainly be some wetlands issues as well as people's objections to having the bike path in the same area as the bus route. It offers the most open area, but I think keeping "open areas" is a high priority. Using 6th Avenue seems to take it out of reach for the average residential user and is too far north to be considered central. If the EmX line continued west down to Seneca Road, it could turn north there and head out Highway 99. If you have suggestions for how we can improve our public outreach process, please explain: The fact that I am typing this entire form could be streamlined for e-mail or on-line users to comment electronically. This would have taken me about 10 minutes instead of what it has. I appreciate your efforts to solicit community input, but hope at the end of the day that you will make a decision that weighs public opinion, but makes a decision for the "great good" of the people for the next 25 years. Other Comments: Speaking for Eugene Faith Center, we are excited about the prospects of BRT in West Eugene and how it will benefit our employees and congregation. As gas prices go up or availability changes, we would enjoy the accessibility this system would provide to our people. We are sensitive to the impact on neighborhoods and would advise doing as much as position to ameliorate its impact. We received a great deal of negative press when we moved six houses off our properties south of 13th Avenue. Today we have a wonderful park that all the neighbors enjoy because we maintain and the get the benefit. Do not let the vocal minority sabotage a great project that will benefit our entire community in years to come. Thanks for asking and thanks for listening.</p>

Date	Comment
10/10/2007	I am the Chair of the Transportation Committee in the Whiteaker Community Council, the neighborhood organization for the Whiteaker Neighborhood. At our last board meeting, and at tonight's upcoming general meeting, the 3RT citizens group is talking with Whiteaker residents about their strategy for dealing with a BRT line down west 11th Ave. I'd like to talk with you about LTD's plans, and if you are interested, invite LTD to talk with the Whiteaker Neighborhood leaders, and the general membership, about the potential impact of an EMX line through our neighborhood (if the 3RT plan is accepted). The Whiteaker Community Council has not yet taken a position on this issue, and we would like to get information from all of the parties involved before we make a decision.
10/10/2007	Thank you for setting up the two scoping meetings for public comment on this very important project, unfortunately I was able to attend but would like my comments added. I think a EMX run out to West Eugene is a wonderful idea, it will help reduce traffic, noise, congestion, pollution etc, my concerns are that the EMX route would: 1) reduce residential parking 2) reduce existing bus service 3) eliminate existing tree's. If there is a way that we could move forward with this idea without impacting any of the above concerns I would welcome this commuter alternative and support it fully as a west Eugene neighbor. Thank you
10/10/2007	I was unable to attend the meetings this week. But as a resident of the West 11th neighborhood (Madison between 10th & 11th), I was pleased to learn that the Olive/6th/7th option has been added for consideration. I believe that preservation of well-established diverse neighborhoods and heritage trees and bicycle/pedestrian- friendly streets is vital to our city's health. The West 11th option would slice into such a neighborhood area, destroying its integrity and leading inevitably to its demise. The Olive/6th/7th route would not transect an established neighborhood but would provide additional exposure/potential customers to already existing businesses in this commercial area. I urge you to choose the Olive/6th/7th option. Please keep me on your mailing list for future meetings and information of proceedings.
10/10/2007	I would like an opportunity to comment on the proposed EMX routing along the Amazon Canal between Garfield and Bertelson. Having participated as Far West Chair and on the Refinement Plan Committee some years ago, I was quite surprised to see this routing proposed at all. Our neighborhood group was very adamant that the Amazon Canal be preserved as a pedestrian and bicycle throughway, and years ago we managed to get the EWEB transmission lines routed away from the Amazon to their location along 13th. The object was to preserve the 'backwater' character of the Amazon Canal all the way to Fern Ridge. The success of this strategy may be witnessed any morning or afternoon along the route, as joggers, roller bladers, and bicyclists can be found along this route at any time of day or night (lighting creates an ambiance of safety). I need cross only two streets (underpasses everywhere else) between my home on Arthur Street and Greenhill Road. Please offer an explanation of why this route has been suggested, while neighborhood groups have a history of preserving this route for pedestrian and bicycle use only. And please let me know when the next occasion for public comment occurs.
10/11/2007	1st SEGMENT For the first segment there is only 2 options; Why not include west 11th street itself. I've heard some say an EmX line divides neighborhood, I must disagree. The EmX as a wheel transit route vehicle either operating on a surface street or in its own guide way (Which obeys standard vehicle control devices) does not "divide" like an interstate highway, high speed limited access arterial, or a railroad with its rails atop a mounded rock roadbed, etc. I personally find NO objection to such routes running through residential neighborhoods. This is not to say from a detail analysis perspective that the 13th option may be a better route. The above comments also apply to 13th street option. The 6 and 7th option could be made to work in terms of just the 1st segment, but has serious defects when examined in context of segment 2. First, at beginning of route and at end of this segment it must travel out of direction of the east to west travel, (North from central station then south at Garfield -contrary to purpose of the EmX service). Second, 6 and 7th seems more appropriate for a possible future EmX route northwest within a future EmX highway 99 corridor. Lastly, seems the northern option may not serve as many people (Riders) as a west 11th or 13th Street route. Serving the greatest number of people is the primary purpose of this EmX service. (Cost to benefit ratio)

Date	Comment
10/11/2007	<p>2nd SEGMENT</p> <p>To be consistent with the 1st segment 6 & 7 option (Avoid out of direction travel) look at running EmX west using the existing West Eugene Parkway right of way (ROW) / alignment. This area is in need of redevelopment and over time could have higher density mixed use developments along an EmX line. Here however the obvious defect is there are presently very few riders and no residential riders in this area of older heavy commercial and industrial uses and this EmX line would be seriously under utilized for several decades until the land uses caught up. This would not be a good use of public money. Using West 11th Ave. as the route of EmX might have worked if the West Eugene Parkway had been built. There is couple of things working against this west 11th route. West 11th ROW width is relatively narrow. The City has been encouraging and is now requiring all primary building to be set up next to street ROW (More urban in appears, lessen look as a strip mall) however this rule makes ROW widening more costly. 2. Without a West Eugene Parkway type facility and /or other transportation improvements, west 11th will require major upgrades to accommodate current traffic and projected increases in traffic. (Growth of Metro area, City of Veneta, tourism, etc) Going along the north side of Amazon Creek has been my choice sense I heard of the first west Eugene LTD Bus Rapid Transit Study several years ago. It's interesting to note much of the open space land along the Amazon creek was acquired for what back in 1950's was referred to as the Amazon Highway-Freeway. (Subsequently replaced by the Roosevelt Parkway and most recently the West Eugene Parkway). First, this route matches up nicely with the West 13th option in segment 1. Second, the route positions EmX service close to the residential areas which includes a large number of multiple family apartment complexes. Further, this route is very near west 11th commercial and can well serve this commercial and future redevelopment of the industrial and heavy commercial areas (Future employment area) within ¼ mile- 5 minute walk north. Lastly, from a land use point of view it seems to be a correct location for development of mixed use high density nodes at the major north south cross streets. This location /route could also include some Amazon Creek open space enhancements and wetland restoration projects. Some objection by the biking interests is likely to be encountered because they may believe the bike path will be eliminated. Which is not true however is a later design detail. LTD needs get ahead of this issue and assure them the continuation of this bike route. (Once people feel they are in opposition it's hard to change their minds)</p>
10/11/2007	<p>3rd SEGMENT</p> <p>I don't have another option for this segment just too many wetland areas. However look at the creation of a park and ride facility in area of Lane Memorial Gardens and with EmX 10 minute head ways look at feasibility of every other EmX going south on Willow creek as this area becomes a higher density employment center .</p>
10/11/2007	<p>I was unable to make it to the two community meetings to discuss the proposed West Side EmX routes. I live on Arthur street between 12th and 13th in an older neighborhood, actually where Eugene city limits used to be. With the development of West Eugene, traffic on my street has increased as cars are wanting to avoid the light on Garfield and 11th and cut down 12th to get to 13th. I really would like to see the West 11th Corridor have more trees lining the street, a mid-way of trees and bus waiting areas on an EmX route running on either side of it. I don't see why it couldn't come down 6th . (already a predominately commercial street which wouldn't be impacted by the need to widen if necessary) Up Garfield (another eyesore commercial area) and then continue out West 11th. I can't see that we'd need to impact old tree lined streets or homes if we took 13th and W 11th out of the planning and instead concentrated on those routes (6th, 7th , Garfield and W 11th from Garfield on out) which are already commercial and eyesores and spent more effort in beautifying them and cutting down on the automobile traffic. Eugene has destroyed so many of it's beautiful old homes and streets I don't see why you don't use those corridors that are commercial, make them more appealing by putting landscaping and the EmX system.</p>
10/14/2007	<p>This e-mail serves to comment that I oppose EMX on residential 11th or 13th; I support EMX on 6th & 7th. Thank you for taking note of my comments.</p>
10/8/2007	<p>Please put me on the project mailing list.</p>

Date	Comment
10/8/2007	Yes, need to address area-wide regional needs more.
10/8/2007	Existing service seems adequate.
10/8/2007	Major portion of traffic is trying to "go through" not "to" the W. 11th area.
10/8/2007	What about Truck Traffic?
10/8/2007	Bring back the West Eugene Parkway traffic to Veneta and West, etc.
10/8/2007	Need to move commuters around/thru the [West Eugene] area.
10/8/2007	Need to include the <u>need</u> of accessibility by captive transit riders (those who are already not using cars, by choice or need).
10/8/2007	No - except to add more focus on safety - not just from traffic/car accidents, but increased pedestrian and bike safety.
10/8/2007	To reduce carbon footprint we must get people OUT of cars.
10/8/2007	Environmental Justice is a concern - do not negatively impact populations of concern by reduced access / elimination of housing /job opportunities / access to social services.
10/8/2007	[Commenter] strongly feels idea of running EmX along W. 6th / 7th will serve to physically segregate on already disadvantaged area of Eugene - BAD IDEA.
10/8/2007	EmX moves people; most people's destinations / residences are not along 6th / 7th.
10/8/2007	Air Quality - this is a huge issue.
10/8/2007	Bicyclists and Pedestrians - Ditto ["this is a huge issue" - [there is a need for] Sidewalks / bike lanes.
10/8/2007	Water Quality - W. Eugene wetlands are very vulnerable to upstream pollution - protect it, don't develop along it! Flooding - putting EmX next to Amazon seems like building a beach house in Florida - fool handy.
10/8/2007	Businesses and Employment - Need transit access - businesses along W. 11th, not the Amazon canal.
10/8/2007	I've seen lots of ads, bus cards, go mailers. I don't listen to radio or watch TV, so I don't know if you reached those populations.

Date	Comment
10/8/2007	[There is a concern for] Transit Riders (the People already dependent on transit or choosing to use it). Don't disenfranchise current riders by eliminating routes, reducing [service] by eliminating routes, or reducing neighborhood service.
10/8/2007	My personal favored route - take Jefferson South, W. along 13th to Chambers, Chambers to 11th and then west. At the end, alternate EmX buses, one to Willow Creek, and next to Terry Street loops.
10/8/2007	EmX to Springfield is great! However- despite your wonderful ridership survey, what about previous #1 [unknown reference] - Thurston bus riders who cannot use EmX due to schedule/timing/route issues. They have started to drive and moved to a more transit-accessible location, changed jobs, etc.
10/8/2007	I ride the #30 in from W. Eugene - used to have several people who transferred to the #11 - all have had to drive, since early AM connections don't work for their jobs.
10/8/2007	Try not to do that [(change morning departures)] with the W. 11th route - these are heavily used buses!
10/8/2007	Please put me on the project mailing list.
10/8/2007	[In regards to the Purpose and Need Statement] I would amend by stating ". . . Protecting and improving environmental resources: . . ."
10/8/2007	[Same as above] under goal statement, I would amend by stating ". . . Protecting and improving environmental resources: . . ."
10/8/2007	Extend [EmX] to future employment nodes (Hynix, Greenhill Technology Parks)
10/8/2007	Provide service to future Wetland Education Center - possibly a Park and Ride at W. 11th / Danebo.
10/8/2007	Along Amazon Creek alignment - improve habitat, scenic values, and compatibility with bike path users.
10/8/2007	Avoid critical, sensitive natural areas wherever possible - and do great mitigation if required.
10/8/2007	Someday we should think about service to Veneta and rails/trails along existing railroad would be another great EmX / bike corridor.
10/8/2007	Specific concerns about potential impacts: Transportation and Traffic, Bicyclists and Pedestrians, Parks and Open Spaces, Natural Resources, Wetlands, and Land Uses.
10/8/2007	Use the planned stations as perfect places to increase commercial / multi-family mixed-use development.
10/8/2007	Keep your website current and usable (test it for user-friendliness).
10/8/2007	Coordinate the Amazon alternative route with the City / US Corps Amazon Creek Enhancement Study.

Date	Comment
10/8/2007	Take 1/2 block on S. side for two way.
10/8/2007	More busses to Veneta.
10/8/2007	I think we do need bus service, but I'm not convinced that there are as many potential users as LTD would hope, so I guess I take issue with the "need" wording.
10/8/2007	I think the impact on the neighborhood should carry more weight with LTD.
10/8/2007	There are specific concerns about potential impacts to Neighborhoods.
10/8/2007	There are concerns about the wildlife in the Amazon slough area.
10/8/2007	Your outreach is effective and highly adequate but I don't believe public input carries much weight when it comes to your final decision.
10/8/2007	Looks great, though I would like to see "effective mobility" - instead of just "effective transit" - to reflect balancing all modes and people movements.
10/8/2007	With peak oil virtually here, liquid fuel prices will rise soon - and we shouldn't be burning petroleum anyway. So please consider making new EmX lines electric light rail lines. Electric trains can run on the greenest wind and solar generated electricity. While doing this will be expensive presently, it will be much more expensive in 10-20 years with rising energy costs and a collapsed economy.
10/8/2007	In regards to the existing vehicles in the future: pinch point at doors and remove seats in back; add poles for standing room or add length to vehicles.
10/8/2007	Provide more stations and frequency than current EmX.
10/8/2007	Need pedestrian facilities along the street between Agate and Onyx, adjacent to stations.
10/8/2007	The objectives should provide some indication of ranking of competing priorities. Autos, buses, bike / ped can't all be accommodated equally well, so what gains priorities? If existing development is undesirable, is it nonetheless protected?
10/8/2007	The Fern Ridge Path is a valuable resource that functions well and encourages bike/ped use.
10/8/2007	West 11th is ugly, poorly designed and creates its own traffic problems.
10/8/2007	The solution must come by improving W. 11th, not by comprising / degrading the path.

Date	Comment
10/8/2007	The stripes on the map completely ignore the Fern Ridge Path, and the media presentation seems to assume that there is nothing but vacant land along the Amazon. This is simply not honest communication.
10/8/2007	The Fern Ridge Path is attractive and pleasant. It's value is not only that it functions well for transportation, but also that it is quiet, offers opportunities to enjoy the natural world, and allows friendly interaction among users. Part of its value is as a non-motorized corridor - I'm concerned that BRT could have negative impact on the path.
10/8/2007	Be honest that the proposed designs are protecting West 11th and considering the Fern Ridge Path and associated natural areas as expendable.
10/8/2007	There is a perception that EmX eliminates neighborhood routes. Jo has made a choice to not use a car and depends on the bus for all her trips, including shopping. If neighborhood routing is eliminated she'll be forced back in her car.
10/8/2007	I don't like the W. 11th option. Hwy 126 is busy enough. The Amazon Creek route is better, but 18th Ave. should be considered because of the people. Serve the people. I like 13th to Amazon to the 11th to Willow Creek to 18th to Friendly to (Jefferson) 13th to Eugene Station. This route allows people to ride the buses.
10/8/2007	The traffic corners at 6th and Garfield and 11th are going to be ruinous turns for drivers and EmX buses.
10/8/2007	Alternative Routing: Drew route from W 13th Ave. and Jefferson, south to W 18th Ave., West to S. Bertelsen R, along Amazon Creek back to W 13th Ave and Jefferson.
10/8/2007	Do not use 11th Avenue.
10/8/2007	Need to move Seneca Station. Drew an arrow and circle south on Seneca Rd to the south side of Amazon Creek.
10/8/2007	Problem corners for buses. Circled corner of Garfield Street and W 11th Avenue.
10/8/2007	Heavy Commute on 6th & 7th. Circled 6th and 7th between Polk St. and Chambers St.
10/8/2007	Prefer W 13th over 6th & 7th.
10/8/2007	City Property. Line pointing to area between Oak Patch Rd/W 13th Ave./City View St/W 18th Ave.
10/8/2007	Realign Channel. Drew a line pointing to a dotted line, south of Amazon Creek from Oak Patch Rd to City View Street.
10/8/2007	Very Congested on W 11th Ave. No space for EmX. Circle W 11th Ave from Beltline Rd to Garfield Street.
10/8/2007	Consider bridge over channel. Drew a line at City View Street over Amazon Creek.

Date	Comment
10/8/2007	This section putting EmX right hand lanes on 11th best along Amazon would displace businesses, some vegetation. Buses already use right lane, cars left lane. (Circled Seneca Rd at W 11th Ave.)
10/8/2007	11th is more direct than the Amazon Canal. There is better access for disabled riders.
10/8/2007	[6th/7th] might divide Whitaker neighborhood from rest of community.
10/8/2007	More destinations for riders than 6th/7th.
10/8/2007	Serve transit dependent - Abbey, etc.
10/8/2007	Alternative. Drew lines at S Danebo Ave and Willow Creek Rd.
10/8/2007	Drew a line south of Amazon Creek at Bailey Hill Rd to S Bertelsen Road just south of W 11th Ave.
10/8/2007	This is the "Transportation Corridor" Circled 6th/7th Couplet.
10/8/2007	Narrow street, have trees. Ok if you stay within curbs. Circled W 13th Avenue between Chambers Street and Garfield Street.
10/8/2007	Alternate buses. Circled Terry Street area/line to S Danebo Avenue; circled Willow Creek area/line to S Danebo Avenue.
10/8/2007	Say what? How does this help economic development? Circled Amazon Creek just south of W 11th Ave.
10/8/2007	Bad idea- costly and possibly racist! Circled W 6th & 7th Avenues between Olive Street and Garfield Street.
10/8/2007	Washington Abbey. Drew a route from Eugene Station to Jefferson Street to W 13th Avenue; up Chambers Street to W 11th Avenue to S. Danebo Avenue.
10/9/2007	This area of bike path next to Amazon is too narrow for bus, bikes, animals and pedestrians. Drew a line and circled Amazon Creek at City View Street area.
10/9/2007	Too many residences, please avoid this route. Circled W 13th Avenue between Chambers Street and Garfield Street and along Garfield Street from W 13th Avenue to W 11th Avenue.
10/9/2007	I prefer 6th & 7th route. Circled 6th/7th Couplet
10/9/2007	Would provide better service to car-less population in this area. Circled 6th/7th Couplet.

Date	Comment
10/9/2007	What are the tradeoffs between rubber tire & Rail transit?
10/9/2007	Use "sleeping" infrastructure for future use.
10/9/2007	Research (Archeology) location of trolley rails & history of old transit systems in town. Circled W 13 - two way between Jefferson Street and Olive Street.
10/9/2007	Rail traffic; today 2 in each direction planned 29 in each dir.
10/9/2007	Drew a red dotted area from Garfield & 6th Avenue to Bailey Hill Rd and Garfield & 7th Avenue to Bailey Hill Rd. Then on Bailey to W 11th Avenue.
10/9/2007	Please add to the project mailing list
10/9/2007	There should be a focus on street scope, landscaping & pedestrian buffers, which are important and should be included. Aesthetics is a big concern of the area, for me.
10/9/2007	Expand on the bike facility - connect to commercial centers.
10/9/2007	Future design of commercial redevelopment should be modeled with the alternatives. Make sure it accommodates change. Change from Big Box highway strip to more pleasant environment.
10/9/2007	Look at present & future use of young students as well as direct access to University.
10/9/2007	Landscaping Improvements are much needed & cheap way of improving the aesthetics.
10/9/2007	Hold session at University & evaluate student's use.
10/9/2007	Please add to the project mailing list
10/9/2007	The study must look closely at the actual current needs and uses of transportation in this section of Eugene, as well as reasonable future needs of the populace - to determine to what extent changes are needed and to select the most cost effective means to meet them.
10/9/2007	I would look at the magnitude of the potential time savings along the proposed route, from home to bus stop to destination, in both current and reasonable future projections, and determine if the average and maximum per person time savings will justify the project.
10/9/2007	Also look at whether the construction and the ongoing new "structures" (left/right turn ability; fewer potential driveways into stores, etc.) would add time to the drivers along the route - who will likely remain the majority of users for the foreseeable future.
10/9/2007	Please look at the effect of eliminating current routes that students use to get to Churchill High School and other schools in that direction.

Date	Comment
10/9/2007	Look at the time savings aspect from the entire process of home to destination and return.
10/9/2007	Determine potential maximum usage and its percentage of total use - and compare it with the current services or enhanced current services.
10/9/2007	If the project is done, I don't feel that it enhances residential areas. Be very clear on who you are serving, and what would give them good service with minimal impact on other stakeholders along the route.
10/9/2007	There are concerns about potential impacts: transportation and traffic, bicyclists and pedestrians, neighborhoods and houses, businesses and employment, natural resources, cultural or historic resources.
10/9/2007	It might be useful to walk the route and knock on some doors with information. Perhaps a kiosk at Saturday Market/Holiday market, a table with information in public places along the way - maybe at some well-trafficked locations such as Fred Meyer, Wal-Mart, etc.
10/9/2007	Thanks for making the public process open; please strongly consider all the input and don't close other alternatives of enhancing the exiting services.
10/9/2007	Please do not reduce local bus services, cut down trees or remove neighborhood parking places.
10/9/2007	Add: Draw single occupant car users on W 11th to use transit, thereby reducing congestion, pollution, noise, & public safety problems.
10/9/2007	Focus on elapsed time of travel and direct routing to assure it is possible to attract current car users in W. Eugene, using W 11th to switch to transit. Indirect routing will discourage most of them from using transit no matter how modern it is.
10/9/2007	Balance the effect on potential customer response to direct routing vs. indirect routing. Include effect of even small increases in travel time on customer choice of travel mode.
10/9/2007	The project should use the 6th & 7th corridor from downtown to Garfield. This will be much less disruptive to the existing neighborhood. To use 11th from downtown to Garfield would further destabilize the Westside neighborhood.
10/9/2007	Please be open-minded & integrate public commentary into the decision-making process. In other words, let's have this process be meaningful, not just an exercise in short-term appeasement. Thanks!
10/9/2007	Please use 6th & 7th to access from downtown station to beyond Chambers, not 11th or 13th. Also, don't use the bike path please.
10/9/2007	Please add to the project mailing list
10/9/2007	The purpose & need are clear and they appropriately capture the issues with this project.
10/9/2007	Objectives stated will help meet overall goal.
10/9/2007	Ensure that pedestrian & bicycle access is either maintained or , better yet, improved with this project.

Date	Comment
10/9/2007	Straight down W. 11th is the best and most feasible (to me) option!
10/9/2007	There are concerns about potential impacts; especially for bicyclists and pedestrians.
10/9/2007	EmX/BRT will maintain or reduce traffic congestions & noise - this is good for neighborhoods.
10/9/2007	Can it go from downtown Eugene to Garfield with out dedicated lane(s)?
10/9/2007	Again, ensure ped & bike access /connectivity is maintained or improved.
10/9/2007	Thanks for all your hard work.
10/9/2007	Think about complete streets concept - and future transit options (light rail?). What about future commercial growth? 6th Ave a better choice than 13th!
10/9/2007	I like the couplet 6th/7th alternative.
10/9/2007	There are concerns about potential impacts; transportation and traffic, bicyclists and pedestrians, water quality, flooding, neighborhood and houses.
10/9/2007	Please add to the project mailing list
10/9/2007	[In regards to the Purpose and Need, Goals and Objectives:] I would add "to maintain or improve the quality of life in the West Eugene neighborhood affected by the West Eugene EmX-"
10/9/2007	[In regards to the Purpose and Need, Goals and Objectives:] I would add "Support quality of life in existing West Eugene neighborhoods".
10/9/2007	I am concerned with the effect of locating the EmX down 13th, because of the effect on people's yards, and because of possible accidents to people going to and from the Extension, the Farmer's Market, and the other activities near the Fairgrounds.
10/9/2007	I am worried about the environmental impact at locating EmX along the Amazon.
10/9/2007	I want to see the 6th/7th Couplet, rather than W 13th.
10/9/2007	I want to see W 11th rather than the Amazon between Beltline and Garfield.
10/9/2007	I also want to see lots of North-South connectors between 6th/7th and 11th/13th - right now there's a lack of N-S buses in W Eugene.

Date	Comment
10/9/2007	There are concerns about potential impacts; neighborhoods and houses, natural resources.
10/9/2007	I didn't realize how important this meeting was until I saw the article in the Register Guard (R-G) on Thursday. Perhaps there should be large ads in the R-G and the Weekly before big public involvement opportunities. But that's pretty expensive---
10/9/2007	Consider bike & pedestrian needs.
10/9/2007	There are concerns about potential impacts; both W 12th & W 10th have property values that would be negatively affected by high traffic. 11th/6th & 7th have already suffered property value losses.
10/9/2007	The stopping & starting of buses creates more noise & negatively influences bike progress.
10/9/2007	To what extent would the residents or employees of the end of the line W 11th options at Terry St vs. Willow Creek use EmX? A head count & survey seems very relevant.
10/9/2007	The W 7th/W 8th route would help the lower income residents of the Blair area.
10/9/2007	Please add to the project mailing list
10/9/2007	I have several concerns about the draft Purpose and Need. Among these: 1 "to improve.." is too vague. That defines an infinitely open-ended target which foils balancing of criteria. 2 "...improve transit time" is a narrow criterion which leaves out the negative aspect of increasing stop spacing. 3 etc.
10/9/2007	The goals and objectives, to be consistent with Eugene and Oregon policies, and with sound and ethical current engineering practice, should include reduction of the overall transportation carbon footprint to a specific and reasonable target level. See also response to Purpose and Need (above).
10/9/2007	Rail should be evaluated as a reference option at least.
10/9/2007	it is not clear that a full range of reasonable alternatives are on the table.
10/9/2007	A route for segment 2 parallel to W 11th but slightly north should be evaluated.
10/9/2007	There are concerns about potential impacts; Air quality, transportation and traffic, bicyclists and pedestrians, water quality, flooding neighborhoods and houses, noise, parks and open space, businesses and employment, public services and utilities, natural resources, cultural or historic resources, land uses, any other area of potential impacts.
10/9/2007	People did not know about this meeting, which is the last opportunity scheduled to comment on the draft Purpose and Need.
10/9/2007	Substantive improvement would be to report back to the community for comment before proceeding.

Date	Comment
10/9/2007	The Amazon Creek alternative is preposterous and environmentally insulting.
10/9/2007	The criteria should include total transportation system improvements, to clarify that it's not transit at the expense of other modes.
10/9/2007	Having the EmX along the dedicated bike path - even if the bus route is on the other side of the creek - would take away from the peaceful, quiet nature of the existing path. Riding that bike path - Fern Ridge - out to the observatory in the wetlands is my time for peaceful reflection.
10/9/2007	What if the boundaries were expanded south - to 28th Avenue?
10/9/2007	There are concerns about potential impacts; bicyclists and pedestrians, noise, parks and open space, any other area of potential impacts.
10/9/2007	Some of the properties along the North side of the creek will lose a bunch of their land to accommodate an EmX route along the Amazon.
10/9/2007	Keep us informed via the newspaper and email.
10/9/2007	Please add to the project mailing list
10/9/2007	Change wording of West 11th corridor to specify 3/4 mile of either side so that West 6th/7th is included through Bailey Hill Road.
10/9/2007	Explore & prioritize W 6th/W7th from near downtown to Garfield if the computer model indicates that it is feasible.
10/9/2007	I look forward to more info exploring feasibility of using Amazon parkway route with cooperation of core of engineers for Garfield to near Bertelsen.
10/9/2007	As much as possible [commentor] desire[s] to have dedicated route for buses so that they do not get backed up in regular West 11th traffic.
10/9/2007	I hope that the EmX planning process will use the most up-to-date available information on plans for the corridor which would affect ridership patterns; primarily where future residential pockets will be. Where (if any) will larger employers be sited, where should park & ride be placed for Veneta/Elmira drivers?
10/9/2007	I'm concerned that the 6th & 7th option isn't yet being given serious consideration. Particularly since 6th/7th are shown on the map of future extensions of EmX. Why not set it in place now?
10/9/2007	My most personal concern is the neighborhood impact of the 13th Ave. option, given the already overall size of the sub areas between Tyler & Polk, and Chambers & Garfield.
10/9/2007	Any improvement you can make to the "Guideways" would be much appreciated - The ones on Franklin aren't visually appealing at all.
10/9/2007	There is a concern about public outreach. Please make sure that future meetings are in the Register Guard calendar section, Thanks!

Date	Comment
10/9/2007	I'd like to see reconsidered the 13th Ave. one lane option for as long a stretch as would be feasible - probably a lost cause, but there's a large difference for us residents between losing the sidewalk strip & losing the house!
10/9/2007	Please put me on the project mailing list.
10/9/2007	I am happy Fred Meyer is getting direct service.
10/9/2007	Please route west 18th buses to and from 11th.
10/9/2007	I'm definitely for the West 13th Ave. 2-way route, traffic is too insane on 6th and 7th and the EmX already is tightening traffic on Franklin.
10/9/2007	It is my fondest hope that Chambers have a cross town bus route: Provide connection via Jefferson bus, West 18th, 11th-13th corridor, 8th across the bridge to River Road and back again.
10/9/2007	I agree that the project is needed - as are traffic / volume issues overall. I am concerned that the east-west corridor is described as "west 11th", because of the previously proposed route. Rather, it would be helpful for the support of the project to describe it as a destination. i.e.. "Danebo", as has been done with current Springfield EmX.
10/9/2007	Again, just terminology. Destination vs. Route for support of project.
10/9/2007	Goals and Objectives seem good.
10/9/2007	Great that proposed route was changed to project integrity of the neighborhood. However, the neighborhood also exists on the (red) W 13th east of Garfield segment. This is an old, historic, established neighborhood with smaller roads and big old trees. Widen roadways = decrease in home values, livability, beauty. People want to live / move close to the up and coming downtown area.
10/9/2007	I support EmX on 6th and 7th to Garfield. I am unsure which streets to support. Current EmX seems to be working without much problem for pedestrians, bicycles, etc.
10/9/2007	There are specific concerns about potential impacts: Neighborhoods and Houses, Natural Resources - old trees-BIG old trees.
10/9/2007	Doing a great job getting word out, asking for input, etc. Thank you for not making it a fight (yet? :)) But honestly listening and wanting to hear ideas/opinions.
10/9/2007	Support EmX on 6th and 7th.
10/9/2007	Please accept the proposal for the route along 6th and 7th Ave. to Garfield St. and then along West 11th Ave.
10/9/2007	I whole heartedly oppose the EmX on residential 11th or 13th.

Date	Comment
10/9/2007	I whole heartedly support public transportation, bike routes, walking, etc.
10/9/2007	I moved to West 11th Ave. in early 1994. I found a beautiful little house that I could afford to purchase as a single parent. Now my family has grown to include 4 young grandchildren. Although W. 11th is a very noisy street, we enjoy very much the neighborhood. I testified in 2000 against eliminating parkway on W. 11th. We cannot maintain family and friends visiting our homes without parking on the street (which is minimal as it is). W. 6th and 7th, Garfield and 11th from Garfield west are already commercial. Please support maintaining W. 11th and W 13th as residential neighborhoods. As was quoted by a neighbor, let's make Eugene a city that supports maintaining neighborhoods as well as supporting public transportation. Thank you very much.
10/11/2007	[Commentor] wants to attend future meetings and find out what happened at the open houses since his postcard arrived after the meeting dates.