Comment-Response Report
Community Feedback Summer and Fall 2019
on Preferred Investment Package

Lane Transit District and City of Eugene
MovingAhead Project

Eugene, Lane County, Oregon

May 1, 2021

Introduction

This report documents the comments received during the summer and fall of 2019 regarding selecting a preferred package of investments for the MovingAhead Project (Project) proposed by the Lane Transit

District (LTD) and the City of Eugene (City) in Eugene, Lane County, Oregon. Additionally, this report provides responses to the comments received.

This report was originally drafted in March 2020. The distribution of the public comments and this associated report was delayed because of the COVID-19 pandemic.

Alignment and mode alternatives for five corridors analyzed in the Alternatives Analysis (September 2018) (AA) resulted from extensive planning and public involvement. After the publication of the AA, LTD and the City conducted extensive public involvement in 2018 and 2019, which resulted in a range of investment packages for the community to consider *(see MovingAhead Investment Packages Technical Memo (December 2018) and MovingAhead Investment Packages Alternatives Supplemental Refinement Report (May 2019)*. In spring 2019, LTD and the City conducted additional outreach on the refined investment packages (*see MovingAhead Outreach Summary, May 2019*). In summer 2019, based on community and agency feedback, investment packages were further refined (see MovingAhead Refined Investment Packages Options for Fall 2019 Public Hearing, October 2019). In fall 2019, LTD and the City conducted outreach and held a public hearing to aid decision makers in selecting a preferred investment package for the five corridors. This report documents comments received in summer 2019 while refining the investment packages and comments received in fall 2019 in response to the outreach and public hearing for a preferred package of investments.

Project Background and History

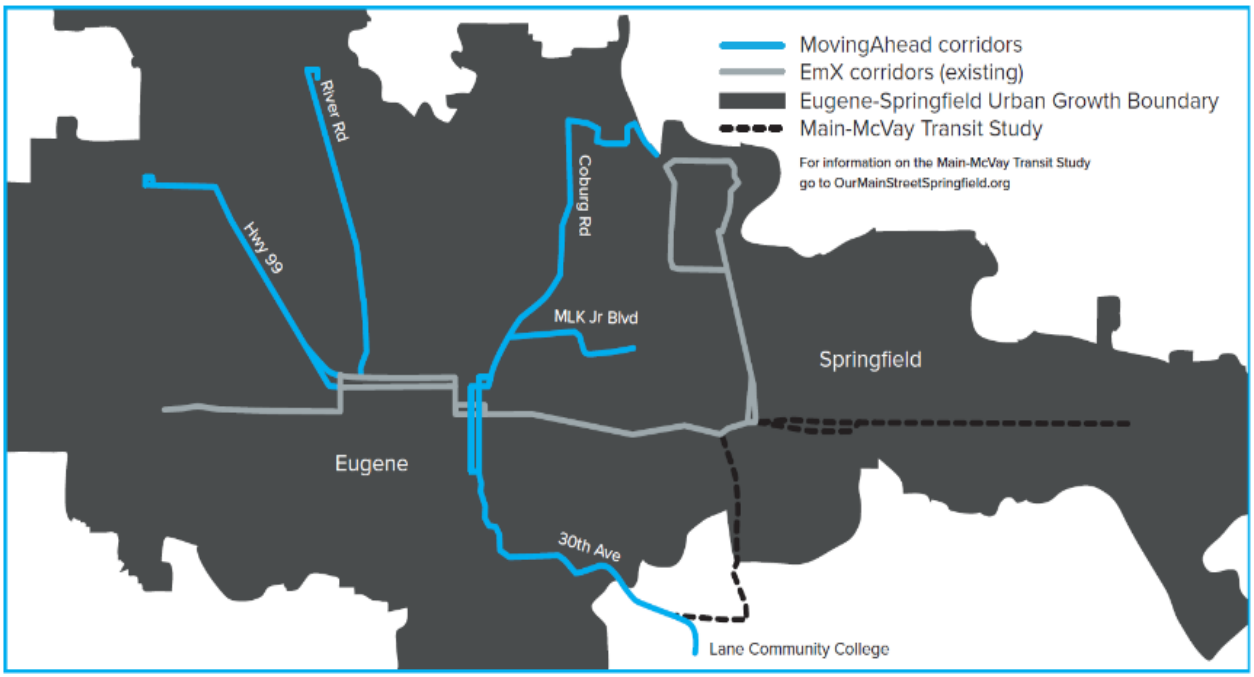
MovingAhead began in 2015 as a partnership between the City of Eugene, Lane Transit District (LTD), regional agencies, and the Eugene-Springfield community. The purpose of the project is to determine what transportation investments are needed on some of our most important streets.

Project Overview

MovingAhead builds upon transportation and land use plans including Envision Eugene, LTD's Long-Range Transit Plan, the Eugene 2035 Transportation System Plan (Eugene 2035 TSP), Eugene's Vision Zero Action Plan, Eugene's Climate Recovery Ordinance, and the Central Lane Metropolitan Planning Organization Regional Transportation Plan (RTP).

The MovingAhead project has focused on creating active, vibrant places that are safe and accessible, serve the community, and accommodate future growth. Input from community members has been the foundation of this process. Beginning with a community-driven process, the project has developed and analyzed conceptual design alternatives along five corridors: Highway 99, River Road, 30th Ave to LCC, Coburg Road, and Martin Luther King, Jr. Boulevard (Figure 1). The proposed alternatives include No-Build (do nothing now), Enhanced Corridor, and EmX. Enhanced Corridor, a new concept to the Eugene-Springfield area, contains a moderate level of investment for people walking, bicycling, using mobility devices, and riding transit. EmX is a higher level of investment in the community.

Figure 1. Project Corridors Overview



Range of Investment Packages

Following the publication of the MovingAhead Alternatives Analysis in September 2018, staff used feedback from a 30-day public comment period (from September 10 – October 10, 2018) to develop packages of investments that more comprehensively plan at the system level and simplify the processes of soliciting feedback from the public and engaging Eugene City Council and LTD's Board of Directors in decision making in the future. Simply stated, investment packages are a set of alternatives for each of the five corridors.

The initial investment packages were refined after a second 30-day comment period (from March 11 – April 10, 2019). The refined packages were brought to a joint work session of Eugene City Council and Lane Transit District Board of Directors on July 15, 2019. At that meeting, both City Council and the Board of Directors voted to hold a public hearing on a range of investment packages that was slightly modified from the refined investment packages that were discussed at the joint work session (Table 1).

The development of the investment packages and refined investment packages can be found in the project reports *MovingAhead Investment Packages Technical Memo* (December 2018), *MovingAhead Investment Packages Alternatives Supplemental Refinement Report* (May 2019), and *MovingAhead Refined Investment Package Options for Fall 2019 Public Hearing* (October 2019).

Table 1. Investment Packages Advanced by City Council and LTD Board of Directors to October 2019 Public Hearing

Investment Package	Corridor				
	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
Enhanced Corridor Package	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package D	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor
Package E	EmX	EmX	Enhanced Corridor	EmX	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

Packages listed in Table 2 below were presented to the public between May and October 2019 but were eliminated from further consideration by Eugene City Council and LTD's Board of Directors and not forwarded to the October 2019 public hearing. Primary concerns that led to eliminating the four alternatives from further consideration were similar:

- Overall desire by the public and decision makers to make investments in all five corridors.
- Bike/pedestrian access and safety was the leading factor for highly rating packages over other packages, ahead of travel time, ridership increase, and both capital and operating costs, leading to much of the strong support for packages with more EmX options which include many bike/pedestrian improvements.
- Concern about cost and anticipated lack of ridership in corridors with lower investment.

Table 2. Investment Packages Eliminated from Further Consideration in July 2019

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

Agency Coordination and Public Opportunity to Comment

Between May and December 2019, public and agency comments were received via letter, email, comment forms, and in-person. A summary of project-related events that occurred during this period is included in Table 3 below.

Table 3. Summary of Project-Related Events, May through December 2019

May 7, 2019 – January 7, 2020	Public encouraged through email, website, and community communications to review and comment on range of investment package options	Written public comments accepted via email and US Postal service
July 15, 2019	Joint Work Session of Eugene City Council and LTD Board of Directors	Public testimony not taken but written public comments accepted
July 23, 2019	Tabling at Jefferson Westside Neighbors Annual Picnic	Provided information on investment packages and public hearing to community members
September 9, 2019	Presentation to River Road Community Organization	Provided information on investment packages and public hearing to community members
October 21, 2019	Open House	Written and oral public comments accepted
October 21, 2019	Public Hearing held jointly by Eugene City Council and LTD Board of Directors	Public testimony and written comments accepted

October 2019 Public Hearing Testimony

The public hearing took place on October 21, 2019 at 7:30 PM in Harris Hall, Lane County Public Works building. Prior to the public hearing, staff held an open house. The open house was available to the public from 5:00 to 7:00 PM in the lobby outside of Harris Hall. Materials provided at the open house provided information to visitors about the project, the alternatives considered, and the investment packages proposed at the public hearing. Staff from the City of Eugene and Lane Transit District were dispersed to answer questions. Visitors were also provided a sheet offering tips and a sample structure to aid them in testifying. Public notices and advertisements are included in Appendix A of this report. Materials used at the open house and public hearing are attached in Appendix B.

Visitors to the open house were invited to provide written comment if they preferred rather than testify orally at the public hearing. Three written comments were submitted. Additionally, materials provided by the project team indicated that comments received by November 4, 2019 would be included in the record. Due to the timing of releasing this report, comments were accepted after the November 4, 2019 deadline, until January 7, 2020, in an effort to include as many comments as were received.

A joint public hearing of the Eugene City Council and the Lane Transit District Board of Directors began at 7:30 PM. Those who wished to testify were allotted up to three minutes each. A total of 31 individuals

provided testimony at the public hearing. The testimony was transcribed and all testimony is included in Appendix E along with the written comments received.

All comments received between May 13, 2019 and January 7, 2020 are included in Appendix E.

Comments on the Investment Packages

Comments received include letters and emails submitted to LTD or the City of Eugene, comment forms submitted at public events, and oral testimony given at the October 21, 2019 public hearing held jointly by the LTD Board of Directors and the Eugene City Council.

Appendix E to this report includes the 120 written letters, comment forms, emails, and oral testimony received during the summer and fall 2019. The comments did not reveal any material new information or raise any issues that required new analysis.

Comments Summarized by Topic Area

A total of 120 comments from 92 unique individuals were received between May 2019 and January 2020. Many individuals provided comments on more than one topic. All of the comments generally fell into 17 topic areas (Table 4). Responses to each of the 17 topic areas were prepared and are provided in Appendix D. In Table 4 "Response #" refers to the response table in Appendix D.

Table 4. Summary of Comments Received by Topic Area

Response #	Comment Topic Area	No. of Comments on Topic	Percent of Commenters Who Raised Issue
1	General comment neither supporting nor opposing project	6	5%
2	Expression of support for project	48	40%
3	Expression of opposition to project	16	13%
4	Expressions of opinion about public policy issues that are not NEPA issues	41	34%
5	Expressions of concern about project costs	26	22%
6	Assertions that analysis was inadequate	14	12%
7	Assertions that documentation was inadequate, difficult to access, and/or not available	18	15%
8	Comments related to project impacts excluding business impacts	19	16%
9	Assertions that public process was inadequate	7	6%
10	Comments related to MovingAhead service being difficult to use by elderly citizens, people using mobility devices, people who access social services, and zero vehicle households	4	3%
11	Comments related to impacts to businesses	6	5%
12	Comments related to improving congestion and/or safety	36	30%
13	Assertion that project is not consistent with other adopted plans	28	23%
14	Comments related to improving regular fixed route service instead of building MovingAhead	30	25%
15	Expressions of concern about travel time savings projections	3	3%
16	Comments regarding community needs to build for the future	24	20%
17	Expressions of concern about accuracy of ridership projections	7	6%

The greatest number of comments fell into six categories:

#2	Expression of support for the MovingAhead Project (40 percent of commenters)
#4	Expressions of opinion about public policy issues that are not NEPA issues (34 percent of commenters)
#12	Comments related to improving congestion and / or safety (30 percent of commenters)
#14	Comments related to improving regular fixed route service instead of building MovingAhead (25 percent of commenters)
#5	Expressions of concern about project costs (22 percent of commenters)
#13	Assertion the project is not consistent with other adopted plans (23 percent of commenters)

Comments on Specific Investment Packages

Though commenters raised quite a few issues, few commenters brought up specific packages. The packages most frequently commented on were No-Build, Enhanced Corridor, Package C, and EmX. There were no comments at all for Packages B and E. Enhanced Corridor was the most frequently mentioned, however, it should be noted that many of those comments reflected that the Enhanced Corridor package had an appropriate level of transit investment, but that additional investment for people walking and biking was a priority.

Table 5. Number of Comments on Each Package

Package	No. of Comments on Package	Percent of Commenters Who Commented on Package
No Build	6	5%
Enhanced Corridor	16	13%
A	1	1%
B	0	0%
C	6	5%
D	4	3%
E	0	0%
EmX	7	6%

Comments on Individual Corridors

Comments about individual corridors were more common. If a comment referenced an investment package, then the comment was counted as commenting on all five corridors. River Road received the most comments, with just over half of the commenters leaving feedback on that corridor. All other corridors were commented on by less than half of the respondents.

Table 6. Number of Comments on Each Corridor

Corridor	No. of Comments on Corridor	Percent of Commenters Who Commented on Corridor
Highway 99	49	41%
River Road	66	55%
30th Avenue to LCC	51	43%
Coburg Road	58	48%
Martin Luther King Jr. Boulevard	51	43%

Who Commented on the Range of Investment Packages

A total of 92 unique individuals commented on the MovingAhead project. The majority of individuals commented only once. Nine individuals provided separate comments more than once. Separate comments mean that the individual provided comments using the same and/or different methods and/or on different dates. For example, an individual could have submitted comment letters on different dates prior to the October 2019 public hearing, submitted a comment form at the October 2019 open house, provided testimony at the public hearing, and then sent an email after the public hearing; each of those actions would be considered a separate comment. The highest number of separate comments by one person who was not representing an organization was seven.

Some individuals chose to identify themselves as members of an organization. Twenty organizations were represented in the comments. The majority of organizations represented had only one comment submitted by someone affiliated with the group. Several had two or three comments. Commenters associated with Better Eugene Springfield Transportation (BEST) submitted a total of 16 comments, though 10 of these were from one individual. Table 7 shows which groups were represented in the comment submissions.

Table 7. Organizations Represented in Comments

Organization	No. of Comments
350 Eugene	3
Arbor South Architecture	1
Batteries & Bulbs	1
BEST	16
Better Housing Together	1
CDC Management Corp.	1
Coburg Station LLC	1
Cowboys Savannah LLC	1
CSA Planning Limited	2
East West Tea Company (Yogi Tea)	1
Eugene Area Chamber of Commerce	1
G Group	3
GJ Investments, Inc.	1
House Everyone	1
Lane Community College	1
Lang Public Relations	1
League of Women Voters	2
Safe Routes to School	1
Windermere Real Estate	1
Friendly Neighborhood Area Transportation Team	1

Consideration of Public Comments

LTD and the City have reviewed all the comments submitted during the comment period. LTD's obligation under the National Environmental Policy Act (NEPA) is to respond to substantive questions related to the content of the AA and the selection of a preferred alternative. Questions and comments related to previous or future public policy decisions are considered by decision makers, but not as part of the AA or selection of a preferred alternative; thus, no response is provided as part of this environmental review process.

To help ensure that policy-making officials are aware of all the issues raised and opinions expressed, regardless of whether the comments were considered substantive NEPA comments, this report (which includes all the comments received by January 7, 2020) will be forwarded to the Project committees, the LTD Board and the Eugene City Council prior to the May 26, 2021 joint work session of the LTD Board and Eugene City Council. These decision makers will consider the public comments along with technical documents and other factors in selecting a preferred package of investments for the MovingAhead corridors.

Using the Appendices

Appendix A includes copies of advertisements and notices published by LTD and the City to inform the interested public and agencies about the public review period for the range of investment packages.

Appendix B contains materials and sign-in sheets from the October 21, 2019 Open House and Public Hearing.

Appendix C organizes and provides responses to comments received. The letters are organized by date received. "Letter" in this context also includes emails and other forms of communication, including transcribed oral testimony from the October 21, 2019 public hearing. "Comment" in this context refers to a main point or theme or question, so that a given letter might include a number of separate comments. The table contains topic response numbers for each of the comments in each letter received. The topic response numbers correspond with the table in **Appendix D**, which provides the full response to each comment topic area. Letters that contained multiple comment topic areas have multiple topic response numbers.

When letters contained information regarding an organization that the author belonged to, staff assumed that the author was speaking as part of their affiliation with that organization. Examples of this include commenters who identified organizational affiliation in their oral testimony or letters received via email where the author included their position in an organization in their signature line.

Comment letters in their entirety are reproduced in **Appendix E**.

Referenced Reports

MovingAhead Alternatives Analysis (September 2018)

MovingAhead Investment Packages Technical Memo (December 2018)

MovingAhead Investment Packages Alternatives Supplemental Refinement Report (May 2019)

MovingAhead Outreach Summary (May 2019)

MovingAhead Refined Investment Packages Options for Fall 2019 Public Hearing (October 2019)

Appendices

Appendix A: Advertisements and Notices Fall 2019

The range of investment packages for consideration in selecting a preferred package of investments was made available for public review and comment from August 19, 2019 through November 4, 2019. Copies of advertisements and notices published by LTD and the City to inform interested public and agencies about the public review period are included in this appendix.

MovingAhead email to Interested Parties List on August 19, 2019

Email to Eugene neighborhood organization leaders on September 23, 2019

Letter to potentially impacted property owners mailed on October 1, 2019

Article in Eugene InMotion newsletter October 06, 2019

Email to Eugene Active Transportation Committee on October 9, 2019

MovingAhead Email to Interested Parties List on October 11, 2019

Press release issued Monday, October 14, 2019

The Register-Guard legal advertisement on Monday October 14, 2019

MovingAhead interested parties email 08/19/2019

View this email in your browser

MovingAhead
STREETS AND PLACES REIMAGINED

Monday, Oct. 21: Open house and public hearing on proposed investment packages

On July 15, the Eugene City Council and LTD's Board of Directors directed staff to schedule a joint public hearing to discuss five proposed investment packages. At the public hearing, both the City Council and the Board of Directors want to hear your feedback on the following packages:

	Corridor				
Investment Package	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
Enhanced Corridor Package	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package D	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor
Package E	EmX	EmX	Enhanced Corridor	EmX	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

Keep an eye out for more information about the packages as we get closer to the public hearing. Staff will be out in the community to share information about the packages soon.

If you are interested in hearing about MovingAhead and having a staff person attend your organization's meeting, contact us at questions@movingahead.org.

On Monday, Oct. 21, come learn about the latest developments in the MovingAhead project and let us know what you think about them.

- **Open house:** 5-7 p.m. in the lobby
- **Public hearing:** 7:30 p.m. in Harris Hall

Both events are at the Lane County Public Services Building, 125 E. Eighth Ave., Eugene.

At the public hearing, your input will help inform Eugene's City Council and Lane Transit District's Board of Directors before they decide early next year on a 10-year preferred package of investments.

See details about funding, implementation, long-term goals and more in the frequently asked questions on the project website.

Want us to attend your organization's meeting?
Contact us:
questions@movingahead.org
www.movingahead.org

Accessibility arrangements, interpreter and translation services can be made for all MovingAhead events with 48 hours' notice. For more information, call 682-6100 (voice) or 7-1-1 (TTY).

Arreglos de accesibilidad, servicios de interpretación y traducción se pueden hacer para todos los eventos de MovingAhead con previo aviso de 48 horas. Para más información llamar al 682-6100 (voz) o 7-1-1 (TTY)

Email to Eugene neighborhood association leaders on September 23, 2019

Greetings!

The MovingAhead project team has been hard at work since we last reached out earlier this year. Staff listened to your feedback in March and April about investment packages. The project team made revised the proposed packages based on community input. At the direction of Eugene City Council and LTD's Board of Directors, staff have scheduled a public hearing on the following packages:

Investment Package	Corridor				
	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
Enhanced Corridor Package	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package D	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor
Package E	EmX	EmX	Enhanced Corridor	EmX	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

The joint public hearing will take place on **October 21, 2019 at 7:30 PM at Harris Hall, 125 E. 8th Avenue**. Staff will hold an open house before the public hearing to answer any questions and provide information how you can testify effectively. The open house will be set up in the **Lobby of Harris Hall from 5:00 PM until 7:00 PM**. Anyone unable to attend the public hearing can submit written comment to questions@movingahead.org before November 4, 2019 at 5:00 PM.

We would enjoy the opportunity to come speak with your organization at your next meeting if you are interested. We have materials about how the project's benefits and impacts in your neighborhood and would be happy to answer any questions. Please contact Andrew Martin at Lane Transit District (541-682-6116 or andrew.martin@ltd.org) for more information.

We encourage you to include the following short update on the project in your next newsletter or electronic communication:

MovingAhead, a joint project between the City of Eugene and Lane Transit District, will hold a joint public hearing on October 21 at 7:30 PM in Harris Hall (125 E. 8th Ave). Staff will hold an open house in the lobby from 5:00 PM to 7:00 PM to answer project questions.

MovingAhead will set a 10-year vision of transportation investment along five important corridors – Highway 99, River Road, 30th Avenue to LCC, Coburg Road, and Martin Luther King, Jr. Boulevard. Multiple alternatives are being considered in each corridor – No Build, Enhanced Corridor, or EmX. The public hearing is an important opportunity for the community to weigh in on investment package options. City Council and LTD's Board of Directors will consider testimony during deliberations to select a single package this winter.

Anyone unable to attend the public hearing can submit written comment to questions@movingahead.org before 5:00 PM on November 4, 2019. For more information visit http://www.movingahead.org/public-hearing/.

Letter to potentially impacted property owners mailed on 10/01/2019

October 1, 2019

Property Owner
Address
City, State ZIP

MovingAhead
STREETS AND PLACES BE RAISED

MovingAhead will hold a public hearing on October 21, 2019 at 7:30 pm in Harris Hall (125 E. 8th Ave.). See below for information

Greetings:

Because you own property at [Insert Property Address], we want you to know about an upcoming **public hearing on October 21** that could lead to possible changes to a nearby roadway that may affect your property within the next 10 years.

MovingAhead is a joint effort by the City of Eugene and Lane Transit District (LTD) and is about planning future transportation investments on Eugene's major streets that may take place within the next 10 years. These roads include Highway 99, River Road, 30th Avenue to Lane Community College, and Martin Luther King, Jr. Boulevard. The City and LTD, through the MovingAhead project, are working with the community to make the local transportation system safer and more usable for everyone, especially for people walking, biking, using mobility devices, and riding the bus.

In September 2018, the MovingAhead project team released an Alternatives Analysis that outlined the benefits and impacts associated with different alternatives in each corridor. We solicited public comment on those alternatives. The feedback from the community combined with the technical work informed the creation of a series of investment packages. In spring 2019, we asked for feedback on the proposed investment packages during a second public comment period. Based on the second round of feedback plus additional technical work, the project team made revisions to the proposed investment packages.

Eugene City Council and Lane Transit District's Board of Directors have directed staff to hold a public hearing on the proposed investment packages on **October 21, 2019 at 7:30 pm at Harris Hall (125 E. 8th Ave.)**. Staff will hold an open house in the lobby from 5:00-7:00 pm. The public hearing is an opportunity to tell decision makers your thoughts on the project and what they should consider as they get ready to deliberate and make a decision. That decision is expected in early 2020. Once approved, the preferred investment package will inform which projects are prioritized for construction over the next 10 years. After selecting a preferred package of investments, the City and LTD will develop a plan for funding and timing of corridor investments, with the goal of using local dollars to leverage state and federal funding.

(Continues on back)

The updated investment packages are:

Investment Package	Corridor				
	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
Enhanced Corridor Package	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package D	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor
Package E	EmX	EmX	Enhanced Corridor	EmX	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

Your feedback is not limited to picking one of these updated investment packages. You are encouraged to comment and suggest any changes you think should be included in the final decision. Feel free to suggest any package of investments you think makes sense.

If you are unable to attend the public hearing, we are accepting written comments through November 4, 2019 at 5:00pm at questions@movingahead.org. For more information about the public hearing or how you can submit written comments, please visit http://www.movingahead.org/public-hearing/. You can also contact us with questions by calling 541-682-3240 or emailing us at questions@MovingAhead.org. **Nos gustaría conocer sus opinions. Llámenos a 541-682-6100.**

The City and LTD are committed to working closely with affected stakeholders – particularly with business and property owners along each corridor – to understand and provide solutions that will address impacts associated with design and construction.

Sincerely,
The MovingAhead Project Management Team

Andrew Martin
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Lane Transit District
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Chris Henry
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CHenry@eugene-or.gov

Terri Harding
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Article in Eugene InMotion newsletter on October 6, 2019

MovingAhead

STREETS AND PLACES REIMAGINED

MovingAhead Public Hearing October 21

MovingAhead, a joint project between the City of Eugene and Lane Transit District, will hold a public hearing on October 21 at 7:30 PM in Harris Hall. Staff will hold an open house in the lobby from 5:00 PM to 7:00 PM to answer project questions.

MovingAhead will set a 10-year vision of transportation investment along five important corridors – Highway 99, River Road, 30th Avenue to LCC, Coburg Road, and Martin Luther King, Jr. Boulevard. Multiple alternatives are being considered in each corridor – No Build, Enhanced Corridor, or EmX. The public hearing is an important opportunity for the community to weigh in on investment package options. City Council and LTD's Board of Directors will consider testimony during deliberations on a final decision this winter.

Anyone unable to attend the public hearing can submit written comment to questions@movingahead.org before 5:00 PM on November 4, 2019. For more information visit http://www.movingahead.org/public-hearing/.

Email to Eugene Active Transportation Committee on October 9, 2019

MovingAhead, a joint project between the City of Eugene and Lane Transit District, is looking at potential investments along 5 corridors in Eugene. These investments are primarily for people walking, biking, using mobility devices, and riding transit. Options in each corridor include No Build, Enhanced Corridor, and EmX. Enhanced Corridor and EmX use a similar set of tools to improve safety and access for people walking, biking, using a mobility device, or riding transit, however, Enhanced Corridor is a moderate level of investment compared to the high level of investment in the EmX Alternatives.

MovingAhead
STREETS AND PLACES REIMAGINED

The MovingAhead project team has been hard at work since the last public outreach period earlier this year. Staff listened to your feedback in March and April about investment packages. The project team made revised the proposed packages based on community input. At the direction of Eugene City Council and LTD's Board of Directors, staff have scheduled a public hearing on the following packages:

Investment Package	Corridor				
	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
Enhanced Corridor Package	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package D	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor
Package E	EmX	EmX	Enhanced Corridor	EmX	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

The joint public hearing will take place on **October 21, 2019 at 7:30 PM at Harris Hall, 125 E. 8th Avenue**. Staff will hold an open house before the public hearing to answer any questions and provide information how you can testify effectively. The open house will be set up in the **Lobby of Harris Hall from 5:00 PM until 7:00 PM**. Anyone unable to attend the public hearing can submit written comment to questions@movingahead.org before November 4, 2019 at 5:00 PM.

MovingAhead Email to Interested Parties List on October 11, 2019

MovingAhead
STREETS AND PLACES REIMAGINED

MovingAhead wants your feedback!

On Monday, October 21, come learn about the latest developments in the MovingAhead project and give us your comments in person. Your input will help inform the Eugene City Council and the LTD Board of Directors before they decide on a 10-year preferred package of corridor investments.

- **Open house:** 5-7 p.m. in the lobby of Harris Hall
- **Public hearing:** 7:30 p.m. in Harris Hall

Both events are at the Lane County Public Services Building, 125 E. Eighth Ave., Eugene.

Visit our project website to learn more about the hearing and to find tips on providing effective public testimony.

Can't make it to the public hearing?
Submit your written comments online or by email (questions@movingahead.org) until 5 p.m. on November 4. Written comments will not be read aloud at the public hearing, but will go to decision makers before they deliberate.

Proposed investment packages

At the public hearing, the City Council and the Board of Directors want to hear your feedback on the following packages:

Investment Package	Corridors				
	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
Enhanced Corridor Package	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package D— *New*	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor
Package E— *New*	EmX	EmX	Enhanced Corridor	EmX	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

Hear what your community is saying about MovingAhead…

MovingAhead, a partnership between the City of Eugene, Lane Transit District, and other regional partners, is exploring updated transportation investment packages that identify possible changes for some of our most important streets over the next 10 years. These investments help our community re-imagine our streets to make them safer and more accessible for people that

walk, bike, use a mobility device, and use transit. The prioritized investments will become a powerful tool for implementing local and regional land use, transportation, and community plans.

Want us to attend your organization's meeting?
Contact us:
questions@movingahead.org
www.movingahead.org

Press release issued Monday, October 14, 2019

Media Contacts:
Brian Richardson
Eugene Public Works
brichardson@eugene-or.gov
541-682-5523

Pat Walsh
Lane Transit District
Pat.Walsh@LTD.org
541-682-6101

FOR IMMEDIATE RELEASE
October 14, 2019

MovingAhead Public Hearing scheduled for Monday, Oct. 21

EUGENE, OR. – A project to improve transportation options and increase safety along five key corridors has reached a critical stage. The City of Eugene and Lane Transit District (LTD) will hold a public hearing for the MovingAhead project on October 21. The community can weigh in on the updated investment packages for the five corridors: Highway 99, Coburg Road, River Road, 30th Avenue, MLK Jr. Boulevard, and River Road.

"Public input is a main component of this project," said Chris Henry, MovingAhead project manager. "Now that we've narrowed the list of potential investments, we need the community to tell us what they agree or disagree with."

The team in charge of the project will host an open house before the public hearing to help answer any questions.

MovingAhead Open House
October 21, 5-7 p.m.
Lane County Public Services Building, Harris Hall
125 E. 8th Avenue, Eugene

MovingAhead Public Hearing
October 21, 7:30 p.m.
Lane County Public Services Building, Harris Hall
125 E. 8th Avenue, Eugene

Public input will be given to the Eugene City Council and LTD Board of Directors. They will then select the preferred package of investments. That decision is expected in early 2020. Once approved, the preferred package will inform which projects are prioritized for construction over the next 10 years. The City and LTD will develop a plan for funding and timing investments, with the goal of using local dollars to leverage state and federal funding.

People can comment by email until November 4, 2019 at 5 p.m. Written comments will not be read aloud at the public hearing but will go to decision makers before they make their decision on the preferred investment package.

For more information about MovingAhead or to review the project materials, please visit www.movinghead.org or call 541-682-3240. **Nos gustaría conocer sus opinions. Llámenos a 541-682-6100.**

##

About MovingAhead: MovingAhead began in 2015 as a partnership between the City of Eugene, Lane Transit District (LTD), regional agencies, and the Eugene-Springfield community. The purpose of the project is to determine what transportation investments are needed on some of our most important streets.

At the conclusion of the project, the Eugene City Council and LTD Board of Directors will select a package of transit, walking, and biking investments across these five corridors that can be funded and built over the next 10 years. This list of prioritized investments will become a powerful tool for implementing local and regional land use, transportation, and community plans.

The Register-Guard **legal advertisement on Monday October 14, 2019**

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I, **Wendy Raz**, being first duly affirmed, depose and say that I am the Advertising Manager, or the principal clerk, of The Register-Guard, a newspaper of general circulation as defined in ORS 193.010 and 193.020; published at Eugene in the aforsaid county and state; that the **NOTICE OF PUBLIC MEETING** printed copy of which is hereto annexed, is publishing in the entire issue of said newspaper in the following issues:

October 14, 2019

NOTICE OF PUBLIC MEETING
A joint meeting of the Lane Transit District Board of Directors and the Eugene City Council will be held at 7:30 p.m. on Monday, October 21, 2019, in Harris Hall of the Lane County Public Services Building, 125 E. 8th Avenue, Eugene. An open house will be held prior to the public hearing in the lobby from 6-7p.m.The purpose of the meeting will be to hold a public hearing regarding selecting a preferred package of investments for the Moving Ahead corridors. The project may be funded with federal funds. Additional project information is available at: https://www.movingahead.org/public-hearings/. The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office at least 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).

No. 160530 - October 14, 2019

Wendy Raz

Subscribed and affirmed to before me this October 21, 2019

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Appendix B: October 21, 2019 Open House and Public Hearing Materials

This appendix contains materials and sign-in sheets from the October 21, 2019 Open House and Public Hearing.

MovingAhead Public Hearing Open House
October 21, 2019

MovingAhead
STREETS AND PLACES REIMAGINED

Welcome! Please sign-in

Name	Mailing Address	City / State	ZIP Code	Email	Add me to the mailing list
~~Kevin~~ Fredric Pitts	1220 River Rd, ~~Eugene, OR 97404~~	Eugene	97404	fred@fredpitts.com	(Y) N
Tai Pruce-Zimmerman	2178 Amicante St.	Eugene	97402	taipracezimmerman@gmail.com	(Y) N
Jackie Anderson	1298 Olive #2506	Eugene	97401	jpcwandersons@gmail.	(Y) N
Jack Taylor	1298 Olive #2506	"	"	jstnova@gmail.com	(Y) N
Christian Watchie	1035 MONROE	EUGENE	97402	chris@cogitopartners.com	(Y) N
Emily Connor	1065 Monroe	Eugene	97402	econnor@uoregon.edu	(Y) N
SAM GREENWOOD	3500 CONCORD ST	EUGENE	97402	N/A	(Y) N
Seth Sadofsky	305 Harris St 97405	Eug	97405	SethSadofsky@me.com	Y N
Ruth Duemler	1080 Patterson ST #303	Eug	97401	ruthduemler@gmail.com	(Y) N
ANDREW ROSS	2851 HARLOW	EUG	97401	N/A	Y (N)
META MAXWELL	PO Box 653 Eugene 97440	Eug	97401	metam@comcast.net	(Y) N
Christopher Logan	122a Dalton Dr.	Eugene	97404	ctm-logan@yahoo.com	(Y) N
~~Rob Zako~~					Y N
Phil Barnhart	2248 Potter	Eugene	97405	phil@philbarnhart.com	(Y) N
DONNA SNIDER	2935 WORRELL	EUG	97408	snider4@yahoo.com	(Y) N
Nancy Classen	1151 Cedar Ridge Dr	Eugene	97405	nclas@comcast.net	(Y) N

Note: *any information provided to the agencies may be released to a third party as part of the agencies' public record for the MovingAhead project. This includes the release of identifiable personal information such as personal name, address, phone number, etc.*

MovingAhead Public Hearing Open House
October 21, 2019

MovingAhead
STREETS AND PLACES REIMAGINED

Welcome! Please sign-in

Name	Mailing Address	City / State	ZIP Code	Email	Add me to the mailing list
David Wade	1673 Willard St	Eugene OR	97403	~~jdwade~~ jdwadesdeat hot.com	(Y) N
Steve Korin	534 Sunnyside Dr.	Eugene, OR	97404	stevenkorin@hotmail.com	(Y) N
Richard Self	1350 Charnelton St #10	Eug, OR	97401	selfrichard@gmail.com	(Y) N
KARMAN FORCE	5195 SOLAR HEIGHTS D	" "	97405	KARMAN FORCE@YAHOO.COM	Y (N)
Charlie Loeb	5271 Miramar St.	Eug, OR	97405	cloeb63@yahoo.com	(Y) N
Marina Hajek	1750 Northview #Blvd. #60	Eug. OR	97405	herrerat1987@hotmail.com	(Y) N
					Y N
					Y N
					Y N
					Y N
					Y N
					Y N
					Y N
					Y N
					Y N
					Y N

Note: *any information provided to the agencies may be released to a third party as part of the agencies' public record for the MovingAhead project. This includes the release of identifiable personal information such as personal name, address, phone number, etc.*

SHEET ___

Tips for Successful Public Testimony

MovingAhead

Arrive early. Be sure to sign up to testify. The earlier you sign up, the earlier you speak.

Identify yourself. You will be asked to verbally provide your name and address before testifying. If you are the spokesperson for a group, identify the group or organization, and how you represent them, for example: "President of the XYZ Neighborhood Association."

Public testimony is limited to comments relevant to the MovingAhead project.

Public testimony is not a dialogue. Make your presentation, but don't expect direct answers to your questions, a discussion session or follow-up questions.

MovingAhead
Joint Public Hearing
sponsored by the Eugene City Council and LTD Board of Directors

Monday, October 21 - 7:30 p.m.
Harris Hall, 125 East Eighth Avenue

Open House before the public hearing 5-7 p.m. in the lobby.

Know what you are talking about. Keep it simple. Present key information. Clearly state your position. Give clear examples. Citing data is good. Speak to your own experience. Remember the three-minute time limit.

Address issues, not people. Focus your comments on the process, project and the ideas you support or disagree with.

State your desired outcome. State what you want to happen as a result of your testimony. Offer creative and feasible solutions.

Think about what you want to say before the meeting. What issues do you want to raise? Write down your thoughts, using words that are "natural" for you. If you think you will be uncomfortable speaking at the public hearing, you could practice speaking in front of a mirror.

Visualize yourself speaking to the group. Imagine yourself speaking; your voice is loud, clear and confident. When you visualize yourself as confident, you will be confident!

Realize that people want to hear what you have to say. You bring a unique perspective to the discussion. People want to hear about your experiences.

Focus on your message. If you have anxiety speaking in front of large groups, try to focus your attention away from your own anxieties and instead focus on your message and the people you are talking to.

Use notes. If you have important points you want to be sure to cover, jot them down on an index card, notepad or the other side of this handout. Your notes will help you stay focused on your message.

Relax. Take a deep breath to ease your tension. Remember, you have important information and insights to share.

Example Format for Public Testimony

Reminder: You will have 3 minutes to provide spoken testimony.

First, Identify yourself:

- **Name**: _____
- **Address**: _____
- **Group you represent and your role**: _____

The investment packages being considered include: Enhanced Corridor Package; Package C; Package D; Package E; and EmX Package. As applicable for each package, please state the following:

I do (OR) do not support Package _____, because:

- _____
- _____
- _____

-- OR --

I support Package _____, with the following modifications:

- _____
- _____
- _____

because:

- _____
- _____
- _____

Other points I believe are important for you to know:

- _____
- _____
- _____

Thank you.

MovingAhead - Investment Package Comment Form

Name: _____ Organization: _____

Email: _____ Phone: _____

Comments should address which packages you do or do not support and why. If you feel that modifications are necessary to one of the packages, explain which changes you would make. Comments should focus on the process, aspects of the project, or ideas that you agree or disagree with.

All comments will be provided to Eugene City Council and LTD's Board of Directors before they begin deliberations this winter. Please stay engaged! Staff expect to City Council and LTD's Board of Directors to make a decision in Winter 2020.

Thank you. Please give this form to a staff member or place in a comment box before you leave.

Appendix C: Comments Received During the Public Hearing Comment Period and Responses to Comments

Comment Number	Date Received	Name of Commenter	Organization/Affiliation	Topic Response Numbers
1	5/13/2019	Rob Zako	BEST	4, 5, 7, 14
2	6/5/2019	Jan Moore		10, 14
3	7/11/2019	Rob Zako	BEST	4, 5, 7, 12, 14
4	7/12/2019	David Davini	G Group	3, 4, 5, 6, 7, 8, 17
5	7/29/2019	Rob Zako	BEST	1, 4, 7, 13
6	8/7/2019	CJ Norris		9, 14
7	8/27/2019	Rob Zako	BEST	1, 12
8	8/28/2019	Devon Gregory		2, 4, 12
9	9/29/2019	Devon Gregory		2
10	9/18/2019	Lisa Grissell		2, 16
11	9/18/2019	Deborah Bernhard		2, 4, 16
12	9/19/2019	Devon Gregory		5, 6
13	9/20/2019	Devon Gregory		2, 4, 16
14	10/6/2019	Kara Schnoes		12
15	10/10/2019	Devon Gregory		2, 16
16	10/11/2019	Paul Conte		7
17	10/11/2019	Gay Morgan		14
18	10/11/2019	Meta Maxwell		7, 9
19	10/11/2019	Phillip Farrington		8
20	10/11/2019	Karrie Walters-Warren		2, 4, 12, 16
21	10/11/2019	Jeb Bartin		3, 4, 8, 11, 14
22	10/14/2019	Rob Zako	BEST	1, 2, 5, 12, 13
23	10/14/2019	Luke Callahan		12
24	10/14/2019	Ellen Webber	East West Tea Company (Yogi Tea)	12
25	10/14/2019	Lori Deskins		12, 14
26	10/14/2019	Lisa Calevi		12

Comment Number	Date Received	Name of Commenter	Organization/Affiliation	Topic Response Numbers
27	10/14/2019	Cathy Feely		12
28	10/15/2019	Carol Caruso		14
29	10/15/2019	Hillary Kittleson		2, 4, 16
30	10/15/2019	Rob Zako	BEST	2, 4, 5, 6, 13, 14, 15, 16, 17
31	10/15/2019	Jess Roshak		4
32	10/15/2019	Jessica Synder-Contreras		1, 4
33	10/16/2019	Emma Newman		2
34	10/16/2019	Sue Wolling		2, 4, 13, 14, 16
35	10/16/2019	Michael Jungjohann		4
36	10/17/2019	Keli Osborn	League of Women Voters	2, 4, 5, 6, 7, 13, 16
37	10/17/2019	Terri Berling		4, 5, 6, 7, 13, 16
38	10/17/2019	Alice Davenport	Freindly Neighborhood Area Transportation team; observer/advisor to BEST; League of Women Voters Lane County	2, 4, 5, 6, 7, 13, 16
39	10/17/2019	Diane Haas		4, 10
40	10/18/2019	John Lochner		7, 8
41	10/18/2019	David Davini	G Group	3, 4, 5, 6, 7, 8, 17
42	10/18/2019	B Breaden		2, 4, 12
43	10/20/2019	Robert Jorgensen		12
44	10/20/2019	Nicole Rund		4, 7, 14
45	10/20/2019	Ken Schmidt	Windermere Real Estate	3, 4, 5, 14
46	10/21/2019	Kip Anderson		2, 4, 15
47	10/21/2019	Jeff Robinson	GJ Investments, Inc.	3, 8, 12

Comment Number	Date Received	Name of Commenter	Organization/Affiliation	Topic Response Numbers
48	10/21/2019	John Keana		3, 4, 5, 8, 11, 14
49	10/20/2019	Dennis Sandow		3, 4, 9, 13
50	10/21/2019	Beverly Barr		2
51	10/22/2019	Nathan Emerson	CSA Planning Limited	17
52	10/21/2019	Paul Conte		4
53	10/21/2019	Gary Wildish		2, 4
54	10/21/2019	Dennis Sandow		3, 4, 13
55	10/21/2019	Maxwell Thomas Vuylsteke		1
56	10/21/2019	David Wade		2, 4, 13
57	10/21/2019	Christopher Logan		2, 8, 14
58	10/21/2019	Rob Zako	BEST	2, 5, 12, 13
59	10/21/2019	Sarah Mazze	Safe Routes to School	2, 5, 12, 13
60	10/21/2019	Phillip Farrington	CDC Management Corp.	8
61	10/21/2019	Laura Potter	BEST	2, 4, 12
62	10/21/2019	Marianne Nolte	BEST	2, 5
63	10/21/2019	Phil Barnhart		4, 8
64	10/21/2019	Jolene Siemsen		2, 12, 13, 16
65	10/21/2019	Mike Eyster		2, 5, 16
66	10/21/2019	Seth Sadofsky		2, 5, 12
67	10/21/2019	Theresa Parker		2, 12, 16
68	10/21/2019	Claire Ribaud	350 Eugene	12, 13, 14, 16
69	10/21/2019	Jack Taylor		2, 12, 13, 14
70	10/21/2019	Matt McCrae		2, 13, 16

Comment Number	Date Received	Name of Commenter	Organization/Affiliation	Topic Response Numbers
71	10/21/2019	Kaarin Knudsen	Better Housing Together	2, 4, 12, 13, 16
72	10/21/2019	Jim Neu		2, 12, 13, 16
73	10/21/2019	Carmen Fore		2, 12, 13, 14, 16
74	10/21/2019	Barbara Perrin	350 Eugene, BEST	2, 4, 13, 16
75	10/21/2019	Patty Hine	350 Eugene	12, 13, 14
76	10/21/2019	Richard Self	House Everyone	4
77	10/21/2019	Julie Daniel		2, 12, 14
78	10/21/2019	Nick Dikas		2, 12, 13, 14, 16
79	10/21/2019	Linda Perrine		1, 6, 12, 13, 14
80	10/21/2019	Meta Maxwell		6, 7, 9
81	10/21/2019	Claire Roth	BEST	2, 12, 13
82	10/21/2019	Bob Passaro	BEST	12, 13
83	10/21/2019	Tiffany Edwards	Eugene Area Chamber of Commerce	2, 4, 5, 6, 12, 13, 16
84	10/21/2019	David Davini	G Group	3, 5, 6, 7, 8, 17
85	10/21/2019	Peter Bolander		5, 14
86	10/21/2019	George Rode		8, 10, 11, 12
87	10/21/2019	Jay Harland	CSA Planning Limited	3, 4, 5, 6, 7, 8, 17
88	10/21/2019	Steve Korin		2, 4, 12
89	10/21/2019	Dick Beers		3, 4
90	10/21/2019	Christopher Logan		2, 3, 8, 14
91	10/21/2019	Rob Zako	BEST	2, 4
92	10/22/2019	Bill Randall	Arbor South Architecture	2, 5, 13, 14
93	10/22/2019	Devon		2

Comment Number	Date Received	Name of Commenter	Organization/Affiliation	Topic Response Numbers
94	10/22/2019	Eric Vance	Cowboys Savannah LLC	3, 6, 8, 11
95	10/23/2019	George Jessie		3, 5, 14
96	10/23/2019	Meta Maxwell		4, 6, 7, 9, 10
97	10/23/2019	Jeffrey Robinson		3, 5, 8, 15
98	10/23/2019	Peter Bolander		2, 5, 7, 14
99	10/24/2019	Therese Lang	Lang Public Relations	2, 9, 16
100	10/27/2019	Leslie Mitchell		2, 5, 8, 12, 14, 17
101	10/28/2019	Bernadette Ross		9
102	10/28/2019	Virginia Heer		2, 8, 14
103	10/29/2019	Christopher Logan		3, 8, 14
104	10/29/2019	Tony Perez	Batteries & Bulbs	11
105	11/3/2019	Alex Bauman		2, 12, 13, 14, 16
106	11/4/2019	Meta Maxwell		7, 11
107	11/4/2019	Mark Johnson		2, 16
108	11/4/2019	Becky Riley		3, 8
109	11/5/2019	Meta Maxwell		7
110	11/8/2019	John Quilter		2, 5, 8, 14
111	11/8/2019	Meta Maxwell		4, 5, 7, 9
112	11/11/2019	Brandon Vaughan		3, 5, 10
113	11/12/2019	Brad Vaughn	Coburg Station LLC	5, 9, 11
114	11/12/2019	Rob Zako	BEST	7, 9
115	11/12/2019	Meta Maxwell		6, 7, 9
116	11/26/2019	Rob Zako	BEST	4, 5, 7
117	12/13/2019	Carleen Reilly		2, 12, 16
118	12/31/2019	Michelle OLeary		2, 4
119	1/3/2020	Paula Thonney	Lane Community College	2, 12

Comment Number	Date Received	Name of Commenter	Organization/Affiliation	Topic Response Numbers
120	1/7/2020	Devon Gregory		12, 16

Appendix D: Responses to 17 Comment Topic Areas

Comment Topic #	Summary of Comment Topic Area	Response	Response #
1	General comment neither supporting nor opposing project	Thank you for taking the time to provide a comment on the MovingAhead Project. Your participation in this project is important to LTD and the City of Eugene. Because LTD and the City recognize the importance of having local decision makers aware of all the input we received, all comments received by January 7, 2020 will be forwarded to the LTD Board of Directors and the Eugene City Council before their joint work session on May 26, 2021. The distribution of the comments and the associated report was delayed because of the COVID-19 pandemic. Please note that LTD and the City consider all comments, even if they were not specifically relevant under NEPA and other pertinent environmental regulations.	1
2	Comments (not NEPA specific) support project: • Generally supports project • Supports specific investment package • Supports modified version of specific package • Supports premium EmX service • Need to find tactical ways to implement improvements faster, make incremental improvements • EmX system is a role model for accessibility • Find ways to fund MLK, Jr Blvd improvements • Prioritize transit service to Highway 99 corridor and other areas where residents have fewest transportation options • Support Coburg Road improvements but requires a separate process to complete • Need EmX on specific corridor otherwise will continue to get worse	Thank you for taking the time to provide a comment on the MovingAhead Project. Your participation in this project is important to LTD and the City of Eugene. Because LTD and the City recognize the importance of having local decision makers aware of all the input we received, all comments received by January 7, 2020 will be forwarded to the LTD Board of Directors and the Eugene City Council before their joint work session on May 26, 2021. The distribution of the comments and the associated report was delayed because of the COVID-19 pandemic. Your comments of support for a specific corridor or suggestions for modifications to specific corridors will be considered in the final determination of a preferred package of investments. In selecting a preferred package of	2

Comment Topic #	Summary of Comment Topic Area	Response	Response #
	• Specific corridor is ready for EmX • Specific corridor improvements support long range planning efforts • Good for the community • We need to pay our fair share of transit projects with local dollars • BRT projects spend far more dollars on roadway improvements and community enhancements (like storm water system, bike/ped improvements, improved bridges) than on transit improvements which positively affect community • EmX projects have improved our community	investments, decision makers may include suggested modifications. After approval of the preferred package of investments along with any suggested modifications, the investment packages will be returned to the project team to continue working with the community through a design refinement process.	
3	Comments (Not NEPA specific) opposing project: • Submitted articles not specifically related to project • Submitted project info but no associated comments • Submitted own analysis • EmX is inflexible • EmX locks LTD into operating costs regardless of demand • Don't want project because not a transit user • Prefers freedom of traveling via automobile • Middle class / wealthy people don' t use the bus • Improvements on Coburg Road won't fix its congestion and safety problems • Don't build EmX on specific corridor	Thank you for taking the time to provide a comment on the MovingAhead Project. Your participation in this project is important to LTD and the City of Eugene. Because LTD and the City recognize the importance of having local decision makers aware of all the input we received, all comments received by January 7, 2020 will be forwarded to the LTD Board of Directors and the Eugene City Council before their joint work session on May 26, 2021. The distribution of the comments and the associated report was delayed because of the COVID-19 pandemic. Your comments of opposition for the project or a specific corridor or suggestions for eliminating specific modes on a corridor or eliminating specific corridors will be considered in the final determination of a preferred package of investments.	3
4	Comments expressing an opinion about public policy issues that are not NEPA issues, including topics such as: • Linking transit programs with affordable housing programs • Linking transit programs to serving homeless population • Using electric vehicles instead of buses • Prioritizing other transportation projects and social services programs over MovingAhead	LTD's obligation under NEPA is to respond to questions related to the AA and the selection of a preferred package of investments, not to questions or comments related to previous or future public policy decisions such as using or not using certain funding sources for this project. However, it is important that policy-making officials know how commenters feel about the issues raised and, therefore, all comments	4

Comment Topic #	Summary of Comment Topic Area	Response	Response #
		received by January 7, 2020 will be forwarded to the LTD Board of Directors and the Eugene City Council before their joint work session on May 26, 2021. The distribution of the comments and the associated report was delayed because of the COVID-19 pandemic. The decisions surrounding the MovingAhead Project have followed the same decision-making process followed for other transportation projects in the region. The Metropolitan Policy Committee of the local metropolitan planning organization is comprised of elected and appointed officials representing the cities of Eugene, Springfield, and Coburg; Lane County; the Oregon Department of Transportation; and Lane Transit District. This decision-making body makes funding decisions for all federally funded projects in the region. The first three EmX corridor decisions were managed in this manner and continuing to use this method is appropriate. Additionally, a critical function of the regional transportation planning process is to help balance competing demands placed on the transportation system as the region grows. Determining the best means for improving the transportation system and meeting future demands with limited resources is challenging. The framework for making decisions on the future of the region's transportation system has become more complex in recent years. Public agencies play a primary role in providing transportation system infrastructure. The Regional Transportation Plan (RTP) provides the venue to ensure that transportation infrastructure improvements are coordinated and within the proper scope of each agency. LTD's and the City's infrastructure investments are necessarily related to the regional transportation and transit network improvements. Suggested roadway improvements unrelated to the MovingAhead Project are outside the scope of this project;	

Comment Topic #	Summary of Comment Topic Area	Response	Response #
		therefore, all comments received regarding those concerning transportation and transit improvements beyond the scope of the MovingAhead Project, will be forwarded to the appropriate agencies and project managers.	
5	Comments expressing concern about project costs: • Costs to implement EmX are too high when FTN can be achieved for far less • Cost per rider is too high • Operational costs are too high • Can LTD/cities afford to build the MA service • Use other funding for capital instead of bus operations money • Not spending public money wisely • Need to consider competing community needs • Federal money may not be available • Funding EmX service could result in future service cuts	Chapter 10 of the AA describes the capital and operating costs of the various alternatives and addresses questions of affordability. Chapter 10 further states that one of the primary goals of the MovingAhead Project is to facilitate an investment decision-making process for near-term (within 10 years) multimodal investments in multiple corridors. This approach differs from the decision-making approach previously used in our community. Selecting and prioritizing capital investments in multimodal transit corridors will be a powerful tool for implementing local and regional comprehensive land use and transportation plans, agency strategic plans, and other community planning documents. Chapter 10 of the AA also describes LTD's funding sources and their sensitivity to swings in the local economy, and how the agency adjusts service depending on (a) funding availability, (b) increased demand, and (c) running time issues. In early 2020, overall system performance, based on indicators such as on-time performance and ridership, remained high. Not long after the original version of this memo and the responses to comments were drafted, the COVID-19 pandemic struck the United States. Currently, in spring 2021, LTD is evaluating the impacts of the pandemic on the transit system. Impacts of the pandemic and implications for future transit service will be considered by LTD and its regional partners in funding for the investment packages. As documented in Chapter 10 of the AA, LTD has considered the risk of future financial challenges. The project would not	5

Comment Topic #	Summary of Comment Topic Area	Response	Response #
		be affected by the risks differently than the No-Build Alternative. Several commenters expressed opinions on policy or administrative issues related to local, regional or federal transit funding. Since these comments do not address substantive NEPA issues or the adequacy of the AA, no response is required. However, please note that a critical function of the regional transportation planning process is to help balance competing demands placed on the transportation system as the region grows including determining the best means for improving the transportation system and meeting future demands with limited resources.	
6	Comments related to inadequate analysis: • Not enough time to study all of the routes • Failed to study Franklin Boulevard • If adequate analysis had been performed, then would know that 30th-LCC corridor not needed at this time • Failed to study Hwy 126 • Failed to study GHG emissions / climate change • Failed to study economic impacts of EmX • Need more study to determine if EmX is right solution • AA leaves too many unanswered questions	LTD and the City have considered each of the comments that suggest (with varying degrees of detail) that the AA and subsequent analyses include specific data, analysis, or projections that are incorrect or questionable. LTD and the City find these comments either without basis or, in some cases, that even if the assertions are true, the accuracy of the specific data or projection in question is not determinative of the overall soundness of the AA's conclusions. LTD and the City believe that the overall analysis is accurate and provides the information needed to review and take action on a package of investments, recognizing that there is always going to be additional data or analysis that could be performed. The evaluation process requires LTD and the City to consider a broad array of information and data and make predictions about future conditions. Because the environmental review process must occur early in project design, the analytical work often depends on judgments and estimations that will be refined and corrected as design details emerge. LTD and the City recognize that some estimates about the future may be accurate and others may fall short of the reality. However, LTD and the City believe that the technical work supporting the AA reflects standard methodology and approaches; that	6

Comment Topic #	Summary of Comment Topic Area	Response	Response #
		estimates were developed using professional standards and appropriate professional judgment; and that the AA allows a reasonable basis for determining whether the project is likely to cause significant adverse impacts. The AA appropriately provides a basis for determining the nature and scale of impacts, for developing appropriate mitigation, and for assessing the likely effectiveness of the mitigation. The decision to select an investment package advances that package for further study. It does not result in the direct implementation of corridor investments. Approval of a project on a particular corridor would require further action, which would be taken only after additional data gathering and analysis and input from the public and property owners.	
7	Comments related to inadequate documentation and/or access to documentation: reports / data not easy to find or not available on LTD's web site • Supporting information not sent with notices to property owners • Website is confusing • Not sure how to find concept plans • Naming MLK, Jr Blvd corridor alternative is misleading public about extent of improvements on this road	This project has evolved over several years and has undergone extensive public review and revision. The many documents referenced in the AA and in the community outreach efforts correlate directly with the depth of analysis to which the project has been subjected. They have been incorporated by reference into the AA. LTD and the City believe that the EA appropriately attempts to satisfy NEPA's mandates to provide an understandable discussion of the most relevant analyses for the general public, while still providing all the necessary references to the many supporting, more-detailed studies that have been produced over the project's history and have been made available on LTD's website and/or at LTD or City of Eugene offices.	7
8	Comments related to project impacts excluding businesses: • Benefits do not outweigh project impacts • EmX does not offer enough community benefit to justify eminent domain • Specific to: trees; parking; businesses; property access; carbon footprint / global warming / climate change; rivers; stormwater runoff; increased density; heritage trees;	The AA and subsequent analyses and documentation adequately addresses the impacts, mitigation, cost and tradeoffs of the corridor alternatives, the No-Build Alternative and the investment package alternatives. Benefits and impacts of alternatives were considered in the AA process and in the development and refinement of the investment package alternatives. With its supporting	8

Comment Topic #	Summary of Comment Topic Area	Response	Response #
	environment; ROW acquisition; street signage; street lighting; streetscapes • Find solutions in existing ROW • Inherent conflicts between City setback policies and need for additional ROW	documents, the AA adequately describes the multi-year process of developing, evaluating, assessing and refining alternatives, which resulted in the investment package alternatives. See AA Chapters 1 and 2, Chapters 4 through 10, and documents cited therein for the evaluation of corridor alternatives. Corridor plans were developed with consideration of minimizing right-of-way acquisitions and other adverse impacts, while still providing the improvements necessary to meet project goals. Subsequent analyses and outreach were used to prepare investment package alternatives. Each of the investment package alternatives under consideration were assessed using 52 performance measures to determine the effectiveness when compared to the 17 objectives, which were developed from the project's Purpose and Need. The application of these performance measures helped show how well the alternatives met the project goals. When comparing the corridor alternatives, it was determined that findings were very close for many of the 52 performance measures. Additional analyses focused on 24 key performance measures aided in highlighting differences between the alternatives. The findings of the performance measures and how they were used to develop and refine the investment package alternatives are documented in several technical memos published in 2018 and 2019. The public was presented this information and involved at each step of refining the investment package alternatives. The consideration of tradeoffs will be made by the LTD and City decision makers when selecting the preferred package of investments.	
9	Comments related to an inadequate public process: • Project not transparent • No one talked to the transit users • Not notified of other public input opportunities	NEPA requires the project proponents engage in meaningful public involvement. LTD and the City conducted extensive public engagement throughout the project from concept	9

Comment Topic #	Summary of Comment Topic Area	Response	Response #
	• Insufficient notice / information given prior to public hearing • Auto drivers ignored in process • Not sure where to submit comments	development (at project outset design workshops were held in each corridor where the corridor community designed the improvements that best met their vision) through design refinement and refinement of the investment packages presented for consideration by decision makers. Although the public involvement undertaken for this project exceeds what is required under NEPA or any other applicable law, the effort conducted by LTD and the City is commensurate with the scale of the MovingAhead Project and community expectations. LTD and the City, like other agencies, have several institutionalized public transparency guarantees. For instance, the LTD Accessible Transportation Committee provides guidance and oversight of the region's Coordinated Human Services Transportation plan. The LTD Strategic Planning Committee provides feedback on issues related to transit investments. The LTD Budget Committee pairs seven citizen members with LTD's seven board members to develop the annual operating budget. LTD posts for public review its annual independent audits and comprehensive annual financial reports. Finally, LTD employs an internal auditor who evaluates policies and procedures, audits processes, and develops controls to ensure LTD is managing its funds and other assets effectively and efficiently. The City, similarly, has advisory bodies that provide input to City Council and staff, such as the Active Transportation Committee and Planning Commission, among others. The city's Budget Committee pairs the eight City Councilors with eight citizen members to make recommendations on the city's annual operating and capital budgets. The City posts for public review its annual independent audits and comprehensive annual financial reports. Finally, the City employs an internal auditor who evaluates policies and	

Comment Topic #	Summary of Comment Topic Area	Response	Response #
		procedures, audits processes, and develops controls to ensure the City is managing its funds and other assets effectively and efficiently. In addition, LTD and the City employed a variety of engagement tools and project-specific methods to encourage public involvement. Since 2015, LTD and the City have engaged local, state and federal agencies in the development, review and refinement of the project. These efforts are well documented in the AA, particularly in Chapter 2. More detailed documentation is provided in the AA's technical report, Community Involvement, Agency Coordination, Tribal Consultation, and Environmental Justice Technical Report (July 2017), as well as in subsequent technical memos summarizing public outreach and engagement conducted during the development and refinement of the investment packages. Since 2015, the public involvement program for the project solicited early and continued feedback from stakeholder groups and incorporated that input into the decision-making process. The project has solicited feedback from a Sounding Board composed of members of LTD's and the City's committees. An Oversight Committee, composed of elected and appointed officials (from Lane County, LTD, and the City of Eugene) and high-level staff (from ODOT, Lane County, LTD, and the City of Eugene), has provided feedback on the project. LTD's Strategic Planning Committee has also advised LTD on the project. Feedback from these groups has been incorporated into the project's Purpose, Needs, Goals, and Objectives; project designs; Alternatives Analysis; and the development and refinement of investment packages. LTD and the City of Eugene have employed a wide range of other strategies and tools to seek feedback from disability groups, environmental advocacy groups, business groups, active	

Comment Topic #	Summary of Comment Topic Area	Response	Response #
		transportation groups, and many others throughout the process. The AA and associated documents show that the corridor conceptual designs and eventual investment package options were shaped by hundreds of meetings with the community and stakeholders. Finally, the AA was published on September 10, 2018 with a 30-day public review period (closed October 10, 2018). LTD and the City continued accepting comments until December 16, 2018, nine weeks after the public review period closed. LTD and the City provided numerous in person and online opportunities for public comment during the process to refine and select the preferred package of investments. Prior to the October 21, 2019 public hearing on the preferred investment package, LTD and the City held a drop-in session to assist citizens with their review of the preferred investment package and provided guidance on how to effectively provide testimony at the public hearing. Written comments were accepted at the drop-in session. Public testimony was given at the public hearing. Written comments from the public were accepted through January 7, 2020. Future work on the project, including additional design refinements and environmental review will require additional community engagement and feedback from the public and property owners.	
10	Comments related to MA service will be difficult to use by: • Elderly citizens • People who mobility devices • People who need access to social services • Zero vehicle households	LTD and the City disagree that the high capacity transit services being considered for the MovingAhead Project will cause problems for seniors and riders with disabilities. MovingAhead considers a range of BRT service that could resemble fixed route service to existing EmX service in approach and technology, and would be consistent with industry standards. MovingAhead also proposes improvements related to traffic congestion (e.g., improved	10

Comment Topic #	Summary of Comment Topic Area	Response	Response #
		signalization, installing left turn lanes) as well as improved safety and access for bicyclists and pedestrians (e.g., adding roadway crossings, crossing signals, connecting gaps in sidewalks). LTD and the City disagree with comments specifically stating that EmX is difficult for many seniors and riders with disabilities. We have found that BRT is easier to use than regular bus service. Helpful features include level boarding, the greater capacity to carry mobility devices given the higher frequency, and easier access to boarding platforms; these tend to make BRT more comfortable, more convenient, easier to use, and safer for those with accessibility issues. In addition, EmX stops have been chosen with consideration for their proximity to housing and key destinations for riders with accessibility issues.	
11	Comments regarding impacts to businesses: • Businesses are hurt when losing on-street parking • Businesses are hurt when losing off-street parking • Construction causes businesses to lose customers / revenue	The AA carefully analyzes on-street and off-street parking impacts of the various alternatives. Mitigation measures are proposed to reduce the impact to parking spaces on private property. LTD and the City are committed to continue working with private property owners during more detailed design phases to use existing right-of-way, sidewalk reductions and/or station design modifications, wherever possible, to minimize even further the project's property and parking impacts. LTD and the City will also provide parking lot redesign and/or restriping where feasible, to reduce even more the parking loss on private property. More parking related information and analysis is provided in AA Chapters 4 through 9 as well as in the AA's technical reports: Transportation Technical Report (July 2017), Memo Addendum to MovingAhead Alternatives Analysis Technical	

Comment Topic #	Summary of Comment Topic Area	Response	Response #
		Reports (July 2017), Mitigation Addendum Exhibits (July 2017).	
12	Comments related to congestion and safety: • Make the cities safe for all roadway users including EmX • Improve bike and pedestrian safety • Eliminate driveways on major arterials to reduce congestion and improve safety • Congestion and safety are terrible in my area • All 5 corridors need to resolve connectivity, access and congestion issues • Use the money to fix congestion and safety on roadways first	MovingAhead Project objectives seek to improve the safety for all roadway users along the corridors and crossing the corridors. Performance measures used to evaluate corridor alternatives and investment package alternatives were developed from the Project's objectives. All of the Project's build alternatives improve safety in the corridors to varying degrees, and the higher level of safety improvements are often associated with a higher level of infrastructure investments. Measures to improve congestion in the corridors were also considered, but to a lesser degree than measures to improve safety. More safety and congestion related information and analysis is provided in AA Chapters 4 through 9 as well as in the AA's technical reports: Transportation Technical Report (July 2017), Memo Addendum to MovingAhead Alternatives Analysis Technical Reports (July 2017), Mitigation Addendum Exhibits (July 2017). Consideration of tradeoffs (benefits, costs and impacts) will be made by LTD and City decision makers when selecting the preferred package of investments.	
13	Comments about the project not consistent with other adopted plans: • Eugene's long range plan • Region's long range plans • Envision Eugene • Land use plans/ordinances • Nodal development • Transportation plans	The MovingAhead Project has been jointly sponsored by LTD and the City of Eugene. LTD, City and other agency staff have participated in the development, review and refinement of the MovingAhead Project alternatives to assure its consistency with the City's land use, transportation, safety, climate change, and social equity goals and plans.	

Comment Topic #	Summary of Comment Topic Area	Response	Response #
	• Safety plans • Social equity goals • West Eugene EmX plans • Projected population	More information and analysis related to local and regional adopted plans is provided in AA Chapters 4 through 9 as well as in the AA's technical reports. The RTP guides planning and development of the transportation system within the Central Lane Transportation Management Area (TMA). It seeks to meet the TMA's transportation demands over at least a 20-year planning horizon, while also addressing transportation issues and making changes that can contribute to improvements in the region's quality of life and economic vitality. It considers all transportation modes: roadways, transit, bike and pedestrian circulation, freight movement and regional aspects of air, rail and inter-city bus service. This federally required regional planning process ensures that the planning activities and investments of the local jurisdictions are coordinated in terms of intent, timing, and effect. Projects in the RTP are initiated at the local and state level (i.e., within the planning processes of Eugene, Springfield, Coburg, LTD, Lane County and ODOT). Projects that anticipate Federal funding or are regionally significant with potential impacts on air quality must be included in the RTP. Federal and state laws require the RTP to include transportation policies and expected actions, and to be "financially constrained" (i.e., it assumes only revenues that are reasonably expected to be available over the planning period). The RTP must also demonstrate compliance with federal and state air quality requirements. Thus, MovingAhead corridor investments are based upon and consistent with adopted policies and plans for the region.	

Comment Topic #	Summary of Comment Topic Area	Response	Response #
14	Comments related to improving regular fixed route service instead of MA: • LTD needs to stop reducing routes, eliminating stops, reducing service area • Increase service frequency on specific route to make it more convenient • Need a route that uses Beltline so don't have to go through downtown • Disabled people have to wait for next bus / healthy people take up disabled seats • Increase service area on specific roads • Add more connector service • Existing system needs to be more efficient • Existing bus service is sufficient ("existing buses are empty") • Priority should be to increase ridership, frequency, service coverage of current system • Need to build a system that people will use • Don't change the existing system • Keep a specific bus route • Keep service on a specific corridor	Many of these comments address policy decisions to be made by the LTD Board and Eugene City Council and are outside of the NEPA process. Nevertheless, the AA and the documents cited therein demonstrate that LTD and the City performed a thorough planning effort before arriving at the package of investment alternatives presented at the October 2019 public hearing for informing the selection of a preferred package of investments in the five corridors. The AA process addressed fundamental questions: What are the problems in the corridor? What are their underlying causes? What are viable options for addressing these problems? What are their costs and benefits? The MovingAhead Project introduced a new level of transit service for consideration: Enhanced Corridor. The Enhanced Corridor transit service concept can range from limited improvements to a relatively high level of investments that are comparable to EmX in some features, like transit signal priority and enhanced bus stops. Both EmX and Enhanced Corridor transit service would meet the goals of LTD's Frequent Transit Network (FTN) strategy. Enhanced Corridor service is a new concept for LTD and represents the lower end of the spectrum of transit infrastructure investments on LTD's FTN. The Enhanced Corridor Alternative includes safety and access improvements for people walking and biking and may or may not include branded buses. The AA planning process examined regular bus routes (the No-Build Alternative) as an alternative to Enhanced Corridor and EmX service. At its core, alternatives analysis is about serving local decision making. It is a locally managed study process that relies to a large extent on information about regional travel patterns, problems, and needs generated as part of the metropolitan	

Comment Topic #	Summary of Comment Topic Area	Response	Response #
		transportation planning process, as specified by 23 CFR Part 450 FTA/Federal Highway Administration (FHWA) Joint Final Rule on Metropolitan and Statewide Planning. Local agencies participating in an alternatives analysis have broad latitude in how the study is to be performed. Chapter 1 of the AA Report describes how the alternatives were evaluated. The discussion in the AA and supporting documents shows that LTD and the City reasonably decided to propose various alternatives for the investment package alternatives.	
15	Comments expressing concerns about projected travel time savings: • Projections from prior projects have proven unreliable • Poor travel times (walking to stop, waiting, riding) make it faster to drive	Travel time estimates used throughout the AA and subsequent analyses are based on industry standards, methodologies, and technical modeling. Ridership information and analysis is provided in AA Chapters 4 through 9. The ridership technical details, results and methodology are provided in the AA's Transportation Technical Report (July 2017). LTD and the City believe that the travel time estimates are valid and appropriate for the concept level design of this Project.	
16	Comments regarding building for the future: • Need to build long term solution with dedicated lanes that is efficient and highly usable • Good for the community • Great investment • Supports adopted/approved City plans • Need coordinated planning to move forward • Good for the environment • Build what we can afford • Need funding strategies to efficiently implement program	MovingAhead is a joint project of the City of Eugene and Lane Transit District that was formed to coordinate investments along key transportation corridors and is based upon the planning efforts of the City of Eugene, Lane Transit District, and regional partners. As such, MovingAhead is intended to facilitate a partnership effort that meets the current and future needs of the community. The next steps in the process include a coordinated effort between LTD and the City of Eugene to identify funding, coordinate on the timing of transit and transportation improvements, and begin to further refine designs with additional community engagement and environmental review	

Comment Topic #	Summary of Comment Topic Area	Response	Response #
		so that LTD and the City can more efficiently implement the preferred package of investments.	
17	Comments about accuracy of ridership projections: • Ridership projections are wrong • Previous ridership projections were wrong	Decision makers weigh a variety of financial and non-economic factors (including both costs and benefits) in deciding whether a major expenditure is justified. Ridership projections are one of many factors considered in deciding which investment package to advance. The AA is not intended to make that decision for decision makers, but, for all of the factors considered, including ridership, to reveal whether there are any significant adverse impacts, what other impacts might be, and how the impacts could be avoided or mitigated. In this way, the environmental document helps the decision makers reach informed decisions. Ridership estimates used throughout the AA and subsequent analyses are based on industry standards and technical modeling. Ridership information and analysis is provided in AA Chapters 4 through 9. The ridership technical details, results and methodology are provided in the AA's Transportation Technical Report (July 2017). Projected ridership and cost per trip are discussed in AA Chapters 4 through 8. The anticipated cost per trip varies by corridor alternative and by the combined corridors used to create the investment package alternatives. Standard ridership analyses show that riders typically will walk farther for the type of BRT service provided by EmX than for regular bus service. Stations are typically 1/3 mile apart, which the average person can walk in less than 10 minutes. LTD and the City believe that the AA addresses ridership issues adequately.	

Comment Topic #	Summary of Comment Topic Area	Response	Response #
		The consideration of tradeoffs will be made by the LTD and City decision makers when selecting the preferred package of investments.	

Appendix E: Original Comment Letters, Forms and Emails

Comments received include letters and emails submitted to LTD or the City of Eugene, comment forms submitted at public events, and oral testimony given at the October 21, 2019 public hearing held jointly by the LTD Board of Directors and the Eugene City Council. Comments are ordered chronologically.

questions@movingahead.org

From: Rob Zako <robzako@gmail.com> on behalf of Rob Zako <rob@best-oregon.org>
Sent: Monday, November 4, 2019 3:13 PM
To: MovingAhead
Subject: Fwd: Please distribute BESTs feedback on MovingAhead to Sounding Board and Oversight Committee
Attachments: BEST - LTD MovingAhead 2019-05-13.pdf; Untitled attachment 00013.html; BEST_Logo_Horizontal-188x75.png; Untitled attachment 00016.html

Resending during the MovingAhead public comment period to ensure the following — in particular, BEST's 2-page memo of questions — is part of the public record…

From: Rob Zako <rob@best-oregon.org>
Subject: Please distribute BESTs feedback on MovingAhead to Sounding Board and Oversight Committee
Date: May 13, 2019 at 10:42:06 AM PDT
To: MovingAheadProject <MovingAheadProject@ltd.org>
Cc: Aurora Jackson <Aurora.Jackson@ltd.org>, Mark Johnson <mark.johnson@ltd.org>, Tom Schwetz <Tom.Schwetz@ltd.org>, Andrew Martin <Andrew.Martin@ltd.org>, MEDARY Sarah J <SMedary@eugene-or.gov>, RODRIGUES Matt J <MRodrigues@eugene-or.gov>, INERFELD Rob <RInerfeld@eugene-or.gov>, HENRY Chris C <CHenry@eugene-or.gov>, RICHARDSON Brian J <BRichardson@eugene-or.gov>, Jeanne Lawson <jeanne@jla.us.com>, Adrienne DeDona <Adrienne@jla.us.com>, Mike Eyster <salsamike@comcast.net>, Marianne Nolte <marianne@best-oregon.org>

Dear MovingAhead team,

As there is no public comment opportunity at the MovingAhead Sounding Board meeting this evening, could you please email the attached 2-page memo to members in advance? Regardless, this afternoon BEST will bring printed copies for Sounding Board members to have.

In addition, could you please include the memo as part of the packet of materials for the Oversight Committee meeting next week? During public comments then, BEST will summarize our questions and planned timeline.

As we have suggested previously and we outline in more detail in the attached memo, BEST does not yet have any consensus recommendations on MovingAhead alternatives. Rather we have identified ten major areas where we still have questions. We also note the review recently conducting by CSA Planning in Medford.

In the coming months, we look forward to the project team assisting us obtain answers to these questions, thereby enabling BEST to provide informed recommendations, we hope in time for the public hearing planned for this fall.

Thank you for your assistance.

Best wishes,
Rob

May 13, 2019

From: Better Eugene-Springfield Transportation

To: MovingAhead Oversight Committee

Cc: MovingAhead Sounding Board

Re: Feedback on MovingAhead

We appreciate the efforts of the City of Eugene and Lane Transit District to study potential multimodal capital investments along five major corridors.

But at this time, we have not had all the information we need to inform our own careful discussions to develop recommendations on the pros and cons of different alternatives.

Instead, here we share our open questions. We also outline our timeline that will enable us and our partners to develop such consensus recommendations, we hope in time for the MovingAhead public hearing planned for this fall.

Questions

BEST is looking for answers to several questions to assist us in our deliberations:

1. **Why**: Why might the community pursue expensive investments along each of five corridors? What is the specific need, challenge or opportunity for each corridor of a sufficient magnitude to justify investments of tens of millions of dollars? Are these needs identified in existing plans? Is an important need to build out the Frequent Transit Network? Or is one of the desired outcomes of the MovingAhead process to determine what needs the community sees?

2. **Alternatives**: Are EmX and enhanced corridor distinct alternatives, in particular, using different vehicles and/or kinds of stations/stops? If so, what kinds of vehicles and stations/stops would enhanced corridor use? Or is enhanced corridor a kind of "EmX Lite," using branded EmX buses and stations, but perhaps running in mixed traffic?

3. **Routing**: Recently, Transit Tomorrow suggested that transit service to Bethel not follow Highway 99 all the way out to Barger but rather turn west into residential areas somewhat south of there. Moreover, Transit Tomorrow suggested consolidating routes in south Eugene, in particular, to eliminate service along Oak/Pearl to Amazon Station. Do these proposed service changes affect the MovingAhead alternatives analysis that assumes different routing from Transit Tomorrow? If so, how?

4. **Frequency**: Recently, Transit Tomorrow concluded it doesn't make sense to provide service more frequently than every 15 minutes—except on the EmX segment past the UO. But the MovingAhead alternatives analysis assumes that the four EmX alternatives would provide service every 10 minutes. How realistic is that assumption, hence how valid the comparisons between alternatives?

5. **Reconstruction**: A significant cost of EmX has been to reconstruct right-of-way to replace asphalt with concrete. Is such reconstruction necessary only for EmX vehicles? Or would, for example, service every 15 minutes with regular 60-foot articulated buses similarly demand right-of-way reconstruction at some point? If so, would that mean that the some or all of the "no build" alternatives would actually require significant right-of-way reconstruction under a Transit Tomorrow scenario with more frequent service?

6. **Timeline**: What major steps will need to be undertaken in order to construct one or more corridors within MovingAhead's 10-year timeframe?

7. **Capital Funding**: What are potential federal and state funding sources for capital costs? How much funding is likely to be available? What matching requirements are there? What existing or potentially new local funding sources could or would be needed for capital costs? Given federal matching requirements, how feasible would it be to build some corridors incrementally using partly local funding?

8. **Operating Funding**: Assuming they were already paid for and completed, which of the build alternatives could LTD afford to operate using operating revenues available today? What about in 2021 after the Transit Tomorrow preferred scenario is put into effect? If there isn't sufficient operating funding today, what are potential increased or new federal, state or local sources in the future?

9. **Regional Priorities**: In addition to the five MovingAhead corridors, the region is also looking to make multimodal investments in at least three others: a) Eugene's Franklin Boulevard Transformation, b) Springfield's New Franklin Boulevard Phase 2, and c) Springfield's Main Street. Realistically, of these eight corridors how many could get funding and constructed in the next ten years? Which corridors are the highest priorities? Who decides when and how?

10. **Strategic Plan**: How do the potential MovingAhead investments, and more broadly the region's potential multimodal investments, fit into LTD's and/or its partners 10-year strategic plan?

11. **CSA Planning**: Recently, a Medford-based consulting firm conducted a review of the MovingAhead alternatives analysis. What is the project team's response to this review?

Timeline

BEST is a broad coalition of community leaders and interests. We believe we are better when we speak and work together. We educate the public and ourselves. We bring together the right people to develop consensus solutions. We partner with other groups to work towards shared goals.

This summer we are planning our own process with some key partners to educate ourselves, to seek answers to questions, to discuss priorities and concerns, and we hope to forge consensus recommendations.

Our Transportation Options Coordinator, who is also a graduate student in the UO School of Planning, Public Policy, and Management, will be doing an internship with us to organize these discussions. We are still working out details. One option is to convene six community conversations, say, two engaging with community leaders focused on each of the three parts of the triple bottom line of sustainability: economic prosperity, social equity, and a healthy environment. We hope your staff will provide assistance in answering the questions summarized above and others that arise.

Note that BEST has experience conducting such discussions successfully. In early 2014, BEST convened a couple dozen community conversations around the importance of transit.[1] And more recently, we convened a smaller number of Transit Tomorrow leading to our recommendations on that effort.

BEST looks forward to speaking with our partners and sharing our findings, we hope in time for a MovingAhead public hearing in Fall 2019.

[1] Full community conversations report available at best-oregon.org/ccreport.

Andrew Martin

From: Jan Moore <bluztime@yahoo.com>
Sent: Wednesday, June 5, 2019 2:34 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Jan Moore <bluztime@yahoo.com>

Message:

I have noticed that LTD has continued to shrink the area its buses cover. Unless a person lives, works, and recreates in specific areas, LTD's service is not helpful.

I live off S Willamette Street and would have to walk down AND BACK UP the very steep hill leading up to Spencer Butte in order to take advantage of transportation from LTD. At my advanced age, that is not a viable option for me.

Therefore, bus service from LTD is of little or no use to me. I would like to be able to utilize this resource which conserves energy and helps the environment, but the more you limit LTD's service area, the less likely I will be able to do so.

Please quit cutting routes and stops! Please try to cover more area, even if less frequently!

Thank you.

Relevant Corridors:
30th Avenue/LCC, Highway 99, Coburg Road, MLK Jr. Boulevard, River Road

Contact Options:
I would like to receive email updates

Andrew Martin

From:	Rob Zako <robzako@gmail.com> on behalf of Rob Zako <rob@best-oregon.org>
Sent:	Thursday, July 11, 2019 4:16 PM
To:	*Eugene Mayor, City Council, and City Manager; Steven Yett; Carl Yeh; Don Nordin; Emily Secord; Joshua Skov; Caitlin Vargas; Kate Reid
Cc:	MEDARY Sarah J; RODRIGUES Matt J; INERFELD Rob; HENRY Chris C; HARDING Terri L; RICHARDSON Brian J; Aurora Jackson; Mark Johnson; Tom Schwetz; Andrew Martin; Theresa Brand; Pat Walsh; Mike Eyster; Marianne Nolte
Subject:	[External Sender] Start with WHY - MovingAhead joint work session on 7/15
Attachments:	BEST - LTD MovingAhead 2019-05-13.pdf; ATT00001.htm; BEST_Logo_Horizontal-188x75.png; ATT00002.htm

Dear Eugene Mayor & City Council and LTD Board of Directors,

The agenda item summary for your MovingAhead joint work session on Monday, July 15th, begins:

> The City of Eugene and Lane Transit District (LTD), with the help of other regional partners, are collaborating on the MovingAhead project to determine **HOW** best to invest in the main corridors that connect neighborhoods, shopping areas and places of employment. …

But we suggest that the key policy question is not **HOW** but rather **WHY**.

Our community faces many pressing needs, including public safety, schools, homelessness, parks and libraries, all competing for limited taxpayer funding,. Moreover, funding for MovingAhead projects has not yet been identified, and it is unclear whether or how much would come from federal or state sources. Thus it is essential for you to clearly understand the reasons to invest, and to explain to the public why spending taxpayer monies is worthwhile.

Fortunately, the reasons for making such investments are close at hand and are things the community has long discussed and included in existing plans: Envision Eugene, Central Lane RTP, Eugene TSP, Eugene Vision Zero Action Plan, LTD Long-Range Transit Plan, etc.

Such reasons include:

- **Safety**: Protect the lives of especially people walking and bicycling along busy corridors … by providing separated bike lanes and sidewalks, signalized pedestrian crossings, etc.
- **Affordability**: Reduce LTD's cost per rider to provide transit service … and also enable more households struggling to make ends meet to save money by reducing the need for a car costing roughly $6,000 per year to own and operate.
- **Compact Development**: Support significantly more intense mixed-use, transit-oriented development … in line with Envision Eugene pillar to "promote compact urban development and efficient transportation options" … in order to make possible Eugene's plan for growth.
- **Traffic Congestion / Climate Action**: Increasing transit ridership … by making service more reliable, frequent and fast … in order to reduce traffic congestion and to fight climate change.

As you move towards making final decisions on which investments to pursue, BEST urges you to have an honest discussion about what reasons are compelling enough to justify a significant investment of taxpayer monies. Then we suggest that how, where and what to invest will become more clear.

Best wishes,
Rob

P.S. FYI, in order to be more informed, in May BEST submitted 11 detailed questions to the MovingAhead project management team, starting with the question of why. See attached.

May 13, 2019

From: Better Eugene-Springfield Transportation

To: MovingAhead Oversight Committee

Cc: MovingAhead Sounding Board

Re: Feedback on MovingAhead

We appreciate the efforts of the City of Eugene and Lane Transit District to study potential multimodal capital investments along five major corridors.

But at this time, we have not had all the information we need to inform our own careful discussions to develop recommendations on the pros and cons of different alternatives.

Instead, here we share our open questions. We also outline our timeline that will enable us and our partners to develop such consensus recommendations, we hope in time for the MovingAhead public hearing planned for this fall.

Questions

BEST is looking for answers to several questions to assist us in our deliberations:

1. **Why**: Why might the community pursue expensive investments along each of five corridors? What is the specific need, challenge or opportunity for each corridor of a sufficient magnitude to justify investments of tens of millions of dollars? Are these needs identified in existing plans? Is an important need to build out the Frequent Transit Network? Or is one of the desired outcomes of the MovingAhead process to determine what needs the community sees?

2. **Alternatives**: Are EmX and enhanced corridor distinct alternatives, in particular, using different vehicles and/or kinds of stations/stops? If so, what kinds of vehicles and stations/stops would enhanced corridor use? Or is enhanced corridor a kind of "EmX Lite," using branded EmX buses and stations, but perhaps running in mixed traffic?

3. **Routing**: Recently, Transit Tomorrow suggested that transit service to Bethel not follow Highway 99 all the way out to Barger but rather turn west into residential areas somewhat south of there. Moreover, Transit Tomorrow suggested consolidating routes in south Eugene, in particular, to eliminate service along Oak/Pearl to Amazon Station. Do these proposed service changes affect the MovingAhead alternatives analysis that assumes different routing from Transit Tomorrow? If so, how?

4. **Frequency**: Recently, Transit Tomorrow concluded it doesn't make sense to provide service more frequently than every 15 minutes—except on the EmX segment past the UO. But the MovingAhead alternatives analysis assumes that the four EmX alternatives would provide service every 10 minutes. How realistic is that assumption, hence how valid the comparisons between alternatives?

5. **Reconstruction**: A significant cost of EmX has been to reconstruct right-of-way to replace asphalt with concrete. Is such reconstruction necessary only for EmX vehicles? Or would, for example, service every 15 minutes with regular 60-foot articulated buses similarly demand right-of-way reconstruction at some point? If so, would that mean that the some or all of the "no build" alternatives would actually require significant right-of-way reconstruction under a Transit Tomorrow scenario with more frequent service?

6. **Timeline**: What major steps will need to be undertaken in order to construct one or more corridors within MovingAhead's 10-year timeframe?

7. **Capital Funding**: What are potential federal and state funding sources for capital costs? How much funding is likely to be available? What matching requirements are there? What existing or potentially new local funding sources could or would be needed for capital costs? Given federal matching requirements, how feasible would it be to build some corridors incrementally using partly local funding?

8. **Operating Funding**: Assuming they were already paid for and completed, which of the build alternatives could LTD afford to operate using operating revenues available today? What about in 2021 after the Transit Tomorrow preferred scenario is put into effect? If there isn't sufficient operating funding today, what are potential increased or new federal, state or local sources in the future?

9. **Regional Priorities**: In addition to the five MovingAhead corridors, the region is also looking to make multimodal investments in at least three others: a) Eugene's Franklin Boulevard Transformation, b) Springfield's New Franklin Boulevard Phase 2, and c) Springfield's Main Street. Realistically, of these eight corridors how many could get funding and constructed in the next ten years? Which corridors are the highest priorities? Who decides when and how?

10. **Strategic Plan**: How do the potential MovingAhead investments, and more broadly the region's potential multimodal investments, fit into LTD's and/or its partners 10-year strategic plan?

11. **CSA Planning**: Recently, a Medford-based consulting firm conducted a review of the MovingAhead alternatives analysis. What is the project team's response to this review?

Timeline

BEST is a broad coalition of community leaders and interests. We believe we are better when we speak and work together. We educate the public and ourselves. We bring together the right people to develop consensus solutions. We partner with other groups to work towards shared goals.

This summer we are planning our own process with some key partners to educate ourselves, to seek answers to questions, to discuss priorities and concerns, and we hope to forge consensus recommendations.

Our Transportation Options Coordinator, who is also a graduate student in the UO School of Planning, Public Policy, and Management, will be doing an internship with us to organize these discussions. We are still working out details. One option is to convene six community conversations, say, two engaging with community leaders focused on each of the three parts of the triple bottom line of sustainability: economic prosperity, social equity, and a healthy environment. We hope your staff will provide assistance in answering the questions summarized above and others that arise.

Note that BEST has experience conducting such discussions successfully. In early 2014, BEST convened a couple dozen community conversations around the importance of transit.[1] And more recently, we convened a smaller number of Transit Tomorrow leading to our recommendations on that effort.

BEST looks forward to speaking with our partners and sharing our findings, we hope in time for a MovingAhead public hearing in Fall 2019.

[1] Full community conversations report available at best-oregon.org/ccreport.

Andrew Martin

From: David Davini <DavidD@giustina.com>
Sent: Friday, July 12, 2019 1:38 PM
To: lvinis@eugene-or.gov; esemple@eugene-or.gov; btaylor@eugene-or.gov; azelenka@eugene-or.gov; jyeh@eugene-or.gov; mclark@eugene-or.gov; gevans@eugene-or.gov; csyrett@eugene-or.gov; cpryor@eugene-or.gov; Steven Yett; Carl Yeh; Don Nordin; Emily Secord; Joshua Skov; Caitlin Vargas; Kate Reid; Aurora Jackson; Jon.r.ruiz@ci.eugene.or.us; Chris.Henry@eugene-or.gov; Andrew Martin
Subject: [External Sender] Moving Aheadjulum@ulum.com
Attachments: Infographic_07_12_19.pdf

Greetings Mayor, Councilors and LTD Board:

In February you received a nine-page report from CSA Planning *[note: report dated March 7, 2019 attached to this comment was not originally included in the communication, but was added for clarity]*, a Medford-based consulting firm, raising numerous concerns about the Moving Ahead Alternatives Analysis. We have boiled those concerns down to a one-page infographic with a written narrative to accompany it (attached). Even a cursory glance at the infographic shows that the most significant investment alternatives do not pass the cost-benefit test. The best alternative, is one that isn't even being presented, which is no-build.

Our intent is not to diminish LTD's importance to our community or to undervalue the need to plan for a more sustainable future. We need LTD and the services it provides. But we should not ignore the data which clearly indicate new EMX lines are not necessary to meet future transit demands. We urge you not to rush a decision or commit to a course of action that will have expensive consequences for the community for generations to come. It's one thing to plan responsibly for the future; it's another to be so far out ahead that when the future finally arrives we discover our ambitious plans no longer make sense. Our children will pay the tab for choices we make today. Please be sure all questions are thoroughly and accurately answered to the public's satisfaction before advancing any options and investing any further resources.

Thank you.

David Davini
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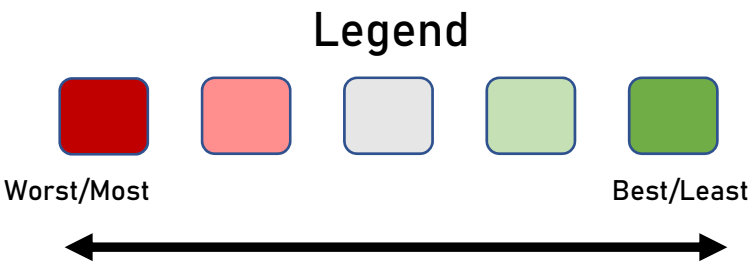
Moving Ahead Cost-Benefit Comparison

Package Options	Enhanced Corridor	Package A Alternative	Package A	Package B	Package C	EmX Package
Risk (systemwide operations ride costs under 50% growth)	$4.51 (Up 6.8%)	$4.66 (up 10.4%)	$4.53 (Up 7.2%)	$4.86 (Up 15.2%)	$4.73 (up 12%)	$4.83 (up 14.4%)
Local cost (1/2 capital + 20 year operating)	$72,000,000	$137,000,000	$39,000,000	$223,000,000	$223,000,000	$331,500,000
Flexibility (local cost per obligated mile)	$2,345,277	$4,981,818	$1,822,430	$9,439,186	$7,292,348	$10,962,302
20 year new ridership (LTD forecast + *not decreased* LCC EC)	7,780,000	11,040,000	4,140,000	15,240,000	15,420,000	26,540,000
Operating cost per new net ride	($.26)	$4.35	($3.38)	$7.74	$5.58	$6.18



Is Moving Ahead Risking Falling Behind?

Package A Alternative: This community minded option combines Package A with two additional investments. Instead of only enhanced corridors, Package A Prime adds an EmX line on River Road and has enhanced service on Highway 99, Coburg Road, and to Lane Community College. The LCC/30th Ave EC Corridor "analyzed in Moving Ahead" actually ***decreases*** service frequency to Lane Community College; ***decrease*** is the opposite of enhanced at thesaurus.com. Package A Prime spends more money to increase service to Lane Community College and assumes it will capture 2/3rds of the ridership of the EmX line. Package A Prime balances significant transit investment without locking the district into decades of costly service running EmX lines through 1 ½ miles of rural woodland between Eugene and LCC every 10 minutes, 7 days a week.

Risk: Moving Ahead is projecting millions of additional rides by 2035 *without **any** of the Moving Ahead additional investments*. This baseline ridership assumption ignores the fact that for the past decade ridership has declined almost every year. Annual ridership peaked in fiscal year 2008-2009 at 11,718,189 trips. Since then, rides have declined by more than 10%, or **1,506,866** rides. If ridership grows at half the rate assumed by Moving Ahead, annual ridership in 2035 will be ***below*** the 2008-2009 peak. This means that the cost per ride will be significantly more expensive and the entire system less efficient than today *before* adding millions of dollars in additional operating costs from new EmX lines. If ridership continues to stagnate, Moving Ahead has the potential to increase systemwide operations costs per ride of 14.4%.

Total Local Cost Over 20 Years: If all EmX lines are built, the Eugene community will pay **$331,500,000** in capital and operating costs for the service (using the 50% local share assumed in the Moving Ahead analysis). Each new ride will cost Eugene and the people of the District $12.49.

Flexibility: Each line built as an EmX means committing to running high frequency transit service for decades with no changes. Enhanced corridors and normal busses with improved frequencies allow for greater flexibility, such as moving transit service to where it's desired or reacting to local conditions as they change. Locking in routes as EmX means less money to improve other routes even if those routes had greater need. By limiting the number of miles dedicated to costly and permanent EmX service, other packages create greater flexibility.

Operating Cost Per Ride: On a simple dollars and sense level, the operating cost per ride goes up dramatically when EmX options are used. Although the federal government may help pay for the construction, these operating costs are long term contractual obligations. If ridership is lower than expected or a better route option is found later the people of Eugene will still be paying for EmX routes with impaired ability to address future needs.

Technical Memorandum

CSA Planning, Ltd
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Medford, OR 97504
Telephone 541.779.0569
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Jay@CSAplanning.net

To: Aurora Jackson, Lane Transit District Director
Jon Ruiz, Eugene City Manager

Date: March 7, 2019

Subject: ***Moving Ahead Alternatives Analysis Review***

I. ENGAGEMENT AND UNDERSTANDING OF THE DOCUMENT

CSA Planning Ltd. was engaged to provide a professional review and comment on the Draft Moving Ahead Alternatives Analysis document dated September 2018. Our scope of review for this engagement was to provide a brief *high-level* review. While our review process did identify some detailed technical issues, the purpose of the review is not an in-depth audit of all the technical underpinnings of the draft Alternatives Analysis. Because the review is intentionally *high-level*, it may be that some of the issues identified below are actually captured somewhere in the voluminous material in the Alternatives Analysis and where that is the case we think this review can be helpful to identify where citations are needed to the technical documentation so that readers can locate key technical elements more easily.

Our understanding is that the document is intended to serve two primary purposes. One purpose is a local community policy document. In that capacity, the document is intended to inform local policy-makers about major fixed-route transit service choices for the District. The second purpose appears to be a technical document intended to be the first step in the process to satisfy the Federal Transit Administration's (FTA) obligations under the National Environmental Policy Act (NEPA).

The review presented in this memo is focused on the document's purpose to inform local community transit policy. The review makes no attempt to evaluate the degree to which the Alternatives Analysis is adequate to satisfy FTA's rules for NEPA compliance. While that type of technical review may be an engagement in the future, that is beyond the scope and purpose for the review presented in this technical memo.

Except in a few instances described below where our review identified obvious errors, the review presented in this technical memo accepts the technical work in the Alternatives Analysis on its face. Analyses such as the Moving Ahead Alternatives Analysis apply a myriad of assumptions and analytic approaches. It is beyond the scope of this *high-level* review to determine the correctness of all these assumptions and analytic approaches[1].

II. BACKGROUND

CSA Planning has a working understanding of Lane Transit District operations. CSA evaluated the ridership performance of the Gateway EMX line in relation to the projected ridership in the NEPA document for the Gateway EMX line. In the Lane Transit District system, "EMX" stands for Emerald Express and is the branding for LTD's Bus Rapid Transit (BRT) service. The Gateway EMX performance evaluation project required study of the entire system to gain an understanding of how the Gateway EMX line interacted with the rest of the fixed-route LTD system. Since the Gateway EMX line performance review was conducted, LTD has opened and operates an additional EMX line, the West Eugene EMX.

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[1] A complete and thorough evaluation of all the assumptions and analytic methods utilized in the Alternatives Analysis is beyond the scope of this *high-level* review engagement. This should not be interpreted to mean these assumptions or analytic methods are both appropriate and sufficient. A more detailed examination may reveal one or more are not.

The Alternatives Analysis document proposes up to 4 additional EMX lines and an additional "Enhanced Corridor".

LTD has been working on the *Moving Ahead* project for many years. The planning project is a transit-mode focused implementation plan of the broader Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan.

III. REVIEW APPROACH AND METHODOLOGY

The review in this technical memo takes two approaches to evaluating the Alternatives Analysis document in Sections IV and V below. The approaches taken and methodologies for each are explained in Section III herein.

Section IV examines the document itself and transit corridor alternatives from the perspective of LTD's own stated Goals and Objectives for the project. This part of the review takes LTD's own stated Goals and Objectives as the foundational policy framework upon which transit decisions in the analyzed corridors should be based. The review examines LTD's stated Goals and Objectives to understand what they are intended to mean and seeks to score each Alternative based upon the degree to which it advances the stated Objective.

Section IV utilizes a quantitative structure for this part of the review. The quantitative analysis applies a score that ranges from -5 to 5 for each corridor alternative for each objective when compared to the no-build alternative, according to the following scoring system:

Scoring Description (when compared to the No-Build Alternative)	Associated Numerical Score
Very Significantly Detrimental	-5
Significantly Detrimental	-4
Detrimental	-3
Somewhat Detrimental	-2
Slightly Detrimental	-1
Neither Advanced nor Detrimental	0
Slightly Advanced	1
Somewhat Advanced	2
Advanced	3
Significantly Advanced	4
Very Significantly Advanced	5

While no "scoring system" for this type of exercise can be perfectly objective, it is a useful analytic approach. The very process of applying a score to something necessitates a critical assessment of the degree to which there is sufficient information upon which a score can reasonably be applied. Any goal or objective that lacked sufficient analysis in the Alternatives Analysis document was scored "NSD" for "Not-Sufficient-Data". Any scoring process also requires some *a priori* framework upon which the scoring will be done. In this case, the scoring is in relation to the no-build scenario and the scoring is confined to the set of policy Goals and Objectives that are set forth in the Alternatives Analysis itself.

This framework requires the scorer to consider what is intended by each element being scored - in this instance the Goals and Objectives in the Alternatives Analysis and determining what each one means in the context of evaluating the build alternatives to the no-build alternative. A determination of meaning is a necessarily subjective matter, but this subjective dimension of the scoring process can illuminate two things: 1) is the goal or objective written in such a way that its intended meaning is well understood and 2) does the goal or objective provide a good basis upon which to evaluate the alternatives that are the purpose of the document. Finally, the scores themselves provide a relative comparison between the transit alternatives and is a framework that is repeatable by others; further evaluation may benefit from multiple stakeholders and policy makers conducting their own scoring in the manner suggested in this memo to assess the degree to which CSA's individual scoring agrees with their own.

Section V expands the review considerations beyond the self-defined Goals and Objectives in the plan. The Goals and Objectives are, to some extent, an artificial analytic constraint. Section V takes a more qualitative approach to identify other questions not answered by the Alternatives Analysis. This part of the review is not intended to illuminate distinctions between alternatives or better understand the analytic details. Rather this section seeks to identify and describe important questions that are not answered by the Moving Ahead Alternatives Analysis document. It also identifies certain technical issues that were revealed as part of our review and scoring process that may warrant further analysis or explanation in any future versions of the Alternatives Analysis document.

IV. ADVANCEMENT OF LTD STATED GOALS & OBJECTIVES

The Goals and Objectives are the metrics identified in the Moving Ahead Alternatives Analysis document itself. Thus, the Alternatives Analysis document should explain how the alternatives being considered advance the Goals and Objectives set forth in the document. This analytic approach is consistent with Moving Ahead projects internal methodology, wherein certain transit alternatives were screened from further consideration based upon an evaluation of advancement of the Goals and Objectives.

Goal 1: Scoring and Analysis

		Alternative								
		Highway 99		River Road		30th Ave to LCC		Coburg Road		MLK Jr. Blvd
		Enhanced	BRT	Enhanced	BRT	Enhanced	BRT	Enhanced	BRT	Enhanced
Goal 1: Improve multimodal transit corridor service	**1.1** Improve transit travel time and reliability	4	4	2	3	1	1	2	2	1
	1.2 Provide convenient transit connections that minimize need to transfer	nsd	nsd	nsd	nsd	nsd	nsd	nsd	nsd	nsd
	1.3 Increase transit ridership and mode share in corridor	nsd	nsd	nsd	nsd	nsd	nsd	nsd	nsd	nsd
	1.4 Improve access for people walking, using mobility devices, and bicycling to transit	1	1	1	1	1	1	1	1	1
	1.5 Improve safety of pedestrians, mobility device users, & cyclists accessing transit, traveling in and along the corridor, and crossing the corridor	1	3	1	3	2	1	2	2	1

The first LTD goal concerns improving multi-modal transit service in the analyzed corridors. This goal is relatively straightforward to understand but is awkwardly worded; transit service is a single mode and is not "multimodal" itself. Transit trips are almost always multi-modal because they often begin and end with a biking or walking section. CSA's scoring ignores the awkward wording and recognizes the purpose is to improve transit service in the corridor as well as other travel modes in the corridor because the other modes are often part of transit trips.

- Objective1.1 is to improve transit travel time and reliability. There was relatively little analysis on the effects of the alternatives on reliability, but the build alternatives appear to improve reliability based upon the information provided. Of the four corridors, only the Highway 99 corridor significantly improved travel times, with 10 to 12-minute improvements respectively. The River Road corridor and Coburg Road corridors had travel time improvements in the 5 to 8-minute range. The other two corridor travel time improvements for the build alternatives were negligible.

- Objective 1.2 is to provide convenient transit connections that minimize the need to transfer. There is insufficient data to score the alternatives. While it appears the ridership estimate analysis has parameters that apply "costs" to transfers, this is not adequate to compare the alternatives. The build alternatives generally have similar route locations when compared to the no-build and the system design is not really changing (still hub and spoke) so it is not evidently clear how connections would be made more convenient or transfers would be avoided. This objective would benefit

from some sort of level-of-service outcome that is desirable for the District. In other words, how is the objective to provide service to many origins and destinations balanced against the trip time cost of numerous transfers necessary to serve a variety of destinations with limited routes. This could also be expressed in a measure of origin/destination convenience per dollar of additional transit investment.

- Objective 1.3 is to increase transit ridership and mode share. The alternatives analysis includes data on ridership changes, but the data is insufficient on mode share. It appears the regional model contains mode share data, but the impacts to mode share is not reported except in very generic ways in the supporting documentation. Again, some statement of performance for mode share would benefit the analysis. Simple improvement of mode share is not very meaningful. Is the goal a 1 percent shift or a 2 percent shift in the corridor for example? A more nuanced goal would be an increase in the mode share percentage per dollar of additional capital expense and per dollar of operating expense.

- Objective 1.4 is to improve access to people walking, using mobility devices and bicycling to transit. The general intent of this objective is evident, however its metrics are not. This type of objective is challenging to score. Ultimately, we scored all the build alternatives as slightly advancing the objective, because all the alternatives made improvements in this area but ***few (if any) of them appeared to be critical new connections in relation to the scale of the project***. Nevertheless, these are the kind of improvements that tend to be detailed and occur on a scale that is difficult to measure at a corridor planning level. Design implementation of BRT, for example, would include accessibility improvements that are not really captured in this planning level analysis and while they may not make a big difference to large numbers of people they might make travel possible for a small number of people and that is valuable. Again, a lack of metrics of what is "desired" makes it difficult to score. A metric that relates disabled demographics to trips "made possible" by an alternative would be much more meaningful.

- Objective 1.5 is to improve safety of pedestrians, mobility device users, & cyclists accessing transit, traveling in and along the corridor, and crossing the corridor. The alternatives are reasonably well analyzed for this objective. The build alternatives advance this objective to varying degrees.

Goal 2: Scoring and Analysis

		Alternative								
		Highway 99		River Road		30th Ave to LCC		Coburg Road		MLK Jr. Blvd
		Enhanced	BRT	Enhanced	BRT	Enhanced	BRT	Enhanced	BRT	Enhanced
Goal 2: Meet current and future transit demand in a cost-effective and sustainable manner	**2.1** Control the increase in transit operating cost to the corridor	1	-4	2	-3	1	1	0	-3	-1
	2.2 Increase transit capacity to meet current and projected ridership demand	nsd	nsd	nsd	nsd	nsd	nsd	nsd	nsd	nsd
	2.3 Implement corridor improvements that provide an acceptable return on investment	nsd	nsd	nsd	nsd	nsd	nsd	nsd	nsd	nsd
	2.4 Implement corridor improvements that minimize impacts to the environment and, where possible, enhance the environment	0	0	0	0	0	0	0	0	0
	2.5 Leverage funding opportunities to extend the amount of infrastructure to be constructed for the least amount of dollars	-2	-3	-2	-3	-1	-2	-3	-5	-1

The purpose of Goal 2 appears straightforward, but the necessary measurements to meet objectives do not exist. Assessing the advancement of a Goal to meet transit demand requires a measure of transit demand upon which the reference can be made. Assessing the advancement of a Goal for cost-effectiveness and sustainability requires measures of cost effectiveness and sustainability. The Alternatives Analysis does not explain how transit demand is to be characterized in relation to capacity and no *a priori* measures are provided as to what constitutes "cost-effectiveness" and "sustainable manner".

- Objective 2.1 is straightforward. Except for the 30th Avenue corridor, BRT is the alternative that increases costs the most. BRT does not advance Objective 2.1. Enhanced Corridor alternatives do appear to advance the objective modestly.

- Objective 2.2 is to increase transit capacity to meet current and future demand. There is insufficient data to score the alternatives. The analysis does not quantify what the capacity of the existing corridor is in relation to the existing demand. The analysis does not quantify future demand in relation to future capacity.

- Objective 2.3 is to implement transit corridor investments that provide an acceptable return on investment. The analysis does not explain what an acceptable return on investment would be. This objective implies the need for a thorough cost-benefit analysis of the various alternatives and this analysis is not provided. There is a major methodological issue that is not explained anywhere that CSA could find. The capital cost analysis is provided in 2016 dollars, but all the ridership appears to be at the end of the planning horizon (2035). ***The cost benefit analysis should include a build year (say 2022) that adjusts current dollars and current ridership at recent trends for three years and a future year look in 2035 future dollars (inflation adjusted construction dollars to the future year) and future ridership.***

- Objective 2.4 is to implement corridor improvements that minimize impacts to the environment and, where possible, enhance the environment. The Alternatives Analysis goes into great detail on potential environmental impacts. The analysis does identify some localized impacts that may affect localized environmental considerations or individual property owners or businesses. However, at a planning-level corridor analysis scale, the environmental impacts are small when compared to the no build alternatives. ***From a greenhouse gas and energy consumption standpoint, the full build alternative (all EMX + MLK EC) is worse than the no-build.***

- Objective 2.5 is to leverage funding opportunities to extend the amount of infrastructure to be constructed for the least amount of dollars. It is difficult to know what, exactly, this objective is intended to mean. It could mean to capture the

maximum amount of Federal funds regardless of the local capital match and O&M costs that must be borne by the community. Or it could mean a desire to leverage outside funding (Federal funding) for improvements that are otherwise cost-effective. CSA's scoring reflects the latter meaning. The build scores are negative due to the high costs overall and large share of expenses that are not construction related. Most of the projects have relatively small amounts of the total project budget devoted to actual construction and still assume a 50% local match. The build solutions appear to be detrimental to the goal.

Goal 3: Scoring and Analysis

		Alternative								
		Highway 99		River Road		30th Ave to LCC		Coburg Road		MLK Jr.
		Enhanced	BRT	Enhanced	BRT	Enhanced	BRT	Enhanced	BRT	Enhanced
Goal 3: Support economic development, revitalization, and land use redevelopment opportunities for the corridor	**3.1** Support development and redevelopment	nsd	nsd	nsd	nsd	nsd	nsd	nsd	nsd	nsd
	3.2 Coordinate transit improvements with other planned and programmed pedestrian, mobility device users, and bicycle projects	0	0	0	0	0	0	0	0	0
	3.3 Coordinate transit improvements with other planned and programmed roadway projects	0	0	0	0	0	0	0	0	0
	3.4 Minimize adverse impacts to existing businesses and industry	-1	-1	-2	-3	0	-1	0	-2	0
	3.5 Provide high-capacity transit that is consistent with community vision for the corridor	4	5	4	5	4	5	4	5	4
	3.6 Improve transit operations on state facilities in a manner that is mutually beneficial to vehicular and freight traffic flow around transit stops and throughout the corridor	1	2	1	1	0	0	-2	-5	0
	3.7 Improve transit operations in a manner that is mutually beneficial to vehicular traffic flow for emergency service vehicles	0	0	0	0	0	0	0	0	0

Goal 3's stated purpose is to support economic development, revitalization, and land use redevelopment opportunities for the corridor. This goal is open-ended and could mean a lot of different things to a lot of different people. The objectives under the goal provide little guidance on the intended meaning of the Goal and in several instances appear tangential to the Goal.

- Objective 3.1 is to support development and redevelopment. The Alternatives Analysis provides no meaningful analysis that CSA could identify that distinguished between the alternatives. This objective was scored Not-Sufficient-Data, accordingly.

- Objective 3.2 is to coordinate transit improvements with other planned and programmed pedestrian, mobility device users, and bicycle projects. This objective provides no meaningful way to distinguish between alternatives. Regardless of the alternative, improvements should be coordinated. It is scored as a "0" across the board, accordingly.

- Objective 3.3 is to coordinate transit improvements with other planned and programmed roadway projects. Again, this objective provides no meaningful way to distinguish between alternatives. Regardless of the alternative, improvements should be coordinated. It is scored as a "0" across the board, accordingly.

- Objective 3.4 is to minimize adverse impacts to existing businesses and industry. The meaning of this objective is straightforward. The build alternatives have negative impacts on businesses in the corridor according to the Alternatives Analysis. However, the overall scale of impact appears to be relatively localized to specific sites.

- Objective 3.5 is to provide high-capacity transit that is consistent with the community vision for the corridor. CSA scored the build alternatives with "4s" and "5s" based upon the significant increases in transit capacities in the corridors and consistency with the regional transportation plan. CSA's scoring reflects the community vision as being expressed by the regional transportation plan. Community vision is subjective.

Moreover, the purpose of the Alternatives Analysis document is to guide community vision for transit, so the objective is intertwined with the purpose of the document itself. For example, if the community were to reconsider its vision for these corridors then the scores would plummet even though nothing about the merits of the alternatives would have changed. Moreover, "high-capacity" transit is stated in the Objective as an end-in-itself and implies that more transit capacity is always a benefit. This is obviously untrue. Capacity that exceeds demand in a corridor, especially that far exceeds demand, is not positive because it is inefficient, and the wasted expenses could have been deployed for transportation that is efficient elsewhere in the District. ***Ultimately, Objective 3.5 is a poor basis upon which to choose build versus no-build transit alternatives.***

- Objective 3.6 is to improve transit operations on state facilities in a manner that is mutually beneficial to vehicular and freight traffic flow around transit stops and throughout the corridor. Many of the alternatives are neutral, with minimal negative or positive impact. Several negative impacts, such as on 30th Avenue, did not occur on state facilities and have thus been given a score of "0". Of the alternatives, only one, the Coburg Road option, appears to be substantially detrimental to a state facility.

- Objective 3.7 is to improve transit operations in a manner that is mutually beneficial to vehicular traffic flow for emergency service vehicles. The Alternatives Analysis sought feedback from the relevant local and county emergency services. In general, no significant concerns were raised for either the Enhanced or BRT options. On the other hand, none of the stakeholders indicated that the alternatives would improve or benefit emergency service vehicles. It is scored as a "0" across the board, accordingly.

Goals and Objectives Scoring Analysis Results

The Moving Ahead Alternatives Analysis Goals and Objectives were utilized as the basis to eliminate potential alternatives from further consideration. Why then, are those same Goals and Objectives not applied in a manner that allows the reader to easily understand the trade-offs between the alternative choices? The type of scoring performed in this section should be straightforward. The document should identify which Goals and Objectives are significantly advanced by the build alternatives and should quantify it in easy to understand terms. The document should include a summary section that explains how different transit policy choices would balance the Goals and Objectives differently; this would guide the decision-making process. LTD and the Eugene City Council are now soliciting comments on investment packages without the benefit of a summary analysis that explains how LTD's own Goals and Objectives are advanced by the package alternatives.

From the standpoint of advancing LTD's stated Goals and Objectives, the Moving Ahead Alternatives Analysis was challenging to review. The structure of the document does not relate to the stated Goals and Objectives in a way that is easy for the reader to understand. Several of the Goals and Objectives are written with ambiguous language. Many of the Objectives beg for some sort of *a priori* measure of transit service success, but none are established in the Objective itself or in the supporting documentation. There is no comprehensive summary analysis that explains how the system would function when different service options are combined.

Five of seventeen Objectives lacked sufficient data to be scored. Another four of the seventeen Objectives were not meaningfully different from the no-build alternative. The Moving Ahead Alternatives Analysis consumes 362 pages (and the supporting documentation is many hundreds more pages) and yet fails to provide meaningful distinctions between the alternatives for 9 out of the 17 Objectives set forth in the policy section of the document itself.

The lack of analysis showing how various investment packages under consideration will perform against the stated goals is concerning. This lack of performance analysis introduces risk that the project is being advanced merely by virtue of "the amount of work performed and years of effort" rather than because it is advancing the goals and objectives set forth at the outset of the project. This type of bureaucratic inertia without review against project fundamentals is the same type of environment that caused the CoverOregon disaster, where project managers lost sight of the fundamental purpose of the project. This does not mean that the Moving Ahead alternatives are destined for such an epic failure, but the risk of such an epic failure could be substantially reduced or eliminated by completing the analysis in a way that makes it easy to determine the benefits of the alternatives in relation to each Goal and Objective set out for the project.

V. ADDITIONAL CONSIDERATIONS

This section expands the review beyond the objectives in the Moving Ahead Alternatives Analysis document. Even one of the BRT projects in the analysis is a major commitment on the type and location of future transit service. If all the BRT projects were implemented, that would have the effect of committing large sums of capital and O&M revenues on a particular type of transit system configuration. This commitment would extend years into the future.

The Moving Ahead alternatives represent a major set of transit policy choices for the community and the document presenting those choices should describe and analyze the fundamental implications of those choices. It should also be technically sound. This section of the review points up weaknesses in the technical work and identifies major policy choices in the form of questions that are not analyzed in the Moving Ahead document.

Major Policy Issues Not Analyzed

1. A policy decision that selects the build alternatives, especially the multiple BRT corridor alternatives, would cause a long-term commitment to the existing "hub and spoke" system configuration. Why is there no alternative for a "cross-town" configuration?

Once a system has 15-minute headways on significant numbers of bus routes, a cross-town configuration that utilizes the existing BRT as the east-west "backbone" of the system would seem to be worth exploring - geographically. Before a major, and essentially permanent, choice is made that binds the District to a hub and spoke system configuration, it seems like a cross-town system option should at least be analyzed. This type of configuration should be analyzed in a way that assumes similar levels of "build" investment in capital and operations when compared to the Enhanced Corridor and BRT alternatives respectively to tease out the net benefit. Moreover, it would be interesting to have some sensitivity analysis that looks at which system configuration would be most responsive as transportation technology changes; such as automated vehicles?

2. What are the negative impacts of the "no-build"? In other words, what transportation problems will be created or made worse if none of the build alternatives were selected?

Section IV above examined how the Moving Ahead Alternatives perform with respect to its own Goals and Objectives. This is a different question. The Moving Ahead Alternatives Analysis appears to assume that these alternatives are advancing the regional transportation plan for transit in the planning area and the projects are, therefore, "needed". It may be that the transportation problems are well articulated in the Regional Transportation Plan (RTP). If that is the case, then a summary at least should be provided in the document to explain the negative consequences of doing nothing. If that analysis is not in the RTP then it should be added to the Alternatives Analysis document. There are reasonable arguments to be made that a basic level of transit service is "intrinsically good", because it provides people with a

viable means to get around who may have no other options. However, the District and the cities of Eugene and Springfield already has such a system. ***The Moving Ahead alternatives go far beyond a basic system and the reason for making such significant investments should be based upon improvements that solve real transportation problems. Those problems are not well articulated in the document.***

3. Why is there no summary of the "rolled-up" costs and ridership for all the projects? If BRT were done for all four corridors and EC for MLK then what would the total O&M and capital costs required and what would the ridership be?

The analysis treats each corridor individually. This is good, but some part of the document should really show what all the build alternatives represent from a cost standpoint and some expression of existing revenues vs. required revenues would be helpful. The analysis should have a hypothetical "build year" (for example 2022) and show what would happen to revenues and ridership if these projects were all online in 2022. This is especially true now that the Council and LTD are requesting comments on investment packages.

4. Why is there no "level of service" efficiency objectives that are normalized?

There should be some goal and objectives concerning the efficiency of the system that are normalized: cost per mile ridden; percent of riders where the origin and destination matched to provide a 35-minute or less trip; bus capacity objectives like number of passengers who must stand during the peak hour; etc. Normalizing data is critical to creating any meaningful analysis. Because the analysis is comparing "build" versus "no-build" options, at least some of the normalization should be expressed as per "net additional trip". Fundamentally, this is the policy choice presented by the document.

As an example, consider the River Road Corridor EMX alternative. The capital cost is $78 million. It costs an additional $2 million per year to operate. It nets 820 additional transit trips per weekday. Over twenty years, that is an additional $20 million in operating costs. Over twenty years, that is 4,296,800 net additional transit trips. If one allocates the capital expense over twenty years of net additional trips and allocates the operating cost per net additional trip then the cost of the River Road EMX Alternative per net additional weekday ***transit trip is approximately $27.46 on average over 20 years.*** When normalized to represent the actual policy choice of investment per net additional transit trip, the costs are considerable.

Technical Issues

While the purpose of this review was not to perform a peer review of all the technical assumptions in the Moving Ahead Alternatives Analysis, CSA's review did identify some technical concerns worth pointing out, as follows:

- The labels on the "Corridor Summary Tables" do not appear to be correct. They refer to "Annual" Corridor and Systemwide Trips. This does not appear to be correct. The DKS report indicates these are typical "Daily" weekday trips. This must be the case. Otherwise, for example, the River Road EMX project would cost $7,195 per net additional transit trip. These tables are labeled incorrectly.

- Some of the corridor summary tables explain the differences in service frequencies and others do not. These are useful tables and should be made consistent to show service frequencies between the different alternatives in all the summary tables.

- Some of the ridership differences between the EC and BRT alternatives are not intuitive and are not explained. In many of the corridors, the differences in transit travel times is negligible between the two build alternatives. The EC headways are longer (therefore wait times are greater) and thus total travel time is greater. However, there are instances where the amount of time savings is just not well correlated with the estimated ridership changes. For example, the Coburg Road alternatives have the same in-transit travel times between the EC and the BRT and they both save 5 minutes over the No Build. Thus, the EC saves 5 minutes on every single full-length trip over the No-Build but increases ridership by just 210 trips. The additional headways on the BRT can only save 5 minutes as a maximum - (when you just miss the bus). On average, the time savings will be less per trip assuming stochastic arrival distributions at the bus stops. Yet, this smaller time savings yields an additional 550 trips per day. From a purely transport efficiency standpoint, this is not an intuitive result. CSA is not saying this math is incorrect, but it is a big difference that must be driven by something other than travel convenience. ***This is something that should be explained in readily understandable terms.***

- As a corollary to the above issue, there is a significant reason to question ridership increase assumptions due to travel time savings from a frequency change from 15-minute headways to 10-minute headways in the modern age (assuming the busses are not full and the additional headways are not necessary to meet demand). As time goes forward, an ever-higher percentage of riders will be smartphone users. Even with current smartphone technology, Google Maps makes transit trip planning convenient. If someone is the type of person who wants to avoid wasting 5 minutes by just missing the bus, Google Maps makes it easy to avoid wasting that time. 15-minute headways are frequent enough that most users would essentially consider the bus to "always be available" and gaps between busses are not so great that people need to rearrange their daily routine around the bus schedule to any meaningful degree.

- There is little discussion about the cost of federalizing the capital projects. This is especially true for the Enhanced Corridor alternatives. Federal capital projects cost more, sometimes much more, than they would if they are funded with local dollars. Considering the analysis assumes a 50 percent local match and would come with significant service commitments with the FTA that would be difficult to manage in any lean financial times or as transportation technologies evolve, is it worth it to Federalize all the Enhanced Corridor alternatives? As a related matter, it appears that some aspects of the Enhanced Corridor capital construction concepts could be phased and implemented within the existing route and service structure. This would present even greater ability to manage cash flows and reduce downside risks. Some technical analysis in this area would be helpful.

- The ridership forecasts assume considerable "background growth". CSA compared the background ridership growth assumptions to the "full-build" project alternative ridership forecasts in the below table:

	Average Daily Ridership on Existing Routes	2035 No-Build Ridership Forecasts	2035 EMX Ridership Forecast (EC for MLK)	Change in Transit Trips in Corridor from Build Alternative	Trip Growth Assumed by 2035	Corridor Trip Compound Average Growth Rate Existing 2016 to No Build 2035	Corridor Trip Compound Average Growth Rate Existing 2016 to Full Build 2035	Build Growth Rate minus No Build Growth Rate
Hwy 99 w/ W Eugene EMX	7,320	9,365	10,406	1,041	3,086	1.239%	1.774%	0.535%
Hwy 99 w/o W Eugene EMX	1,351	9,365	10,406	1,041	9,055	10.165%	10.747%	0.582%
River Rd	2,490	9,575	10,615	1,040	8,125	6.966%	7.519%	0.553%
30th Ave	1,893	10,850	11,575	725	9,682	9.122%	9.476%	0.353%
Coburg	3,735	10,060	11,200	1,140	7,465	5.079%	5.644%	0.566%
MLK	2,444	10,120	10,800	680	8,356	7.363%	7.713%	0.350%

The accounting for the Highway 99 corridor ridership is anomalous. The Analysis should make some attempt to describe which existing trips on the West Eugene EMX would be captured by the build projects and which trips would be unchanged. The above table analyzes it both ways, but the actual "existing trips" number that might be affected by a coincident route is likely somewhere in between.

Aside from the Highway 99 data anomaly, the ridership growth forecast of the other four routes point up a significant issue. No margin of error of the baseline trip growth assumed to occur by 2035 is provided, that we could find. Long-term forecasts typically have relatively large margins of error. The average annual compound growth rate that is being forecast between the existing routes and the 2035 No-Build is aggressive. The rates are assuming ridership growth at over ***5.5% per year every year for 20 years***. The net benefit from the "full-build" projects represents only a tiny fractional increase in growth rate. In other words, the ridership increases being assumed to occur from "doing nothing" far exceed the net increases from any of the build alternative policy choices. The projected net ridership increase from the build alternatives are likely well within any reasonable margin of error of the baseline ridership growth forecast. Put more simply, the build ridership forecast alternatives do not appear to be statistically different from the No-Build.

The aggressive ridership growth forecasts introduce a major source of risk that is not analyzed in the Alternatives Analysis. Consider a scenario where all five "full-build" alternatives are selected and constructed, but the actual ridership only grows at a 3.5 percent annual rate for 20 years. The costs will not change but the ridership will be approximately half. This scenario would dramatically increase the average cost per trip calculated in the Alternatives Analysis while also slashing in half the return on capital investment. Failure to fully disclose the risks that relatively small marginal benefits have in relation to much larger-scale forecasted trends is inappropriate and should never be done by a public entity proposing large-scale public investments.

More statistical work should be provided based upon past forecasts vs. actual ridership changes from prior projects as well as an analysis of ridership trends over the last 5 to 10 years to determine some statistically observed ranges of background growth. This should be used to estimate a range of ridership forecasts that can be used to calculate cost benefit of the capital projects as well as the cost per trip and to fully explain forecast ridership risks according to normalized cost-per-trip metrics.

VI. CONCLUSIONS AND REVIEW SUMMARY

For a document weighing in at 362 pages, not counting all the technical appendices, it is hard to imagine any major questions being left unanswered. This document manages to accomplish this monumental task. At least these fundamental areas are lacking analysis:

- The Alternatives Analysis fails to provide Goals and Objectives that distinguish between alternatives in a manner that truly aids decision-making and then fails to provide complete answers to its own stated objectives. ***The performance of the proposed investment packages should be rated in relation to the Goals and Objectives set forth at the outset of the project. Completing this analysis in a robust way would reduce the type of project risk that befell CoverOregon.***
- The analysis does not analyze a revised cross-town system configuration. The build alternatives would lock the District into the hub and spoke system for the foreseeable future. ***This may limit system flexibility, especially to adapt to future technologies.***
- The analysis does not identify what transportation problems will occur if none of the build alternatives are selected nor does it explain if the transit system is over capacity under the "No-Build" scenario. ***The capacity expansions in the build scenarios seem to make about as much sense as planning a 30,000-seat expansion for Reser Stadium. How does that use of funds compare to alternatives like adding rural service areas or expanding weekend and evening transit services?***
- There is no summary of how the system would look if all the build alternatives were selected, especially the full-build alternatives, and how much that would all cost. The document talks about investment packages but does not explain how different options will function if they are packaged together and what the impacts would be cumulatively. ***For example, a summary would explain that the EMX alternatives plus the MLK EC alternative is the Greenhouse Gas emission equivalent of ~66 more Cadillac Escalades on the road on an average weekday.***
- The cost per net additional trip appears to be very high for some of the build alternatives. A twenty-year amortized analysis, that includes both capital and operating expenses, should explain each alternative's total cost per net additional trip.
- The forecast background ridership growth assumptions are large relative to the forecast net ridership increases from the build alternatives. This introduces serious operational and financial risks under the build alternatives- especially for the BRT. ***The forecast ridership increases for the Build alternatives could easily turn out to be zero or less than the No-Build ridership forecasts. To reduce potential Goodwin/Kahneman-type misrepresentations, a robust analysis and disclosure of the MovingAhead Alternatives Analysis ridership forecast risks is required.***
- The cost of Federalizing the Enhanced Corridor alternatives should be analyzed. The District should explore the creation of a fund exchange with ODOT and FTA to de-federalize some projects and create opportunities for cost savings. This may require policy and administrative changes within those agencies, but given the time frames and dollars involved, effort in this area appears worthwhile. This approach would allow the phasing of improvements which leads to greater flexibility for financial resource management and adaptations to future transportation technologies.

The Alternatives Analysis attempts to serve two masters - local policy document and NEPA compliance document. All the NEPA details detract from communicating key policy issues. The Executive Summary does not tackle key issues in an informative way. The document fails to analyze risk. It lacks normalized data metrics so that the "net benefits" of the build alternatives are related to the net additional costs of the build alternatives.

CSA Planning, Ltd.

Jay Harland
President

Andrew Martin

From: Rob Zako <robzako@gmail.com> on behalf of Rob Zako <rob@best-oregon.org>
Sent: Monday, July 29, 2019 12:56 PM
To: HENRY Chris C; INERFELD Rob; HARDING Terri L; Andrew Martin; Tom Schwetz
Cc: Mike Eyster; Jon Belcher; Marianne Nolte
Subject: [External Sender] Re: MovingAhead Discussion with BEST ... and suggestions re communicating with the public

Dear Chris, Rob I, Andrew & Tom … and we missed you Terri,

Thank you for taking the time to meet with BEST to offer answers to question we have about MovingAhead and helping us understand the project better.

BEST appreciates the challenges of trying to gather public input on highly complex and technical matters. We wish to assist the City of Eugene and LTD in communicating effectively with the general public and especially with policymakers. Thus here we respectfully offer some small suggestions about providing the larger community with key information:

1) **Complete Timeline Graphic**: Develop a graphic, with years across the top, showing how the community moves from original planning to service launch. Divide the timeline into key "chapters." Mark the points in time when key decisions were or are expected to be made. Call out specifically was or is to be decided:

- **Long-Range Planning**: TransPlan, Central Lane RTP, Envision Eugene, Eugene TSP, Long-Range Transit Plan.
- **Alternatives Analysis**: MovingAhead
- **Project Development**: NEPA, Capital Funding, Design Engineering, Construction, Launch

Note that the graphic on the MovingAhead FAQ page has some of these elements, but does not show how we got here, and is too vague about the future. We think the community wants to see light at the end of the planning tunnel when we will have better transit, bicycling and walking at some plausible point in the near future: 2020? 2025? 2030? 2035?

2) **Mode Spectrum Graphic**: Develop a graphic showing the spectrum of mode technologies, from regular bus service to BRT Gold. Divide the spectrum into distinct realms, in particular, "locally funded" and "eligible for FTA Small Starts funding." Show the range considered to be "enhanced corridor" and the range considered to be "EmX." Do these ranges of the spectrum overlap, i.e., are there higher-end implementations of "enhanced corridor" that would count as EmX? Include in the graphic the elements of BRT such as having dedicated lanes, level boarding, and loading on both sides of the vehicle.

3) **Key Corridors vs. FTN vs. Enhanced Corridor / EmX Cheat Sheet**: Marianne and I recently reviewed TransPlan, the Central Lane RTP, Envision Eugene, the Eugene TSP, and the Long-Range Transit Plan. It is not clear whether "Key Corridors," the "Frequent Transit Network," and Enhanced Corridor / EmX infrastructure investments are the same or different. Here is our rough understanding:

- **Key Corridor**: This is land use concept of where Envision Eugene plans to see more significant mixed-use, transit-oriented development.
- **Frequent Transit Network**: This is a transit service concept, akin to Transit Tomorrow, about where service is planned to be every 15 minutes or better.

- **Enhanced Corridor / EmX**: This is a transit (and other modes) capital investment concept, about where to invest tens or hundred of millions of dollars to improve infrastructure.

Developing a cheat sheet showing the differences between these three concepts, and where the community could conceivably have some but not all three, would be helpful.

Is McVay Highway still part of the FTN with plans to provide 15-minute service, even if it is not included in Transit Tomorrow's ridership network?

Is 30th Avenue to LCC a key corridor?

4) **Partner with communications specialists**: Work with nontechnical communications folks (Brian Richardson, Theresa Brand, Pat Walsh) to develop key communication materials to ensure that these are communicating effectively to less technical audiences.

Finally, as we discussed, we would like to circle back in another month or two — certainly before any public hearing is scheduled.

Best wishes,
Rob

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Rob Zako
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BEST brings people together to promote transportation options, safe streets, and walkable neighborhoods.

Comment Letter Number: 6

Andrew Martin

From: CJ Norris <thebeespoke@outlook.com>
Sent: Wednesday, August 7, 2019 9:44 AM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: CJ Norris <thebeespoke@outlook.com>

Message:

To the Board of Directors at Lane County Transit District:
I attended the LTD Strategic Planning Meeting on Tuesday August 8th, 2019. This meeting was not listed in the Register-Guard, but I had asked at the Information Desk in the morning, and the extremely helpful person there told me it was indeed being held, so I took the Emx there. It is my belief that I was the only person in attendance at that meeting who took the LTD Service to that meeting, and in fact, the only person who is a user of LTD services. This was somewhat surprising to me, or perhaps "dismaying" is a better term.

I had applied for the position of Volunteer Adviser that was advertised on the LTD website in June, but never heard back, not even a form email telling me "No thanks, we'll call you, Don't Call Us!"

The term I heard bandied about during that meeting to describe implementation of the new LTD Service was "Ripping Off The Bandaid". Because, in fact, the Plan that has been suggested leaves many areas completely without bus service, and it was obviously understood that when this Plan is communicated to the bus riding population (Note-not the people who designed the Plan, nor any of the people in that meeting) it will, in fact be painful.

Here is what I also heard, "Well, People don't like change." My thought was that if this group of people were to find their cars missing from the parking lot, and be told to just figure it out, they would not be quite so keen on change either.

This Ivory Tower design has apparently been made with zero input from the very people who use it and depend upon it to get to our jobs, doctor's appointments, child care providers, grocery shopping-every aspect of our lives.

The arrogance and entitlement of this Strategic Planning Group was utterly shameful. In my opinion, which apparently counts for nothing, no one should have a say about this Plan unless they are a regular user of the Transit System. Why, indeed, does the building at the Transit Center have a parking lot? It's a short walk from the Emx.

It should be the goal of the LTD to have the best transit system we can possibly have, designed by people who actually use it. I can't imagine taking my vehicle to an auto mechanic who never owned a car. But here we are implementing a multi-million dollar Transit plan designed by a bunch of people who don't use the bus. That makes no sense to me. But what do I know? I'm just another rider on the bus.

Sincerely,
CJ Norris
thebeespoke@outlook.com

Relevant Corridors:
30th Avenue/LCC, Coburg Road

Contact Options:

I would like a response

Comment Letter Number: 7

Andrew Martin

From: Rob Zako <robzako@gmail.com> on behalf of Rob Zako <rob@best-oregon.org>
Sent: Tuesday, August 27, 2019 6:54 PM
To: MEDARY Sarah J; RODRIGUES Matt J; INERFELD Rob; HENRY Chris C; HOSTICK Robin A; HARDING Terri L; Aurora Jackson; Tom Schwetz; Andrew Martin
Cc: Mike Eyster; Marianne Nolte
Subject: [External Sender] Heads Up: BEST efforts re MovingAhead

Dear MovingAhead staff,

On August 19th, BEST received the public email notice of the MovingAhead public hearing on October 21st. And on August 26th, as you should have received, BEST sent our latest e-newsletter to 1,000+ subscribers calling attention to this hearing. (See below.)

To our public heads up, I want share with you what BEST is doing:

- **Focus groups**: Continuing our series of focus groups, with community leaders in both Eugene and Springfield, seeking to understand transportation challenges and opportunities, and what are community priorities for investments.
- **Meetings with experts**: We are continuing to check our understanding with you and other experts, wanting to make sure we understand the questions being asked, the alternatives, and the implications of these.
- **Review of plans, alternatives analysis, etc.**: We are conducting a detailed review of adopted plans and the details MovingAhead alternatives analysis. We are also looking to work by CSA Planning in Medford, the detailed review that Yekang Ko's UO GIS class did of Gateway EmX in Spring 2019, and other sources of information on especially transit investments.
- **Internal deliberations**: The BEST Transportation Options Committee met two weeks ago to begin fleshing out our recommendations for MovingAhead. Our Board of Directors will review these on September 11th. And we have scheduled meetings with the River Road Community Organization, the Eugene Area Chamber of Commerce, the League of Women Voters of Lane County and we expect others to gain feedback on our evolving draft recommendations.
- **Public Testimony**: In September 2012, BEST turned out a diverse coalition of 40 people from many different walks of life to testify to the Eugene City Council in favor of West Eugene EmX. Two days later the City Council voted 7-1 to proceed with that project. Of course, back then a group called Our Money Our Transit had mounted a highly visible campaign against West Eugene EmX. The questions being asked and the players are different today. Nonetheless, we will be working to share our recommendations with both the Eugene City Council and the LTD Board of Directors. Our recommendations will likely takes the form of a flashy one-page executive summary / flyer, supported by a significantly longer memo that analyzes the alternatives and explains why we are recommending what we are.

As I testified to the LTD Board of Directors last week, we know you have been asking: “What does the community want?” BEST believe that the answer is clear. The community wants transportation options that are safe, practical and affordable. (And ideally they don’t want to have to pay much or anything in taxes or right-of-way for these things.) For transit, that translates to what Jarrett Walker terms “useful transit,” i.e., frequent service that connects to other frequent service running where many people are or want to be, 7 days and evenings a week. In short, people want more or less the Frequent Transit Network (FTN). And it is also critical for people to be able to walk to and from transit stops, with pedestrian safety and connectivity. Bicyclists also

want safe options, but perhaps not necessarily solely along the MovingAhead corridors as on the routes identified in Eugene's Pedestrian and Bicycle Master Plan and that keep bicyclists away from higher speed motor vehicle traffic.

But our experience has been that when you ask the community — even members of the BEST boards who are pretty informed — whether they want EmX or enhanced corridor, there is a tendency for community members to turn the question back on you as staff, with people explaining that they are not transportation experts and that they look to you to tell them how to better implement the vision outlined in the previous paragraph.

Regardless, BEST is seeking to do our best to do a more technical analysis to link the community's vision and goals with the specific mode alternatives under study in MovingAhead. As BEST has limited staff and resources, we do not presume to have all the answers, or even necessarily to get all the facts straight.

Thus in September we plan to share a draft of our recommendations with you for your technical review, asking you to check that our facts and understandings are correct.

Please let us know if you have any questions, suggestions or concerns about the work BEST is doing around MovingAhead.

Best wishes,
Rob

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Rob Zako
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BEST brings people together to promote transportation options, safe streets, and walkable neighborhoods.

BEST

------ Forwarded Message ------
From: Better Eugene-Springfield Transportation (BEST) <info@best-oregon.org>
Subject: [BEST] Where Next for EmX?
Date: August 26, 2019 at 1:34:56 PM PDT

Better Eugene-Springfield Transportation

Transportation Options • Safe Streets • Walkable Neighborhoods

DONATE

MOVINGAHEAD

Where Next for EmX?

In 2012, BEST assembled a diverse coalition in support of EmX West.

Today, this newest bus rapid transit line in west Eugene sees an average of 72 boardings per hour per vehicle, getting over 4,000 people each weekday to and from jobs, schools, shopping, recreation and other activities.

Looking ahead, where might it make sense to invest in additional EmX lines?

A joint public hearing on **Monday, October 21, from 7:30 to 9:30 pm**, will be your primary opportunity to tell the Eugene City Council and Lane Transit District Board of Directors which investments in better transportation you support.

On Sunday, September 17, LTD launched the third corridor of EmX service in west Eugene along with several route changes, making travel into and out of west Eugene more accessible, convenient and efficient.

The City of Eugene is working with Lane Transit District on an effort called MovingAhead to look at potential investments along five transportation corridors:

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

(In addition, the City of Springfield is working with LTD and the Oregon Department of Transportation to look at potential investments along Main Street.)

MovingAhead Enhanced Corridor Alternatives Overview.

For each corridor, three alternatives are being considered:

- **No Build**, a reference point to measure the relative benefits, costs and impacts of the build alternatives. Under the No Build option, the City and LTD would make only changes that are already planned as part of other projects.
- **Enhanced Corridor**, a new concept for the Eugene-Springfield region intended to improve safety, access and transit service without requiring major capital investments.
- **EmX**, short for Emerald Express, LTD's branded bus rapid transit (BRT) service. EmX currently operates between the Gateway area and west Eugene serving downtown Springfield, the University of Oregon, and downtown Eugene.

Although others are possible, five packages of investments are suggested:

	Corridor				
Investment Package	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
Enhanced Corridor Package	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package D	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor
Package E	EmX	EmX	Enhanced Corridor	EmX	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

MovingAhead suggested packages of investments.

To learn what kinds of investments the community supports, BEST has been listening to different perspectives in small, informal conversations. **To participate in one of these, please contact Marianne Nolte at** marianne@best-oregon.org**.**

BEST has also been reviewing plans, including Envision Eugene, the Eugene 2035 Transportation System Plan (TSP), and LTD's Long-Range Transit Plan.

Finally, BEST has been reviewing the detailed MovingAhead Alternatives Analysis Report.

Based on all this work, we are developing our own recommendations. In September, we will share these with our partners to seek their feedback. In October, we will share refined recommendations with the public and at the public hearing on October 21.

For now, we want to hear which investments you support — and why.

Help us spread the word. Share with friends.


Facebook


Tweet


Forward

You are receiving this email because you have expressed an interest in our work. BEST is a 501(c)(3) nonprofit that brings people together to promote transportation options, safe streets, and walkable neighborhoods. We believe we are better when we speak and act together, and that better transportation is good for the economy, the well being of people, and the environment.

Our mailing address is:
Better Eugene-Springfield Transportation (BEST)
PO Box 773
Eugene, OR 97440

Add us to your address book


mailchimp

Comment Letter Number: 8

Andrew Martin

From: devon gregory <devong923@gmail.com>
Sent: Wednesday, August 28, 2019 4:10 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: devon gregory <devong923@gmail.com>

Message:

Do you the city of Eugene can find out how much it will it cost for MLK Jr. boulevard route, And if there is enough to cover the cost of the route. Is there a way for Springfield and Eugene and to those who fund the route to cover the cost of the route. What if MovingAhead dose not to move forward without MLK Jr. boulevard being left out of the picture, And they highly recommend MLK Jr. boulevard to be the 5th route, And not VRC corridor route will you people make a deal with the MovingAhead team. You need to make smart choices to make the cities a safer place for everyone that including the EMX busses. I understand how hard work you people are doing for the cities of Eugene and Springfield of Oregon I know how hard working you people are doing so do your best I am proud of you city of Eugene. I hope you people understand that I was wishing for MLK Jr. boulevard route to be the 5th route. For that I understand the complexity of transportation projects. I would like to thank all of you for taking the time to listen to this comment.

Relevant Corridors:
MLK Jr. Boulevard

Contact Options:

Andrew Martin

From: devon gregory <devong923@gmail.com>
Sent: Thursday, August 29, 2019 6:40 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: devon gregory <devong923@gmail.com>

Message:

Should the resources Springfield dose not have, could it be the funding for the MLK Jr boulevard route after it's approval. If there is, can you reconsider support for MLK Jr. boulevard route? Could you take the time to find out how much it will cost for the route, thank you so much, I mean it.

Relevant Corridors:
MLK Jr. Boulevard

Contact Options:
I would like a response, I would like to receive email updates

Comment Letter Number: 10

Andrew Martin

From: lisa.grissell@gmail.com
Sent: Wednesday, September 18, 2019 11:35 AM
To: questions@movingahead.org
Subject: Emx

Do it once and do it right from the start. We need to consider the future and not just put more money into a temporary solution. It needs to have a dedicated lane to make it efficient and highly useable. The inconvenience now will be worth it in the long run.
Thanks,
Dee and Lisa Grissell

Sent from my iPad

Comment Letter Number: 11

Andrew Martin

From: Deborah Bernhard <dbernhard49@gmail.com>
Sent: Wednesday, September 18, 2019 4:03 PM
To: questions@movingahead.org
Subject: Package C

Im in suport of EMX on River Rd
Fast and efficient
Not obstructing traffic
A positive move toward more public transportation Do not want it on the smaller side streets or in neighborhoods where it may not be utilized Lets do River Road first and see how that goes Thanks

Sent from my iPhone

Comment Letter Number: 12

Andrew Martin

From: Jaye Cromwell <jaye.cromwell@jla.us.com>
Sent: Friday, March 20, 2020 1:52 PM
To: Andrew Martin
Cc: Adrienne DeDona
Subject: [External Sender] FW: I have a question about MLK Jr. BLVD route? could it be about money or could they just don't have time to study the MLK Jr. BLVD route.

From: Thank you <devong923@gmail.com>
Sent: Thursday, September 19, 2019 10:48 PM
To: questions@movingahead.org
Subject: I have a question about MLK Jr. BLVD route? could it be about money or could they just don't have time to study the MLK Jr. BLVD route.

Sent from Mail for Windows 10

Andrew Martin

From: devon gregory <devong923@gmail.com>
Sent: Friday, September 20, 2019 12:43 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: devon gregory <devong923@gmail.com>

Message:

I am going to go with package C option. because I think it's better for the community and make it a great investment for everyone. I think it could be better for the state of OREGON. thank you very much. I hope you have a great day.

Relevant Corridors:
30th Avenue/LCC, Highway 99, Coburg Road, MLK Jr. Boulevard, River Road

Contact Options:
I would like a response, I would like to receive email updates

questions@movingahead.org

From: Kara Schnoes <karaschnoes@gmail.com>
Sent: Sunday, October 6, 2019 9:47 PM
To: questions@movingahead.org
Subject: MovingAhead: Coburg Road

Hello!

I take the bus down Coburg or Drive down Coburg from Downtown to Chad drive as part of my daily commute. I also like to cycle and run occasionally instead of driving or taking the bus.

Coburg is NOT a fun road for bikers or pedestrians, but it is far the most efficient by distance and time way to get from downtown or South Eugene to that part of the city. It is a SHAME that pedestrians and cyclists have to take the long way, going down the I-5 path, winding through neighborhoods, and going the long way to get over the river, under 105, etc.

Coburg is a crucial underpass under 105 and the beltline. Either make neighborhood greenway type options for doing these things (pedestrian and bike friendly tunnels or bridges) or make Coburg way more safe and efficient.

Finally, as a driver, there are WAY too many little driveways and parking lots, businesses, all dumping in and out of Coburg - mini strip malls. These businesses should have only one driveway each and/or be exclusively using the side streets. Coburg is a major thoroughfare and should be organized as such.

Thanks,
Kara Schnoes

---
karaschnoes@gmail.com
631-415-3401

questions@movingahead.org

From: Devon Gregory <devong923@gmail.com>
Sent: Thursday, October 10, 2019 5:41 PM
To: questions@movingahead.org
Subject: Investment package options

I want to support package C option to be a smart option, because it would be good for everyone and would be a good investment for the community, and will create great jobs ,and to be better for the environment. Please make a right choice for the economy and for the people with disabilities,and for that i thank you very much. I hope you have a great day.

Andrew Martin

From: Paul Conte <paul.t.conte@gmail.com>
Sent: Wednesday, October 16, 2019 2:05 PM
To: Andrew Martin
Subject: Re: [External Sender] Re: FW: Please provide links to the actual, updated investment packages

Got it. -- Paul

_____
Accredited Earth Advantage
Sustainable Homes Professional

On Wed, Oct 16, 2019 at 1:57 PM Andrew Martin <Andrew.Martin@ltd.org> wrote:
Hi Paul,

One clarification that was a little unclear in my prior email. The Highway 99 Enhanced Corridor Alternative does propose capital improvements, but not within the JWN boundaries.

- Andrew

Get Outlook for iOS<https://aka.ms/o0ukef>

_____
From: Paul Conte <paul.t.conte@gmail.com>
Sent: Wednesday, October 16, 2019 4:33 PM
To: Andrew Martin
Subject: Re: [External Sender] Re: FW: Please provide links to the actual, updated investment packages

Got it … Thanks! -- Paul

_____
Accredited Earth Advantage
Sustainable Homes Professional

On Wed, Oct 16, 2019 at 1:11 PM Andrew Martin
<Andrew.Martin@ltd.org<mailto:Andrew.Martin@ltd.org>> wrote:
Hi Paul,

The Highway 99 EmX Alternative is not proposed to enter the boundaries of the Jefferson Westside Neighborhood. As proposed, the EmX Alternative would run along the Business Access and Transit (BAT) lanes on 6th and 7th Avenues. The Enhanced Corridor Alternative would run on 11th and 13th Avenues, but no capital improvements are proposed under that alternative. The project has published a Definition of Alternatives<https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.movingahead.org%2Fwp-content%2Fuploads%2F2018%2F09%2F28-CH2M-et-al-2016.pdf&data=02%7C01%7CAndrew.Martin%40ltd.org%7C89ba61e4abfd470557f108d75278110f%7C0399c6c9842c4bb98fe3b527450577e8%7C0%7C1%7C637068547944258615&sdata=SJ7fpx0dVP1u%2Bp3eAZn9rrHwbAqSAWljjj3TVdzeB6A%3D&reserved=0> which contains the details of proposed changes. The

Executive Summary<https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.movingahead.org%2Fwp-content%2Fuploads%2F2018%2F09%2FLTD-Moving-Ahead-Exec-Summary-FINAL-2018-09-05.pdf&data=02%7C01%7CAndrew.Martin%40ltd.org%7C89ba61e4abfd470557f108d75278110f%7C0399c6c9842c4bb98fe3b527450577e8%7C0%7C1%7C637068547944268613&sdata=q35qAKacRBoyBfwWYDzGfh2hgNlbqCbab6kdRY3rSDo%3D&reserved=0> also has good maps that show at a high level where different investments are proposed for each alternative.

Thanks,

Andrew Martin
Lane Transit District
Development Planner
P: 541-682-6116
Contact us at LTD.org<https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.ltd.org%2Fcontactus.html&data=02%7C01%7CAndrew.Martin%40ltd.org%7C89ba61e4abfd470557f108d75278110f%7C0399c6c9842c4bb98fe3b527450577e8%7C0%7C1%7C637068547944268613&sdata=zM3UQ8952HvjRLKXwV5rR2yNYLgmOY69pJhjJjF%2F1Vk%3D&reserved=0>

From: Paul Conte [mailto:paul.t.conte@gmail.com<mailto:paul.t.conte@gmail.com>]
Sent: Wednesday, October 16, 2019 12:24 PM
To: Andrew Martin <Andrew.Martin@ltd.org<mailto:Andrew.Martin@ltd.org>>
Subject: [External Sender] Re: FW: Please provide links to the actual, updated investment packages

Hi Andrew,

That document covers a great deal. I'd like to see what the "Fall Hearing" has as the alignments and improvements for the two packages ("E" and "EmX") under "Highway 99." My specific interest is to verify what may be included for alignments that run through the JWN neighborhood.

Thanks!

-- Paul

_____
Accredited Earth Advantage
Sustainable Homes Professional

On Wed, Oct 16, 2019 at 12:05 PM Andrew Martin <Andrew.Martin@ltd.org<mailto:Andrew.Martin@ltd.org>> wrote:
Hi Paul,

I was forwarded your correspondence with the MovingAhead project's general email box. I believe what you are looking for is our Refined Investment Package Options for Fall 2019 Public Hearing report, which is linked below. This document outlines the process leading up to the public hearing and also contains specific information about each of the packages. Please let me know if you need additional information and I will try to get it to you.

http://www.movingahead.org/wp-content/uploads/2019/10/Refined-Investment-Package-Options-for-Public-Hearing-Report-October.pdf<https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.movingahead.org%2Fwp-content%2Fuploads%2F2019%2F10%2FRefined-Investment-Package-Options-for-Public-Hearing-Report-October.pdf&data=02%7C01%7CAndrew.Martin%40ltd.org%7C89ba61e4abfd470557f108d75278110f%7C0399c6c9842c4bb98fe3b527450577e8%7C0%7C1%7C637068547944278612&sdata=ot%2FkfGpz3ik8QyWBKLQ9VSRjqm1AfS%2BBa2ZpyIq%2FTF4%3D&reserved=0>

Thanks,

Andrew Martin
Lane Transit District
Development Planner
P: 541-682-6116
Contact us at
LTD.org<https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.ltd.org%2Fcontactus.html&data=02%7C01%7CAndrew.Martin%40ltd.org%7C89ba61e4abfd470557f108d75278110f%7C0399c6c9842c4bb98fe3b527450577e8%7C0%7C1%7C637068547944278612&sdata=GxvHapgmo0bU8rAauRVXo0HIf3zgBV6DgspRoXD6KgY%3D&reserved=0>

From: Paul Conte <paul.t.conte@gmail.com<mailto:paul.t.conte@gmail.com>>
Sent: Friday, October 11, 2019 6:50 PM
To: questions@movingahead.org<mailto:questions@movingahead.org>
Subject: Re: Please provide links to the actual, updated investment packages

Thanks. Could you please identify which document(s) correspond to the public hearing matrix. I find older, incomplete documents.

-- Paul

_____
Accredited Earth Advantage
Sustainable Homes Professional

On Fri, Oct 11, 2019 at 2:07 PM <questions@movingahead.org<mailto:questions@movingahead.org>> wrote:
Hi Paul,
Thanks for your email. If you visit the project website and look on the Project Library page you can find the technical reports and the executive summary Please let me know if you still don't find what you are looking for.

Thanks!
Jaye Cromwell
Public Involvement Specialist
JLA Public Involvement

From: Paul Conte <paul.t.conte@gmail.com<mailto:paul.t.conte@gmail.com>>

Sent: Friday, October 11, 2019 1:37 PM
To: questions@movingahead.org<mailto:questions@movingahead.org>
Subject: Please provide links to the actual, updated investment packages

The matrix image doesn't provide links. I'm sure the updated packages are somewhere on the website, but I didn't find them.

Thank you

Paul Conte

_____
Accredited Earth Advantage
Sustainable Homes Professional

Comment Letter Number: 17

questions@movingahead.org

From: Gay Morgan <gmorgan294@gmail.com>
Sent: Friday, October 11, 2019 3:12 PM
To: questions@movingahead.org
Subject: Route 27

I would use the bus every day if the bus schedule was convenient for me. Please, please bring back hourly service on Route 27 Fairmount.

Gay Morgan

Comment Letter Number: 18

Andrew Martin

From: Andrew Martin
Sent: Wednesday, October 16, 2019 12:10 PM
To: 'metam@comcast.net'
Cc: MovingAheadProject
Subject: RE: Moving Ahead - Streets and Places Reimagined - Transportation Investment Packages for City of Eugene
Attachments: LTD Moving Ahead Investment Packages Update V2 FINAL.PDF

Dear Meta Maxwell,

Thank you for reaching out and contacting us. The intent of our letter was to reach out and ensure that all potentially impacted property owners were aware of the upcoming public hearing and to provide contact information for project staff in the event that you needed more information about the project.

Since the publication of the MovingAhead Alternatives Analysis in September 2018, staff have provided several updates to City Council and LTD's Board of Directors, held five in-person open houses and two online open houses during two distinct comment periods, and given updates to many community groups. Additionally, project materials are regularly updated on our website (http://www.movingahead.org).

At the upcoming public hearing, Eugene City Council and LTD's Board of Directors will hear input from the public on a set of refined investment packages (see below). The range of investment packages is intended to illustrate five possible sets of investments. Next year, Eugene City Council and LTD's Board of Directors will adopt a single investment package as their preferred package. I encourage you to view some of the links below to become more familiar with the potential benefits and impacts of the various investment packages. I have also attached a handout with information about the packages.

Proposed Investment Packages

Investment Package	Corridor				
	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
Enhanced Corridor Package	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package D	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor
Package E	EmX	EmX	Enhanced Corridor	EmX	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

I would also like to invite you to meet with project staff before the public hearing, so that we might answer any questions you have. If you're unable to attend the public hearing, or would like more time to make an informed decision, we are accepting written comments through November 4, 2019. If you are interested in setting up a meeting, please let me know and we can arrange a time.

Links to key project information:
http://www.movingahead.org/public-hearing/
Refined Investment Package Options for Fall 2019 Public Hearing report
MovingAhead Executive Summary
Results from Spring 2019 Outreach

Sincerely,

Andrew Martin
Lane Transit District
Development Planner
P: 541-682-6116
Contact us at LTD.org

From: Meta Maxwell <metam@comcast.net>
Sent: Friday, October 11, 2019 5:12 PM
To: questions@movingahead.org
Cc: mayorcouncilandcitymanager@ci.eugene.or.us
Subject: Moving Ahead - Streets and Places Reimagined - Transportation Investment Packages for City of Eugene

I am the owner of property at 315 Coburg Road.

Thank you for notifying me of the October 21, 2019, 7:30 pm open house and public hearing that will be held at the direction of the Eugene City Council and Lane Transit District Board of Directors. The stated purpose is to consider the proposed investment packages for the city transportation plans. However, **no details of the transportation plans or investment packages were included with the notice I received.** I was only notified of one other opportunity to learn about the projects and give input - a meeting in an LTD bus at the Safeway parking lot on Coburg Road - which I attended, and at which no details of any plan were available. I suggest that the details of the proposals and investment plans be made available to all affected property owners BEFORE a public hearing and deadline for input. It is inappropriate to hold an open house only two hours prior to a public meeting at which input and suggestions are to be given. **No one can give appropriate thoughtful consideration to plans and proposals they are seeing for the first time just an hour or two earlier.**

Please respond and **indicate how I and other affected property owners will be fully briefed, and how we will have adequate time for consideration and response before any decisions are finalized.**

Thank you!

Meta Maxwell
935 St. Andrews Drive
Eugene, OR 97401
metam@comcast.net
541-731-9161

Andrew Martin

From: Andrew Martin
Sent: Sunday, October 20, 2019 4:52 PM
To: 'Philip Farrington'
Cc: 'questions@movingahead.org'
Subject: RE: FW: MovingAhead Website Contact Form Message

Dear Philip,

Acquisitions in the area you are describing differ between the Enhanced Corridor and EmX Alternatives. Under the Enhanced Corridor Alternative, the current designs appear to require approximately 4615 square feet from 3 parcels between Elysium and Beltline. The width of acquisitions varies by location, and can range from about 1 foot wide up to about 15.5 feet wide. The EmX Alternative appears to require acquisition of approximately 7752 square feet from 4 parcels between Elysium and Beltline. The width of acquisitions ranges from about 8.5 feet wide to about 13.5 feet wide. These acquisitions are necessary to accommodate changes in the roadway operations, station placement, and relocation of the existing sidewalk to accommodate the proposed roadway changes.

These estimates are based on a GIS analysis and have some inherent margin of error based on the accuracy of the data. Exact dimensions and area will need to be determined by surveyors after further project design. After selection of a preferred package next year, future phases of the project will include design refinements where LTD and the City of Eugene will work with impacted property owners to reduce or eliminate potential impacts where possible.

If you have any further questions about these potential acquisitions, please do not hesitate to contact me.

Sincerely,

Andrew Martin
Lane Transit District
Development Planner
P: 541-682-6116
Contact us at LTD.org

-----Original Message-----
From: Philip Farrington <pfarrington@cdcmgmtcorp.com>
Sent: Friday, October 11, 2019 5:38 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Philip Farrington <pfarrington@cdcmgmtcorp.com>

Message:

I'd like to know the specific dimensions and overall area of the area proposed for taking along the frontage of the east side of Coburg Road north of Elysium, in both the enhanced transit and EmX options.

It appears that under the enhanced transit option that the additional right-of-way taking would be for a relocated sidewalk, to accommodate a wider street profile and dedicated turn lane for east bound turning traffic from northbound

Coburg Road. What is the width of the proposed sidewalk? Is it any wider than the existing sidewalk? Why can't there be a through/right lane and avoid the expense and impact of right-of-way takings and improvements?

Understand that city requirements for maximum building setback and minimum building frontage and orientation requirements result in inherent conflicts between the desire for additional right-of-way and planned in-fill and existing development on the subject properties. We have no antipathy toward transit and in fact welcome the proposed signalization of the Elysium/Coburg intersection and improved access to transit. However, we believe there is adequate right-of-way existing to accommodate all travel modes under either of the proposed transit options.

Please contact me asap with that information. I can be reached at my office 541/600-8018 or via e-mail.

Relevant Corridors:
Coburg Road

Contact Options:
I would like a response

questions@movingahead.org

From: Karrie Walters-Warren <questions@movingahead.org>
Sent: Friday, October 11, 2019 9:18 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Karrie Walters-Warren
Organization: Resident of River Road
Email: karrie42@gmail.com
Phone: 5417293851

Comments:
I am writing to voice my strong support for the EMX and bicycle lane improvements for River Road corridor. Investment in our community is vital if we are to continue to grow sustainably and safely. Many individuals and families would like to either bike or take public transportation from River Road, but current obstacles make this unaccessible to many. Currently it can take more than an hour to get downtown by bus - and much much more if we want to go to UO or LCC. Safety on the current River Road corridor is a high concern. Cars travel quickly, using our neighborhood as a fast commute thoroughfare instead of recognizing it as a neighborhood (we have NW Expressway for that). Installing protected bike lanes and using visual and other traffic calming measures on river road are essential to meeting our goal of a 20 minute walking neighborhood. The work LTD completed on Franklin blvd between Glenwood and the bridge going to Springfield is commendable - still two lanes of traffic, shared with EMX, but more curves in the road and beautiful greenery both in the median and on the sidewalks. I would love to see the same care given to the River Road area. Thank you!

questions@movingahead.org

From: Jeb Bartin <questions@movingahead.org>
Sent: Friday, October 11, 2019 9:32 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Jeb Bartin
Organization: (none)
Email: jeb.bartin@hughes.com
Phone: 541-554-9901

Comments:
Regarding the River Road plan. No EmX ! Impacts to businesses, parking, trees would be too severe. I see nearly empty busses along River Road constantly and having EmX will not increase ridership enough to justify ruining the nature of this area. I, for one will never ride any LTD bus. I value my freedom of going where I want, when I want in my own automobile. Again, my comment is NO EmX on River Road.
Thank you.

Andrew Martin

From: Rob Zako <robzako@gmail.com> on behalf of Rob Zako <rob@best-oregon.org>
Sent: Monday, October 14, 2019 10:41 AM
To: *Eugene Mayor, City Council, and City Manager; Steven Yett; Carl Yeh; Don Nordin; Emily Secord; Joshua Skov; Caitlin Vargas; Kate Reid
Cc: MEDARY Sarah J; RODRIGUES Matt J; INERFELD Rob; HENRY Chris C; RICHARDSON Brian J; HOSTICK Robin A; HARDING Terri L; NELSON Ethan A; Aurora Jackson; Mark Johnson; Tom Schwetz; Andrew Martin; Theresa Brand; Pat Walsh
Subject: [External Sender] BEST in Register-Guard re MovingAhead

Dear Eugene Mayor & City Council and LTD Board of Directors,

In case you missed it, the *Register-Guard* has a story this morning about MovingAhead:

> **EmX service could be coming to more corridors in Eugene**
> https://www.registerguard.com/news/20191014/emx-service-could-be-coming-to-more-corridors-in-eugene

The story concludes with an accurate summary of where BEST stands on MovingAhead:

> Better Eugene-Springfield Transportation, or BEST, a community organization that works to improve ways residents can get around the city, said it's studying the five packages as it drafts its own recommendation.
>
> Rob Zako, BEST's executive director, said he isn't hearing disagreement with making public investments that allow residents to drive, bike, take the bus and walk more conveniently and safely.
>
> But Zako said the organization seeks more details about how the less costly "enhanced corridor" improvements accomplish that goal and whether the benefits from spending more to launch future EmX lines makes financial sense
>
> "We're trying to determine is it worth the money," he said.
>
> There's also concern about whether higher operating costs from the project will result in cuts to fixed-route service or higher taxes, he said.

Later today, the BEST Board is holding a special meeting to approve our formal " MovingAhead Analysis and Recommendations." Once they do, I will share these with you. If you have any questions or concerns, we would be happy to discuss.

Then later this week via our monthly e-newsletter, we will urge members of the public to share their views at the public hearing on Monday, October 21, or in writing. For the public's benefit, we will also summarize our own analysis, and provide a link to our more detailed analysis and recommendations.

Best wishes,
Rob

P.S. To give you a sense of BEST's work, here is the introduction to our "MovingAhead Analysis and Recommendations":

INTRODUCTION

Thank you for the opportunity to provide you with our MovingAhead analysis and recommendations.

Better Eugene-Springfield Transportation (BEST) appreciates the extensive and careful work the project management team has done to identify investment opportunities, cull these down to just the five most promising corridors, and prepare an *Alternatives Analysis Report* to objectively identify the costs and benefits of different options.

BEST is a privately funded local 501(c)(3) nonprofit. In 2012, BEST came together as a broad group of community leaders to support the Eugene City Council in approving the West Eugene EmX project. Today, BEST is building a successful community by bringing people together to promote transportation options, safe streets and walkable neighborhoods.

To develop these recommendations, over the last five years BEST attended public meetings, met with MovingAhead staff, and conducted our own analysis. Specifically, these recommendations represent the consensus of the BEST Board of Directors (see masthead), with advice from our partner organizations, informed by public input via our recent series of focus groups and our prior community conversations. BEST offers you these recommendations as our best sense of sound public policy in the community interest.

The remainder of this memo begins with our overall analysis, reviews each of the corridors in detail, and then offers our recommendations. In Appendix A, we trace the evolution over the past two decades of a shared community vision for better transportation:

--
Rob Zako
Executive Director
Better Eugene-Springfield Transportation (BEST)
541-343-5201 (home office)
541-606-0931 (mobile)
rob@best-oregon.org
www.best-oregon.org

facebook.com/BetterEugeneSpringfieldTransportation

Building a successful community by bringing people together to promote transportation options, safe streets, and walkable neighborhoods.

The Register-Guard Monday, October 14, 2019

The future of EmX

EmX service could be coming to more corridors in Eugene

By Christian Hill

The Register-Guard

After about five years of planning, local officials are close to identifying the major corridors in Eugene that may have future EmX transit lines.

They will weigh five socalled investment packages that include either an EmX line, which provides transit service every 10 minutes on weekdays, or "enhanced" lines, less costly improvements, on five corridors. Each packages option includes all five corridors — 30th Avenue to Lane Community College, Coburg Road, Highway 99, Martin Luther King Jr. Boulevard and River Road. Each package has different combinations of service for each of the lines.

In addition to improving transit service, the MovingAhead project also includes numerous improvements to encourage walking and bicycling on the corridors.

There also is a required nobuild option. Eugene city councilors and Lane Transit District directors will hold an open house and public hearing on the packages Oct. 21. They are slated to settle on a preferred package sometime next year.

"This is the last big opportunity to help us refine what the community's vision will be," said Andrew Martin, development planner for Lane Transit District.

Local officials developed the three existing EmX lines— Gateway, Franklin and West 11th— one at a time. The package approach enables officials to save time and money on planning and an environmental study.

Once a package is selected, and federal regulators conclude its impacts have been fully studied and can be adequately mitigated, local officials will seek funding to design and construct improvements on the first corridor.

The packages don't come cheap. The least costly of the five packages is an estimated $148 million, and the most expensive is $335 million, according to three-year-old cost estimates. The estimates are for construction only and don't include annual operating costs.

LTD has relied on federal grants to pay for the bulk of construction costs for the three existing EmX lines but

A Lane Transit District EmX makes its way down East 11th Avenue in Eugene. [CHRIS PIETSCH/THE REGISTERGUARD]

acknowledge it can't rely on that money as its availability may shrink as the competition for it grows.

A federal grant of about $75 million paid for the bulk of the West Eugene EmX line, which opened two years ago. The total project, including planning and design, was $100 million.

Officials are looking into possible local funding options, one of which could be including MovingAhead construction dollars in a future street repair bond.

"We might have to tax ourselves," said Chris Henry, transportation planning engineer for the city of Eugene. "We haven't had that conversation yet, but we've shared that publicly."

The discussion also comes as actual ridership has fallen well short of the forecasts local officials used to secure federal funding for the West Eugene EmX project.

Average weekday ridership is 4,245 people, 57% less than the 7,399 people anticipated to board the line when the forecasts were developed in 2011.

Martin acknowledged the forecasts missed the mark, coming at time when LTD enjoyed historically high ridership and gas prices were higher, which typically drives transit use. As well, projected jobs close to the line's stops haven't come to fruition.

Still, Martin said ridership on the line exceeded the corridor's prior fixed-route numbers and has been growing since launch, with boardings per hour twice as highasmostofLTD'sroutes.

The line is on pace this year to exceed the nearly 1.3 million boardings the line recorded in its first full year of operation in 2018.

"There's always uncertainty in projecting 20 years down the road, that's a safe thing to say," Martin said. "What the models are telling us is if we build EmX there are fairly significant ridership increases."

Henry said there are benefits to both individual residents and the community as a whole in investing in transit. To house Eugene's growing population without expanding its urban growth boundary, city land-use policy calls for increasing density on major corridors served by transit. Transit can also help the city reach its aggressive goals to eliminate fatalities and serious injuries on city streets and reduce carbon emissions, officials said.

Cities have begun contemplating a future of self-driving cars navigating local streets, but Henry said the technology doesn't benefit a community's transportation system as it "perpetuates this individual choice of a single-occupant vehicle."

"The more we can share rides, the better for the transportation systemaswegrowasacommunity," he said. Better Eugene-Springfield Transportation, or BEST, a community organization that works to improve ways residents can get around the city, said it's studying the five packages as it drafts its own recommendation.

Rob Zako, BEST's executive director, said he isn't hearing disagreement with making public investments that allow residents to drive, bike, take the bus and walk more conveniently and safely.

But Zako said the organization seeks more details about how the less costly "enhanced corridor" improvements accomplish that goal and whether the benefits from spending more to launch future EmX lines makes financial sense "We'retryingtodetermineisit worththemoney,"hesaid.

There's also concern about whether higher operating costs from the project will result in cuts to fixed-route service or higher taxes, he said.

Follow Christian Hill on Twitter @RGchill. Email christian.hill@registerguard.com.

Package options

Here are the five packages officials are weighing as the MovingAhead project moves to an open house and public hearing on Oct. 21 in the Public Service Building, 125 E. Eighth Ave. in downtown Eugene. The open house begins at 5 p.m. and the public hearing starts at 7:30 p.m. Residents unable to attend the hearing can comment online at movingahead.org/public-hearing. The deadline is 5 p.m. Nov. 4.

EmX improvements include weekday service every 10 minutes, bus-only lanes, transit priority signals, specialized buses and upgraded stations with raised platforms. Also included are improvements to people who walk and bike on the corridor.

Enhanced corridor improvements include weekday service every 15 minutes, transit signal priority and upgraded bus stops. Also included are improvements to people who walk and bike on the corridor but at a lower level than the EmX improvements.

Enhanced Corridor Package

Highway 99 — Enhanced Corridor
River Road — Enhanced Corridor
30th Avenue to LCC — Enhanced Corridor
Coburg Road — Enhanced Corridor
Martin Luther King Jr. Boulevard — Enhanced Corridor

Package C

Highway 99 — Enhanced Corridor
River Road — EmX
30th Avenue to LCC — Enhanced Corridor
Coburg Road — Enhanced Corridor
Martin Luther King Jr. Boulevard — Enhanced Corridor

Package D

Highway 99 — Enhanced Corridor
River Road — EmX
30th Avenue to LCC — Enhanced Corridor
Coburg Road — EmX
Martin Luther King Jr. Boulevard — Enhanced Corridor

Package E

Highway 99 — EmX
River Road — EmX
30th Avenue to LCC — Enhanced Corridor
Coburg Road — EmX
Martin Luther King Jr. Boulevard — Enhanced Corridor

EmX Package

Highway 99 — EmX
River Road — EmX
30th Avenue to LCC — EmX
Coburg Road — EmX
Martin Luther King Jr. Boulevard — Enhanced Corridor

Comment Letter Number: 23

questions@movingahead.org

From: Luke Callahan <questions@movingahead.org>
Sent: Monday, October 14, 2019 11:20 AM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Luke Callahan
Organization:
Email: lukemcal@gmail.com
Phone: 415.705.9501

Comments:
Please don't widen any streets wherever there is an option.

Currently crossing River Road on foot is a treacherous endeavor. Doing an development beyond the "enhanced package" would make the already bad situation even worse.

Vote for package A.

questions@movingahead.org

From: Ellen Webber <questions@movingahead.org>
Sent: Monday, October 14, 2019 11:28 AM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Ellen Webber
Organization: East West Tea Company (Yogi Tea)
Email: ellen.webber@eastwesttea.com
Phone: 415-302-3205

Comments:
I support all projects that include an EMx line and bicycle lane improvements on River Road. River Road buses do not come often enough to make them a viable option for commuters. Furthermore, a bike is required by most River Road residents to access bus lines in a timely manner - which thus necessitates improvements to bicycle safety on River Road.

questions@movingahead.org

From: Lori Deskins <questions@movingahead.org>
Sent: Monday, October 14, 2019 12:07 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Lori Deskins
Organization:
Email: lorimagi5@gmail.com
Phone: 4582104872

Comments:
I just want to tell you that you really need an express transit that runs down Randy Pape Beltline between Gateway, Costco on Chad & Coburg Rd, River Road, and Wal-Mart on West 11th SO PEOPLE DON'T ALWAYS HAVE TO GO DOWNTOWN to get from one of these 4 points to the others.

Also #55 route needs better service, later in the eve, bring back the 10:15 & 11:15 departing from DT station & for goodness sake add WEEKEND service! There are THREE SCHOOLS & a major city park on this route (Emerald). There are no grocery stores or other services in our neighborhood. There are lots of elderly & disabled riders, kids, families, people without vehicles. The third housing project in as many years is now going in (N. Park & Maxwell). If you provide better service you just might increase ridership!
It is very dangerous to walk from N. Park A MILE to River Rd. in the dark and/or in inclement weather. Also it takes so long to get to Winco off Barger but it's literally a 5 minute drive by car. Please consider these things as you plan. We matter, too!!!

questions@movingahead.org

From: Lisa Calevi <questions@movingahead.org>
Sent: Monday, October 14, 2019 12:56 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Lisa Calevi
Organization:
Email: Lar@uoregon.edu
Phone: 5415158908

Comments:
Coburg road is in dire need of more public transportation options given the masisve amount of housing development this area has seen in the last 5 yrs. Traffic is altready close to untenable; Coburg to downtown and campus would ease that and make the daily commute a car free one for many.

questions@movingahead.org

From: Cathy Feely <questions@movingahead.org>
Sent: Monday, October 14, 2019 12:59 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Cathy Feely
Organization:
Email: Earthleor@yahoo.com
Phone: 5419133338

Comments:
Package D you HAVE to do full emx on Coburg road the traffic is insane and there are too many people living along that corridor to ignore. Pkg E is silly as hwy 99 does not bisect a community the way coburg does.

questions@movingahead.org

From: Carol Caruso <questions@movingahead.org>
Sent: Tuesday, October 15, 2019 5:32 AM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Carol Caruso
Organization:
Email: ladyvamp5489@yahoo.com
Phone: 5416069214

Comments:
The LTD needs to have some sort of bus to go down farther on Coburg rd, so people like us can go to their home church at First Baptist and Camp Harlow on the weekends, especially Sundays... And PLEASE make a place in the back by the bike areas on the EMX for those with strollers and small kids... I don't know how many times i have seen disabled people having to wait for the next bus or sit somewhere else thats difficult to sit, because the healthy people with strollers sitting in the seat marked for disabled and elderly... Thats so frustrating for those of us who NEED to sit there. Make those with strollers fold up their strollers and sit somewhere else... Im not the only disabled person who feels this way. Nothing more upsetting than getting on the EMX with disabilities and seeing young healthy people sitting where you the seats are marked for elderly and disabled with their young kids..... they need to be made to move and let the people those seats are marked for sit down....

questions@movingahead.org

From: Hillary Kittleson <questions@movingahead.org>
Sent: Tuesday, October 15, 2019 8:35 AM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Hillary Kittleson
Organization: Ms.
Email: hillarykittleson@msn.com
Phone: 5415434853

Comments:
Members of the City Council and Lane Transit District Board,

In selecting from the five Move Ahead transit options, you have an unprecedented opportunity to jump start the positive transformation of the River Road/Santa Clara area by authorizing the EMX option for the River Road corridor.

At present, two high profile planning processes are going on in the River Road/Santa Clara area: The River Road/Santa Clara Neighborhood Plan initiated by the City of Eugene and the two neighborhoods, and the River Road Corridor Study, financed by a grant from the Federal Transit Administration. Both envision changes to River Road to decrease traffic, increase safety for pedestrians and bicyclists, revitalize commercial areas, provide needed housing, and create a well-landscaped and functional arterial stretching from the Chambers Connector to the urban growth boundary.

These processes have garnered extensive community involvement and support and both are premised on the idea that the resulting plans will lead to positive change for the community and not gather dust on a shelf. The City and LTD have invested considerable resources in these potentially transformative plans.

By authorizing the EMX option for River Road, you can leverage those resources, respond to years of neighborhood planning and advocacy, and create positive change “on the ground” as a tangible fruit of the neighborhood planning process.

Please don’t let the moment slip by. Authorize the EMX option for the River Road corridor.

Sincerely,
Hillary Kittleson

questions@movingahead.org

From: Rob Zako <robzako@gmail.com> on behalf of Rob Zako <rob@best-oregon.org>
Sent: Tuesday, October 15, 2019 9:13 AM
To: *Eugene Mayor, City Council, and City Manager; Steven Yett; Carl Yeh; Don Nordin; Emily Secord; Joshua Skov; Caitlin Vargas; Kate Reid
Cc: MEDARY Sarah J; RODRIGUES Matt J; INERFELD Rob; HENRY Chris C; RICHARDSON Brian J; HOSTICK Robin A; HARDING Terri L; NELSON Ethan A; Aurora Jackson; Mark Johnson; Tom Schwetz; MARTIN Andrew (SMTP); Theresa Brand; Pat Walsh; MovingAhead
Subject: BEST's MovingAhead Analysis & Recommendations
Attachments: BEST MovingAhead 2019-10-14.pdf; Untitled attachment 00044.html; BEST_Logo_Horizontal-188x75.png; Untitled attachment 00047.html

Importance: High

Dear Eugene Mayor & City Council and LTD Board of Directors,

Now after years of involvement, months of detailed study and discussion, and unanimous approval by our Board of Directors at a special meeting yesterday, BEST is pleased to attach our detailed "MovingAhead Analysis & Recommendations."

In brief, BEST supports the community's vision for complete streets that enabled people to get around in *safety* and that offer frequent and *useful transit*. We also support the Envision Eugene vision for compact urban development, especially along Envision Eugene's six Key Corridors, providing a variety of housing types close to good transportation options. We believe that this vision supports the triple bottom line of people, prosperity and the planet. Finally, given limited funding and pressing needs, we support being smart and advancing these goals as cost-effectively and quickly as possible to see a return on investment.

After reviewing the MovingAhead *Alternatives Analysis Report* in detail, a handful of adopted local plans, other sources of analysis, and information about best practices, we offer three recommendations:

1. **Prioritize the Franklin Boulevard Transformation project** and seek funding to make needed improvements as soon as possible to enable more frequent transit service, create a complete street, and support new development around the UO.

2. **Select Enhanced Corridor as the locally preferred alternative for each of the five MovingAhead corridors**—with the understanding that the first priority is to make needed safety improvements for people bicycling, walking or using mobility devices; second to make targeted improvements to reduce traffic congestion or improve transit service; third to spur transit-oriented development where detailed land use planning determines it is both desired and economically feasible; and lastly to pursue an "open" form of BRT only if funding for both capital and operating costs is feasible.

3. **Develop a joint citywide transportation and land use strategic business plan**, before pursuing capital investments in any of the MovingAhead corridors. The plan should articulate the outcomes the community desires, select strategies for achieving those outcomes, provide a timeline of actions to implement those strategies, and provide a funding plan to ensure there are sufficient resources. BEST offers possible elements of such a plan, which in the future could include pursuing EmX demonstrated to be cost-effective.

Note that we were led to recommend Enhanced Corridor by following the data available to us at this time.

First, we note that since *TransPlan* was first adopted in 2001, our community vision for better transit has evolved from that for a system of 61 miles of bus rapid transit (BRT) served by feeder buses and linking together nodal development areas to one for a Frequent Transit Network (FTN) of service along major corridors every 15 minutes or better. We note that Transit Tomorrow is on track to substantially provide that complete FTN as soon as Fall 2020—with existing infrastructure. So why would we invest as much as $332 million in infrastructure if we can realize the FTN without it, at least in the short term?

Second, we discount ridership projections, as in the past these have proven to be unreliable. But we taken reductions in travel travel times seriously. We note that the Enhanced Corridor alternatives provide most of the travel time savings. For example, for Highway 99 the Enhanced Corridor alternative is projected to save 10 minutes but the EmX alternatives is projected to save 12 minutes, just 2 minutes more. We do not see that the significantly higher costs of EmX justifies the marginal benefits.

Third, as *construction* costs have been paid for mostly with federal and state grants in the past, BEST is willing to trust that this could also be the case int he future. But we do not see any mechanism for paying for transit *operating* costs other than to use monies LTD is currently using to pay for service. We note that the Enhanced Corridor Package is projected to reduce operating costs by $100,000 per year but that the EmX Package is projected to increase operating costs by $8.2 million per year. Especially in light of cuts made last year to Gateway EmX service, BEST is concerned that the EmX alternatives could lead to cuts in service elsewhere—or else higher taxes.

Fourth, we note the distinction, first made by Jarrett Walker in relation to the West Eugene project, that EmX is a "closed" for of BRT: It uses specialized buses and elevated stations that cannot interoperate with regular buses and stations / stops. As such, LTD is currently running two different bus systems, with select transfer points between the two. Investing in more EmX risks reducing the flexibility of how LTD provides service. For example, in response to lower demand, LTD cannot run regular buses to the EmX stations by PeaceHealth RiverBend and International Way but rather is forced to continue running EmX buses. For example, if EmX were constructed along River Road but not 30th Avenue, a student going to LCC wold be forced to transfer from an EmX bus to a regular bus to complete the trip. In contrast, Transit Tomorrow is looking at running a single regular bus for the entire trip, avoiding the need for a transfer.

Fifth, in line with Vision Zero, we see it as vital to make safety improvements especially for the most vulnerable users of our streets that walk, bicycle or use mobility devices. We urge making such improvements as quickly as possible, not waiting years or decades in the hopes of large grants from the Federal Transit Administration.

Lastly, we are not seeing evidence that major investments in transit will necessarily lead to significant compact urban development—at least not absent other actions related to parking polices and land use.

We have put a lot of thought and effort into our detailed analysis and hope you find this useful.

But we continue to have key questions not yet answered by the the MovingAhead *Alternatives Analysis Report*. In particular, we are recommending Enhanced Corridor but seek more clarity on what this new concept actually is, whether it is intended to be a "open" form of bus service, whether is qualifies as a kind of BRT, and whether it would be eligible for federal grant funding. More broadly, in calling for a strategic business plan, we are suggesting a more intentional and comprehensive effort to achieve community goals by stringing together a series of cost-effective actions likely to do so. We hope that a strategic business plan will address many of the questions we still have.

To learn more, please see our detailed "MovingAhead Analysis & Recommendations."

Again, if you have questions or concerns, please let us know.

For BEST,
Rob

Date: October 14, 2019

From: Better Eugene-Springfield Transportation

To: Eugene City Council
Lane Transit District Board of Directors

Re: MovingAhead Analysis and Recommendations

EXECUTIVE SUMMARY

BEST finds there is broad community support for *complete streets* that enable people to walk, bicycle, or use a mobility device in *safety*; to access frequent and *useful transit*; or to drive. Such complete streets support Eugene's vision for *compact urban development*. To varying degrees, members of the community see that such better transportation is good for the triple bottom line of *people, prosperity and the planet*. Moreover, taxpayers want to see a *return on investment* to benefit the community more with limited public dollars.

To advance this community vision for better transportation, BEST recommends:

1. **Prioritize the Franklin Boulevard Transformation project** and seek funding to make needed improvements as soon as possible to enable more frequent transit service, create a complete street, and support new development around the UO.

2. **Select Enhanced Corridor as the locally preferred alternative for each of the five MovingAhead corridors**—with the understanding that the first priority is to make needed safety improvements for people bicycling, walking or using mobility devices; second to make targeted improvements to reduce traffic congestion or improve transit service; third to spur transit-oriented development where detailed land use planning determines it is both desired and economically feasible; and lastly to pursue an "open" form of BRT only if funding for both capital and operating costs is feasible.

3. **Develop a joint citywide transportation and land use strategic business plan**, before pursuing capital investments in any of the MovingAhead corridors. The plan should articulate the outcomes the community desires, select strategies for achieving those outcomes, provide a timeline of actions to implement those strategies, and provide a funding plan to ensure there are sufficient resources. BEST offers possible elements of such a plan, which in the future could include pursuing EmX demonstrated to be cost-effective.

INTRODUCTION

Thank you for the opportunity to provide you with our MovingAhead analysis and recommendations.

Better Eugene-Springfield Transportation (BEST) appreciates the extensive and careful work the project management team has done to identify investment opportunities, cull these down to just the five most promising corridors, and prepare an *Alternatives Analysis Report* to objectively identify the costs and benefits of different options.[1]

BEST is a privately funded local 501(c)(3) nonprofit. In 2012, BEST came together as a broad group of community leaders to support the Eugene City Council in approving the West Eugene EmX project. Today, BEST is building a successful community by bringing people together to promote transportation options, safe streets and walkable neighborhoods.

To develop these recommendations, over the last five years BEST attended public meetings, met with MovingAhead staff,[2] and conducted our own analysis. Specifically, these recommendations represent the consensus of the BEST Board of Directors (see masthead), with advice from our partner organizations, informed by public input via our recent series of focus groups and our prior community conversations. BEST offers you these recommendations as our best sense of sound public policy in the community interest.

The remainder of this memo begins with our overall analysis, reviews each of the corridors in detail, and then offers our recommendations. In Appendix A, we trace the evolution over the past two decades of a shared community vision for better transportation:

[1] *Alternatives Analysis Report*, MovingAhead, September 2018, http://www.movingahead.org/alternatives-analysis-report/.

[2] BEST met with staff to learn about MovingAhead. See "Feedback on MovingAhead," BEST, May 13, 2019, http://www.best-oregon.org/wp/wp-content/uploads/2019/10/BEST-LTD-MovingAhead-2019-05-13.pdf.

ANALYSIS

As detailed in Appendix A below, there is broad community support for *complete streets* that enable people to walk, bicycle, or use a mobility device in *safety*; to access frequent and *useful transit*; or to drive. Such complete streets support Eugene's vision for *compact urban development*. To varying degrees, members of the community see that such better transportation is good for the triple bottom line of *people, prosperity and the planet*.

Moreover, taxpayers want to see a *return on investment* to benefit the community more with limited public dollars.[3, 4]

But if it is clear what the community wants, which MovingAhead investments best advance these public interests?

To arrive at an answer, BEST looks at three key aspects of this shared vision: 1) frequent and useful transit, 2) transportation safety, and 3) compact urban development.

1. Frequent and Useful Transit

Below we examine reasons to invest in infrastructure to provide frequent and useful transit:

- Building out the BRT system
- Increasing transit ridership
- Reducing transit travel times
- Reducing transit operating cost
- Tapping into federal funding
- Flexible implementation

Building out the BRT system

As detailed in Appendix A, in 2001 with *TransPlan* the community embraced a vision for 61 miles of bus rapid transit (BRT) linking nodal development areas and served by feeder buses.

A primary aim of MovingAhead is to "develop a capital investment program" in order to build out "the region's vision for BRT."

But over the past two decades, the region's vision for transit has evolved from one focused on BRT infrastructure to one focused on useful service. LTD's *Long-Range Transit Plan* adopted in 2014 and Eugene's *2035 Transportation System Plan* adopted in 2017 do not necessarily call for a BRT system but rather for a Frequent Transit Network (FTN).

Today the community is on the verge of substantially realizing the vision for a FTN—using existing infrastructure. Set to be implemented as early as Fall 2020, the *Transit Tomorrow*

[3] Before his untimely passing, Eugene Area Chamber of Commerce president Dave Hauser at an EmX Steering Committee meeting asked about the *return on investment* of MovingAhead alternatives.

[4] See also "If You're Planning to Invest in Infrastructure, You Need to Understand These 3 Concepts," Strong Towns, March 25, 2013, https://www.strongtowns.org/journal/2013/3/25/three-core-understandings.html.

Draft Network Plan calls for transit service every 15 minutes on most of the FTN corridors, including along the five MovingAhead corridors.

It is unclear why major investments in additional BRT would be needed to advance the FTN, at least in the short term.

Increasing transit ridership

Since *TransPlan*, the community has begun implementing a form of BRT, branded as EmX.

Launched in 2007, the first segment from downtown Eugene to downtown Springfield has been an unqualified success. It exceeded ridership projections within its first year of operation.[5] Today, demand is so high that Transit Tomorrow recommends even more frequent service.

Launched in 2011, the second segment from downtown Springfield to Gateway and RiverBend has been a mixed success. In 2015, a consultant study prepared for the Eugene Area Chamber of Commerce suggested that ridership was well below projections—at least along International Way and by RiverBend.[6] In 2018, LTD confirmed this assessment when it reduced service from every 10 minutes to every 15 minutes, citing lower ridership and a need to cut operating cost.[7]

Launched in 2017, the third segment from downtown to west Eugene has also been a mixed success. In 2019, LTD reported that average weekday ridership had been projected to be 7,399 but the recent actual figure was 4,245.[8]

The *Alternatives Analysis Report* estimates the systemwide annual ridership increase, as well as the number of jobs and people served. But it does not estimate the increase in useful transit, for example, the number of jobs accessible within 45 minutes.[9]

Insofar as past projections of future ridership have proved unreliable, it is unclear how much weight to give to projections contained in the *Alternatives Analysis Report*.

Reducing transit travel times

Instead, we focus on projections for in-vehicle transit travel times.

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[5] "London, Paris Edge Out Guatemala City; Eugene, Oregon; & Pereira, Colombia for 2008 ST Award," *Earth Times*, January 14, 2008, https://www.itdp.org/2008/01/14/london-paris-edge-out-guatemala-city-eugene-oregon-pereira-colombia-for-2008-st-award/.

[6] "Performance Review of Lane Transit District's Gateway EmX," CSA Planning, November 2015, http://csaplanning.net/wp-content/uploads/2017/06/GatewayEMXperformancereview_webversion_2.pdf.

[7] "Based on productivity differences among the different segments, the EmX line would be split into two routes. The Springfield Station–Eugene Station–Commerce segment would maintain current 10-minute service. The Gateway-Springfield Station segment would move to 15-minute service to align with current demand." Board meeting, LTD, June 20, 2018, https://www.ltd.org/file_viewer.php?id=3117.

[8] Board meeting, LTD, July 17, 2019, https://www.ltd.org/file_viewer.php?id=3776.

[9] A key measure Transit Tomorrow uses to evaluate different service scenarios is the number of jobs accessible within 45 minutes from a given location.

As summarized in the table below, investments in Enhanced Corridor provide time savings of 10 minutes for Highway 99, 5 minutes for River Road and Coburg Road, 2 minutes for Martin Luther King, Jr. Blvd., and 1 minute for 30th Avenue.

Such reduced travel times do make transit more useful and can result in increased ridership.

But compared to Enhanced Corridor, investments in EmX provide additional times savings of just 3 minutes for River Road, 2 minutes for Highway 99, 1 minute for 30th Avenue, and no savings at all for Coburg Road.

It is not clear that there is a significant enough decrease in transit travel times to justify the higher capital cost for EmX as compared to Enhanced Corridor.

Reducing transit operating cost

An adopted goal of MovingAhead is to "meet current and future transit demand in a cost-effective and sustainable manner" with objectives to "control the increase in transit operating cost to serve the corridor" and to "implement corridor improvements that provide an acceptable return on investment."[10]

The Enhanced Corridor Package is estimated to *reduce* system-wide operating cost by $100,000 per year, which might not be significant but is at least headed in the right direction.

In contrast, the EmX Package is estimated *increase* system-wide operating cost by $8.2 million per year.[11] It is unclear where funding for the increased operating cost would come from, nor whether LTD's general fund nor State Transportation Improvement Fund (STIF) monies would be tapped.

The increased operating costs for EmX alternatives could result in cuts to other transit service, especially in light of the recent cuts to service for Gateway EmX.

Tapping into federal funding

The total estimated capital cost for the offered packages range from $145 million for the Enhanced Corridor Package to $332 million for the EmX Package.

EmX and Enhanced Corridor could qualify for federal funding. For example, Small Starts is a Federal Transit Administration (FTA) discretionary and competitive grant program that can fund fixed guideway and corridor-based BRT projects.[12]

Before applying for a Small Starts grant, FTA requires completing an environmental review process including developing and reviewing alternatives, selecting a locally preferred

[10] "Preliminary Purpose and Need, Goals and Objectives," MovingAhead, October 16, 2015, http://www.movingahead.org/wp-content/uploads/2015/03/MovingAhead-PNGO-20151016.pdf.

[11] The increased operating cost for EmX are likely due to the assumption that it would provide service every 10 minutes whereas Enhanced Corridor would provide service just every 15 minutes. In light of the more recent Transit Tomorrow analysis, it is unclear that service every 10 minutes is justified anywhere except along Franklin Boulevard. Nonetheless, BEST feels obligated to assess the alternatives based on provided figures.

[12] "Capital Investment Grants Program," FTA, https://www.transit.dot.gov/CIG.

alternative (LPA), and adopting it into fiscally-constrained long-range transportation plan; gaining commitments of all non-5309 (match) funding; and completing sufficient engineering and design. Then FTA evaluates and ranks grant proposals based on six factors: mobility, environmental benefits, congestion relief, economic development, land use and cost effectiveness (cost per trip).[13] It is unclear how well the various MovingAhead alternatives might compete for Small Starts or other federal funding.

Moreover, it is unclear how large a local match would be required to access federal funds. For example, if there were a requirement for a 50% match, it would range from $72.5 million for the Enhanced Corridor Package to $166 million for the EmX Package. It is also unclear where local match funds would come from, nor whether LTD's general fund nor State Transportation Improvement Fund (STIF) monies would be tapped.

The need to secure local match funding for either Enhanced Corridor or EmX alternatives could result in cuts to transit service.

Flexible implementation

Compared to light-rail, a strength of BRT is that it can be flexibly implemented, using dedicated lanes, business access and transit (BAT) lanes, or running in mixed traffic.

To date, BRT has been implemented using a combination of specialized vehicles and stations branded as EmX, a "closed" form of BRT: EmX vehicles can operate with EmX stations, and regular buses can operate with regular stops and stations, but the two systems cannot interoperate.[14, 15] As such, an expansion of the current EmX system could result in operational limitations.

For example, today LTD could not switch to using regular buses to serve EmX stations along International Way and by RiverBend.

For example, if EmX were built along River Road but not along 30th Avenue, it would not be possible to go from River Road to Lane Community College without switching vehicles.

As a "closed" form of BRT, EmX suffers some operational limitations and should be limited to corridors where challenges and opportunities exist substantially along the length of the corridor and that offer the highest level of potential for transit-oriented development and ridership growth.

[13] "About Capital Investment Grant Programs," FTA, https://www.transit.dot.gov/funding/grant-programs/capital-investments/about-program.

[14] "Review of West Eugene EmX Project," Jarrett Walker, April 19, 2012, http://www.best-oregon.org/wp/wp-content/uploads/2019/10/Review-of-West-Eugene-EmX-Project-2012-04-19.pdf.

[15] See also "Bus Rapid Transit Followup," Human Transit, November 19, 2009, https://humantransit.org/2009/11/bus-rapid-transit-followup.html.

"Enhanced Corridor is a new concept for the Eugene-Springfield region, and is intended to improve safety, access and transit service without requiring major capital investments."[16] But many are still not quite sure what this new concept is.

At least some are concerned that Enhanced Corridor is being offered as "not EmX" but if approved could turn out to be "EmX Lite."

BEST also has questions about what Enhanced Corridor actually is but is encouraged by Portland's example.[17]

In particular, BEST is unclear on whether Enhanced Corridor is a kind of BRT, if it is intended to be an "open" or "closed" kind of bus service, and whether it would be eligible for FTA Small Starts or other federal funding.

If it is an "open" kind of bus service, Enhanced Corridor offers the opportunity of making smaller and more targeted investments in infrastructure, especially to address particular bottlenecks or to enhance stops and stations with large and growing ridership—without necessarily needing to rebuild an entire corridor.[18, 19, 20]

2. Transportation Safety

As detailed in Appendix A, the City of Eugene finds that the health and safety of residents are the utmost priority.

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[16] *Alternatives Analysis Report*, MovingAhead, September 2018, http://www.movingahead.org/alternatives-analysis-report/.

[17] "TriMet designates a small set of major bus lines as the Frequent Service network. Frequent Service transit lines run every 15 minutes or better most of the day, every day. At this level of service, a bus is coming soon whenever you need it, and it is easy to transfer from one line to another to travel in many directions. For this reason, high frequency is associated with high ridership. Frequent bus lines are always among TriMet's busiest. They carry 58% of all bus ridership in the region. …

"The City's *2035 Comprehensive Plan* and planning and zoning process is encouraging more density along much of the Frequent Service network, so over time an even larger share of the population will live on it. Therefore, it makes sense to focus our attention on those lines.

"Enhanced Transit is the next step in improving the Frequent Service network so that even more people find it useful. Enhanced Transit Corridors (ETC) are portions of the Frequent Service network that are high priorities for speed and reliability improvement, as identified by this Plan."

See *Enhanced Transit Corridors Plan*, PBOT, June 20, 2018, https://www.portlandoregon.gov/transportation/73684.

[18] "Cities need to make many small investments … all aimed at improving the quality of life. The goal is to nudge private capital off the sidelines by responding to the struggles of people already living there. Make their lives better and things will get better. This involves a simple, four-step approach: 1. Identify where people … struggle going about their daily routine. 2. Identify the next smallest thing that can be done today to address that struggle. 3. Do that thing. Do it right away. 4. Repeat the process." See "Iterating the Neighborhood: The Big Returns of Small Investments," Strong Towns, October 3, 2019, https://www.strongtowns.org/journal/2019/9/19/the-strong-towns-approach-to-public-investment-satbook.

[19] See also *Strong Towns: A Bottom-Up Revolution to Rebuild American Prosperity*, Charles Marohn, https://www.strongtowns.org/journal/2019/9/30/strong-towns-book-release-day-satbook.

[20] See also "The Spectacular Benefits of Tactical Urbanism," Streetsblog USA, September 11, 2019, https://usa.streetsblog.org/2019/09/11/the-spectacular-benefits-of-tactical-urbanism/.

There is a critical need to invest as soon as possible in safety improvements for especially the most vulnerable people bicycling, walking and using mobility devices.

Staff have suggested the possibility of making such improvement incrementally as (local) funding becomes available.

Staff have also suggested that part of the attraction of MovingAhead is to bundle transit projects with safety ones. For example, federal transit funding could be used for sidewalk improvements, as was the case with West Eugene EmX. Moreover, by bundling together transit, bicycle and pedestrian investments using different sources of funding, it could be more feasible to meet the match requirements for some federal funding.

But especially if there is already local funding, a downside of bundling could be to trade some needed safety improvements today for the possibility of larger investments in a corridor years in the future.

The interaction between local funding for safety improvements and federal funding for transit improvements is not clear.

3. Compact Urban Development

As detailed in Appendix A, the City of Eugene envisions compact urban development along six Key Corridors: West 11th Avenue, Highway 99, River Road, Coburg Road, Franklin Boulevard and South Willamette Street.

But today this vision is a work in progress, still awaiting more detailed planning and the adoption of needed land use changes.

Currently, of the six Key Corridors, the segment of Franklin Boulevard running east-west by the University of Oregon is the closest to having changes adopted (although our understanding is that the Franklin Boulevard Transformation project is focused on transportation infrastructure changes and not looking at adopting land use changes.)

The River Road Corridor Study shows promise but has not yet resulted in a clear vision for the corridor. (An earlier study for South Willamette Street was put on hold after years of effort and controversy.) And to date, West 11th Avenue, Highway 99 and Coburg Road have not yet experienced detailed planning.

Meanwhile, economic studies commissioned by the City of Eugene provide no compelling evidence that "if we build it, they will come," i.e., that investments in either Enhanced Corridor or EmX—at least on their own—would spur much transit-oriented development.[21]

Transportation investments can be expected to increase rents that property owners can charge—but perhaps not enough to close the gap between higher construction costs and lower rents to spur much transit-oriented development, at least at present.

[21] For example, BEST reviewed a draft *Eugene River Road Economic Study* that ECONorthwest prepared in April 2019 for the City of Eugene.

REVIEW OF CORRIDORS

The highest priority corridor in Eugene for major transportation investments is actually not one of the five MovingAhead corridors:

- **Franklin Boulevard** was designed as a state highway business route but now functions as a main street: the University of Oregon's "front porch." It already experiences the highest ridership of any LTD corridor. But in order to better serve a demand for more frequent service, Transit Tomorrow has identified a critical need to double track the existing EmX line. Moreover, Franklin Boulevard is part of the High Crash Network (but no portion is identified in LTD's *Pedestrian Network Analysis*). It is an Envision Eugene Key Corridor, arguably the one with the greatest potential for transit-oriented development. The project is estimated to cost roughly $28 million.

Of the MovingAhead corridors, BEST recommends prioritizing them in the following order:

1. **River Road** is the corridor that shows the most immediate promise for EmX. It is part of the High Crash Network and portions are identified in LTD's *Pedestrian Network Analysis*. It is an Envision Eugene Key Corridor. There is sufficient right-of-way to make significant changes without unduly affecting motor vehicle traffic or surrounding businesses. The EmX alternative provides for business access and transit (BAT) lanes for most of the way from Northwest Expressway to Beltline. And BEST understands there is some neighborhood support for the EmX alternative.

   But the River Road Corridor Study is not yet complete and the City of Eugene has not yet adopted land use changes to encourage transit-oriented development along the corridor. For the EmX alternative, the estimated increase in system-wide operating cost of $2 million per year would amount to $40 million over 20 years—with no funding yet identified.

2. **Coburg Road** appears to offer the best potential for transit-oriented development. Moreover, with no other solutions to growing traffic congestion, there is a need to do something creative. Coburg Road is part of the High Crash Network and portions are identified in LTD's *Pedestrian Network Analysis*. It is an Envision Eugene Key Corridor.

   But high motor vehicle traffic volumes and limited right-of-way along Coburg Road could make it difficult to acquire dedicated or BAT lanes. The City of Eugene has not yet conducted a detailed land use study engaging local residents and business owners, calling into question whether there is yet strong support for EmX or Enhanced Corridor. For the EmX alternative, the estimated increase in system-wide operating cost of $1.8 million per year would amount to $36 million over 20 years—with no funding yet identified.

3. **Highway 99** runs through some of the most transportation disadvantaged parts of Eugene.[22] It is part of the High Crash Network and portions are identified in LTD's *Pedestrian Network Analysis*. Highway 99 is an Envision Eugene Key Corridor.

[22] For example, see "Figure 10.6. Households without a Vehicle Map, 2007–2011," Lane Livability Consortium, https://www.livabilitylane.org/projects/equity_and_opportunity.htm.

But the surrounding pedestrian network could reduce how many people could access transit stations. The City of Eugene has not yet conducted a detailed land use study to identify transit-oriented development opportunities. For the EmX alternative, the estimated increase in system-wide operating cost of $2.8 million per year would amount to $56 million over 20 years—with no funding yet identified.

4. **30th Avenue** does not appear to be a good candidate for an EmX alternative. Transit service today with existing infrastructure is already frequent and reliable. 30th Avenue is not part of the High Crash Network and no portion is identified in LTD's *Pedestrian Network Analysis*. It is not an Envision Eugene Key Corridor. For the EmX alternative, the estimated increase in system-wide operating cost of $0.5 million per year would amount to $10 million over 20 years—with no funding yet identified.

5. **Martin Luther King, Jr. Blvd.** does not have an EmX alternative nor is it an Envision Eugene Key Corridor. It is part of the High Crash Network (but no portion is identified in LTD's *Pedestrian Network Analysis*).

The following tables summarize key costs and benefits from the *Alternatives Analysis Report*:

Capital Costs.

Corridor	No-Build	Enhanced Corridor	EmX
River Road	$0.0M	$24.0M	$78.0M
Coburg Road	$0.0M	$41.0M	$113.0M
Highway 99	$0.0M	$38.0M	$67.0M
30th Avenue	$0.0M	$12.0M	$53.0M
Martin Luther King, Jr. Blvd.	$0.0M	$21.0M	—

Change in Systemwide Annual Operating Costs.

Corridor	No-Build	Enhanced Corridor	EmX
River Road	$0.0M	–$0.6M	$2.0M
Coburg Road	$0.0M	$0.0M	$1.8M
Highway 99	$0.0M	–$0.1M	$2.8M
30th Avenue	$0.0M	–$0.5M	$0.5M
Martin Luther King, Jr. Blvd.	$0.0M	$1.1M	—

In-Vehicle Transit Travel Time Savings.

Corridor	No-Build	Enhanced Corridor	EmX
River Road	0	5 min	8 min
Coburg Road	0	5 min	5 min
Highway 99	0	10 min	12 min
30th Avenue	0	1 min	2 min
Martin Luther King, Jr. Blvd.	0	2 min	—

RECOMMENDATIONS

To advance the shared community vision for better transportation, based on the analysis above BEST recommends the following infrastructure investments and other actions:

1. **Prioritize the Franklin Boulevard Transformation project** and seek funding to make needed improvements as soon as possible to enable more frequent transit service, create a complete street, and support new development around the UO.

2. **Select Enhanced Corridor as the locally preferred alternative** for each of the five MovingAhead corridors—with the understanding that the first priority is to make needed safety improvements for people bicycling, walking or using mobility devices; second to make targeted improvements to reduce traffic congestion or improve transit service; third to spur transit-oriented development where detailed land use planning determines it is both desired and economically feasible; and lastly to pursue an "open" form of BRT only if funding for both capital and operating costs is feasible.

3. **Develop a joint citywide transportation and land use strategic business plan**, before pursuing capital investments in any of the MovingAhead corridors. The plan should articulate the outcomes the community desires, select strategies for achieving those outcomes, provide a timeline of actions to implement those strategies, and provide a funding plan to ensure there are sufficient resources.[23]

   Such a strategic business plan could include elements such as the following:

   a. By Fall 2020 or as soon as feasible, implement Transit Tomorrow to substantially realize the FTN.

   b. A year after Transit Tomorrow has been in operation, assess changes in ridership and community demand for more service—both longer hours and more places. Determine how much more operating funding, if any, would be needed to provide the community with the transit service it needs.

   c. Develop a long-term transit financial stability plan that identifies a needed level of financial reserves to ensure LTD can guarantee the community some minimum core service during up and down business cycles.

   d. Develop a climate change policy to guide efforts to increase transit service and ridership in line with local plans to reduce greenhouse gas emissions from transportation.[24, 25, 26]

[23] For over three years, LTD has recognized the need to develop a 10-year strategic business plan.

[24] For example, see the *Central Lane Scenario Plan*, LCOG, June 2015, https://www.lcog.org/367/Central-Lane-Scenario-Planning.

[25] For example, see "Climate Recovery Ordinance and Climate Action Plan 2.0," City of Eugene, https://www.eugene-or.gov/3210/Climate-Recovery-Ordinance.

[26] For example, see "Greenhouse Gas Inventory Results FY12–18," LTD, available in the board packet, September 16, 2019, https://www.ltd.org/file_viewer.php?id=3909.

e. Develop a right-of-way protection policy to protect existing right-of-way for desired future improvements and to limit adjacent development that could make the cost of acquiring additional right-of-way prohibitive.[27]

f. Develop a major improvements policy to guide when major capital infrastructure investments are warranted.[28]

g. Develop a policy to guide when, if ever, it would make sense to divert funding from transit service to capital infrastructure investments.

h. After the completion of the River Road Corridor Study,[29] if there is neighborhood support and if funding for both capital and operating costs is feasible, pursue the EmX alternative in conjunction with adopting land use changes to support transit-oriented development.

i. Convene a select task force of stakeholders, especially key business owners, along Coburg Road to assess whether the business-as-usual scenario of no major improvements and growing traffic congestion is acceptable, or whether some targeted investments such as Enhanced Corridor might make sense.

j. Convene transportation disadvantaged people especially living in the Bethel area to learn what transportation service or infrastructure improvements—or other changes—would do the most as soon as possible to improve their options for getting where they need to go.

k. Prior to committing to a major transportation investment along a corridor, first design the *place* the community wants the corridor to become.[30] For example, develop and adopt an integrated transportation and land use refinement plan that focuses on the experiences of people using the corridor and that identifies land use changes along the corridor and connectivity improvements in the surrounding neighborhood.[31, 32, 33]

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[27] As part of its work, the West Eugene Collaborative called on the Eugene City Council and the Eugene Planning Commission to change setback requirements in order to preserve potential right-of-way for future improvements. See "Building setback standards along West 11th Avenue," Larry Reed & Rob Zako, October 15, 2008, http://www.best-oregon.org/wp/wp-content/uploads/2019/10/WEC-ECC-Setbacks-20081015.pdf.

[28] "It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. …" See Policy 1G: Major Improvements, *1999 Oregon Highway Plan*, ODOT, https://www.oregon.gov/ODOT/Planning/Pages/Plans.aspx.

[29] Note that LTD is partnering with the UO on three student projects: "River Road Corridor Transportation Hubs," "Re-imagining River Road for Ecological Equity," and "River Road Station Site." See "Sustainable City Year Program: LTD," https://sci.uoregon.edu/sustainable-city-year-program-lane-transit-district.

[30] For example, is a given corridor intended to be a *street* for people to be or a *road* for people to travel through? See "What's a STROAD and why does it matter?" Strong Towns, March 2, 2018, https://www.strongtowns.org/journal/2018/3/1/whats-a-stroad-and-why-does-it-matter.

[31] For example, see "Streets as Places Toolkit," Project for Public Spaces, September 15, 2015, https://www.pps.org/article/streets-as-places.

[32] "Designing Street for People," Transportation Alternatives, October 23, 2018, https://medium.com/vision-zero-cities-journal/designing-streets-for-people-13b8078abd07.

[33] In Spring 2019, UO Prof. Yizhao Yang's GIS class conducted a detailed block-by-block analysis of Gateway EmX, finding the transit service to be excellent. But their data suggests there have not been sufficient changes to the pedestrian environment to connect people in surrounding neighborhoods to that service.

APPENDIX A:
A SHARED VISION FOR BETTER TRANSPORTATION

Broadly speaking, BEST sees that the community shares BEST's vision for transportation options, safe streets and walkable neighborhoods.

Today, this vision is for *complete streets* that enable people to walk, bicycle, or use a mobility device in *safety*; to access frequent and *useful transit*; or to drive. Such complete streets support Eugene's vision for *compact urban development*.

To varying degrees, members of the community see that such better transportation is good for the triple bottom line of *people, prosperity and the planet*.

Moreover, taxpayers want to see a *return on investment* to benefit the community more with limited public dollars.

Community support for this vision is confirmed by public feedback on MovingAhead[34] and Transit Tomorrow.[35] It is also confirmed by BEST's own focus groups on transportation investment priorities,[36] as well as our community conversations a few years back.[37]

Moreover, this vision is articulated by various City of Eugene and LTD plans.

But because this vision has evolved over time and is articulated in different ways in different plans, here we want to trace the development of this shared vision by looking at plans 1) for frequent and useful transit, 2) for transportation safety, and 3) for compact urban development.

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[34] "Key findings:

"Participants ranked safety and health as the most important investments for transportation improvements. Livable communities and environmental stewardship/sustainability were ranked the second and third most important values, respectively. …

"Participants considered access to all modes of travel for all people as the most important value for livable communities.

"Participants ranked eliminating transportation-related fatalities and injuries as the most important value for safety and health.

"Attracting a good workforce with quality public transit and planning for future residential and business growth were both top economic development values.

"Participants ranked efficient connections between travel methods as the most important value about transportation systems, followed closely by reliable bus service. …"

See *Community Values Survey*, LTD, April 23, 2018, http://www.movingahead.org/wp-content/uploads/2015/03/LTD-Report-FINAL-4-23-18.pdf.

[35] A key finding of the Transit Tomorrow public engagement is that there is overwhelming support for more service rather than lower fares. See *Transit Tomorrow Phase 2 Outreach Summary*, LTD, March 18, 2019, https://www.ltd.org/file_viewer.php?id=3537.

[36] See summary of focus groups, https://www.best-oregon.org/focus-groups-2019.

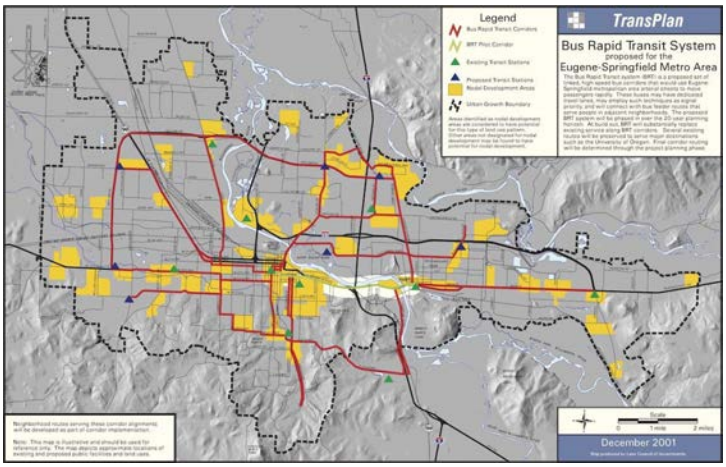
[37] *Community Conversations Report*, BEST, updated November 2016, https://www.best-oregon.org/ccreport/.

1. An Evolving Vision for Frequent and Useful Transit

A primary aim of MovingAhead is to "develop a capital investment program" in order to build out "the region's vision for bus rapid transit (BRT)."[38]

But over the past two decades, the region's vision for transit has evolved from one focused on more better infrastructure (i.e., BRT) to one focused on more useful service (i.e., Frequent Transit Network and Transit Tomorrow).

2001: *TransPlan* envisioned investing $100 million in a system of 61 miles of BRT, served by feeder buses and linking together nodal development areas, "1) if the system is shown to increase transit mode split along BRT corridors, 2) if local governments demonstrate support, and 3) if financing for the system is feasible":[39]



Bus Rapid Transit System, *TransPlan* (2001).

2007: The first EmX bus rapid transit line from downtown Eugene to downtown Springfield began operations.

2011: The second EmX line to Gateway and RiverBend began operations.

2012: A third EmX line to west Eugene was approved—but only after much vocal opposition and BEST came together to support the project.[40, 41]

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[38] "The purpose of the MovingAhead project is to: Develop a Capital Improvements Program that forecasts and matches projected revenues and capital needs over a 10-year period. …

"The need for the MovingAhead project is based on the following factors: LTD's and the region's commitment to implementing the region's vision for bus rapid transit in the next 20 years consistent with the RTP that provide the best level of transit service in a cost effective and sustainable manner. …"

See "Preliminary Purpose and Need, Goals and Objectives," MovingAhead, October 16, 2015, http://www.movingahead.org/wp-content/uploads/2015/03/MovingAhead-PNGO-20151016.pdf.

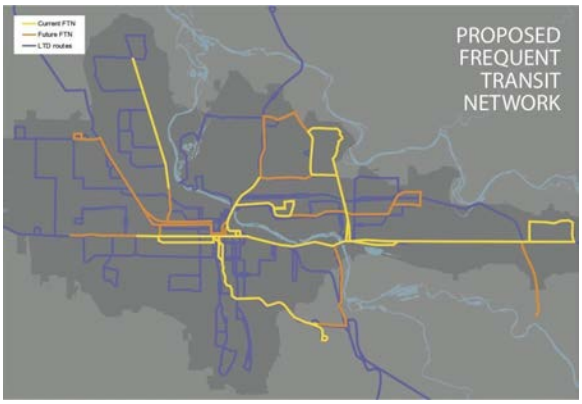
[39] TSI Transit Policy #2: Bus Rapid Transit, *TransPlan*, LCOG, July 2002, https://www.lcog.org/564/Regional-Transportation-Planning.

[40] "Rabid Transit: The drive toward West 11th EmX heats up," *Eugene Weekly*, September 13, 2012, http://www.eugeneweekly.com/2012/09/13/rabid-transit/.

[41] "LTD Board approves west Eugene EmX by 5-1," *Register-Guard*, October 9, 2019, http://projects.registerguard.com/rg/news/local/28869579-75/emx-eugene-board-west-ltd.html.csp.

The line has now been operating successfully for over two years.[42, 43]

2014: LTD recognized the region did not necessarily need some arbitrary level of infrastructure, e.g., Bronze, Silver or Gold Standard BRT,[44] but rather the most appropriate combination of infrastructure, vehicles and technologies to provide frequent transit service along major corridors: a Frequent Transit Network (FTN):[45]



Proposed Frequent Transit Network, *Long-Range Transit Plan*, LTD (2014).

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[42] "LTD delivers hustle to streets of bustle," *Register-Guard*, September 17, 2017, https://www.registerguard.com/rg/news/local/35958935-75/ltd-delivers-hustle-to-streets-of-bustle.html.csp.

[43] "West Eugene EmX off to brisk start," *Register-Guard*, August 3, 2018, https://www.registerguard.com/news/20180803/west-eugene-emx-off-to-brisk-start.

[44] *The Bus Rapid Transit Standard*, Institute for Transportation and Development Policy, June 21, 2016, https://www.itdp.org/library/standards-and-guides/the-bus-rapid-transit-standard/.

[45] "**What is the Frequent Transit Network?**

"The community invests significant resources into the transit service provided by LTD. The purpose of the Frequent Transit Network (FTN) is to leverage that investment by tying it to the density and other elements of adjacent development.

"Characteristics of an FTN Corridor:

- Enables a well-connected network that provides regional circulation.
- Compatible with and supportive of adjacent urban design goals.
- Operates seven days a week in select corridors.
- Service hours are appropriate for the economic and social context of the area served.
- Coverage consists of at least 16-hours-a-day, and area riders trip origins or destinations are within ¼-mile-straight line distance.
- Average frequency of 15 minutes or better.
- Transit service is reliable and runs on schedule.
- Transit stations are high quality with amenities, including bicycle and pedestrian connections to stations and end-of-trip facilities, such as bike parking and bike share.

"**What is Bus Rapid Transit?**

"Bus Rapid Transit (BRT) is the highest level of service available within the FTN.

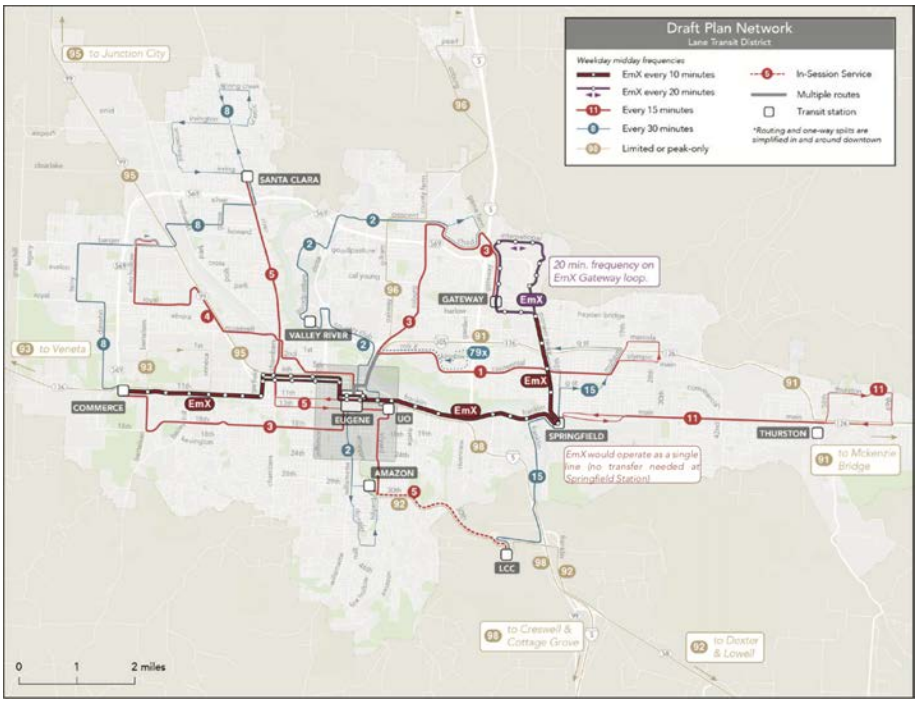
"BRT is a permanent, integrated system that uses buses or specialized vehicles on roadways or dedicated lanes to efficiently transport passengers. BRT system elements (running ways, stations, vehicles, fare collection, intelligent transportation systems, and branding elements) can easily be customized to community needs, and result in more passengers and less congestion."

See *Long-Range Transit Plan*, LTD, March 2014, http://www.movingahead.org/wp-content/uploads/2015/03/Long-Range-Transit-Plan-2014-03-Final.pdf.

2017: The Central Lane MPO adopted the *2040 Regional Transportation Plan (RTP)*, the most recent in a series of minor periodic updates to *TransPlan*. It calls for investing $400 million (in 2016 dollars)—still subject to the same three conditions as in *TransPlan*—to construct five additional EmX and five additional Enhanced Corridor lines in the FTN. "The actual location and type of future FTN investments will be determined once detailed corridor planning is undertaken."[46]

But an analysis conducted in 2015 concluded that four corridors—18th Avenue, Bob Straub Parkway, the Randy Papé Beltline Highway, and Valley River Center—would not be ready for any level of capital investment in BRT, at least over the next 10 years.[47]

Today: LTD is on the verge of substantially realizing the FTN, looking to adopt a Transit Tomorrow network and begin operating it as early as Fall 2020—using existing infrastructure. Consultant Jarrett Walker explains that Transit Tomorrow will provide more "useful" transit:[48, 49]



Transit Tomorrow Draft Network, LTD (August 2019).

[46] *2040 Regional Transportation Plan (RTP)*, Central Lane MPO, May 2017, https://www.lcog.org/564/Regional-Transportation-Planning.

[47] *Level 1 Screening Evaluation*, MovingAhead, October 2015, http://www.movingahead.org/project-library/.

[48] The Transit Tomorrow Draft Network would simplify the transit network, provide service every 15 minutes or better on most routes, provide more evening and weekend service, and for many but not all people provide access to more places within a reasonable travel time. See *Transit Tomorrow Draft Network Plan*, LTD, available in the board packet, August 21, 2019, https://www.ltd.org/file_viewer.php?id=3825.

See also Transit Tomorrow, LTD, https://www.ltd.org/transit-tomorrow/.

[49] See also "Abundant access: Jarrett Walker on freedom through transit," TREC, September 9, 2014, https://trec.pdx.edu/news/abundant_access_jarrett_walker_on_freedom_through_transit.

2. A New Vision for Transportation Safety

The City of Eugene finds that the health and safety of residents are the utmost priority.

2015: The City of Eugene adopted the Vision Zero goal of no deaths or life-changing injuries on our streets, especially for the most vulnerable people walking, bicycling or using mobility devices.[50]

2019: The City Manager administratively adopted the *Vision Zero Action Plan*, which calls for "build[ing] capital safety infrastructure improvements along the Vision Zero High Crash Network each year":[51, 52]

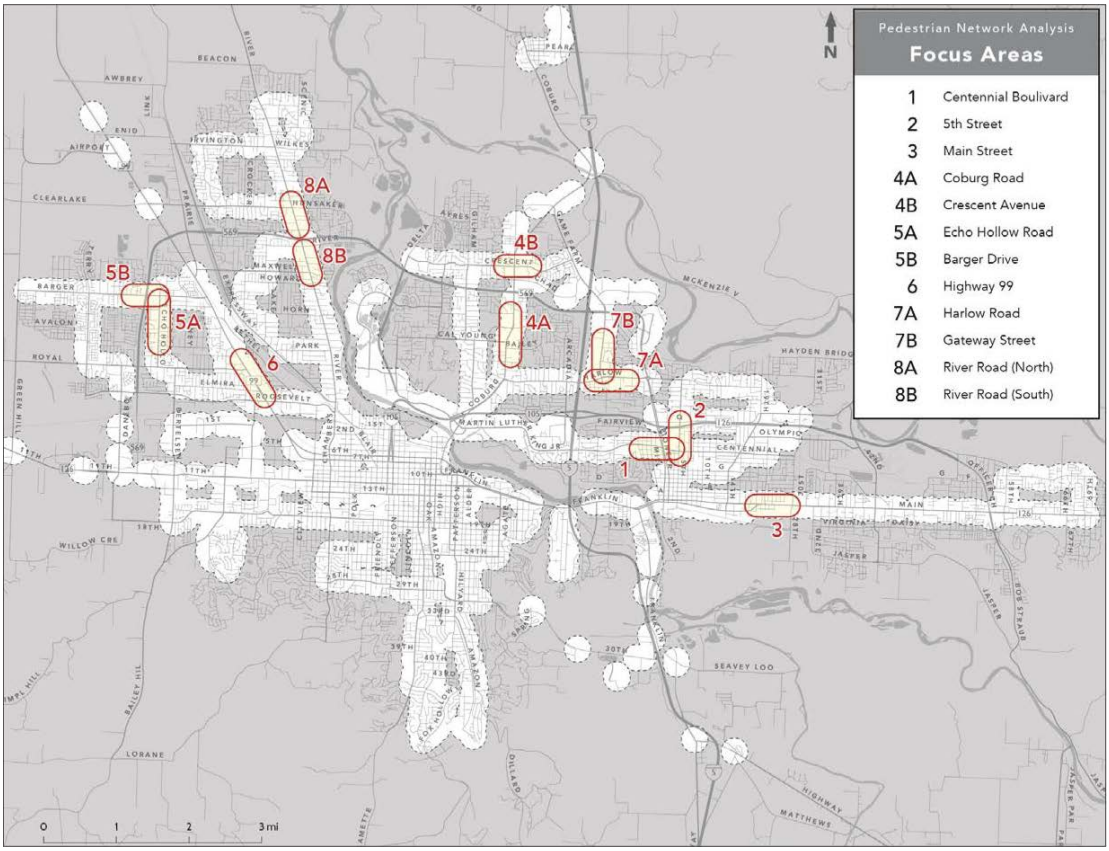
High Crash Network, *Vision Zero Action Plan*, City of Eugene (2019).

[50] Resolution No. 5143, City of Eugene, November 18, 2015, https://www.eugene-or.gov/DocumentCenter/View/27858/VisionZeroRes5143.

[51] *Vision Zero Action Plan*, City of Eugene, March 29, 2019, https://www.eugene-or.gov/4270/Vision-Zero.

[52] See also the lists of projects in the *Pedestrian and Bicycle Master Plan*, City of Eugene, March 2012, https://www.eugene-or.gov/DocumentCenter/View/5566/Eugene-PedestrianBicycle-Master-Plan---2012.

Also in 2019, LTD's *Pedestrian Network Analysis* identified a dozen "areas where pedestrian infrastructure improvements are likely to most effectively address the needs of seniors, people with disabilities, the economically disadvantaged, and school children; make existing transit customers' walking trips safer, more direct, and comfortable; improve pedestrian safety and comfort through design and operations; attract new transit and walking trips; and leverage other public and private investments":[53]



Focus Areas, *Pedestrian Network Analysis*, LTD (2019).

3. A Fuzzy Vision for Compact Urban Development

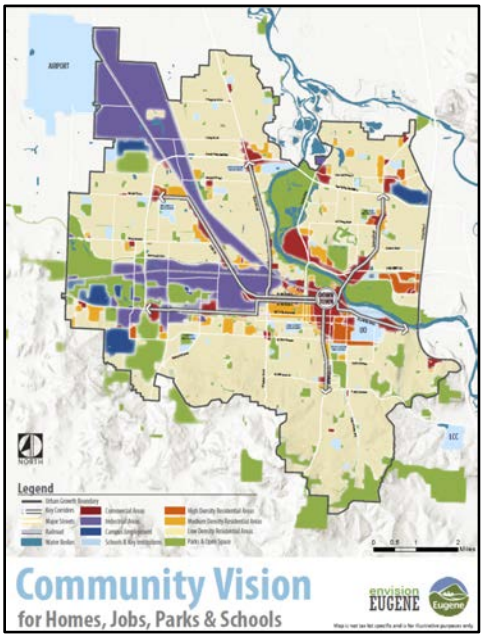
The City of Eugene envisions compact urban development along six Key Corridors: West 11th Avenue, Highway 99, River Road, Coburg Road, Franklin Boulevard and South Willamette Street. But today this vision is a work in progress, still awaiting more detailed planning and the adoption of needed land use changes to realize.

2012: The City Manager recommended basing Envision Eugene on seven pillars, including one to "promote compact urban development and efficient transportation options."[54]

[53] *Pedestrian Network Analysis*, LTD, January 2019, https://www.ltd.org/transit-tomorrow-document-library/.

[54] "The Envision Eugene Pillars," City of Eugene, March 2012, https://www.eugene-or.gov/2979/The-Pillars.

In particular, the City Manager identified six Key Transit Corridors and recommended integrating "new development and redevelopment in the downtown, … in core commercial areas, … and on Key Transit Corridors:"[55, 56]



Envision Eugene Community Vision, including Key (Transit) Corridors, City of Eugene (2019).

Key (Transit) Corridors are defined as "streets that have, or are planned to have, frequent transit service (approximately every 15 minutes or less). This frequent transit service is often accompanied by nearby amenities such as parks, commercial attractions or employment centers, and higher density housing that enable shorter trips and less reliance on the automobile."[57]

2017: The City of Eugene adopted the *2035 Transportation System Plan*. The plan includes four transit policies, including one most relevant to MovingAhead:[58]

> *Collaborate with Lane Transit District to provide a network of high capacity, frequent, and reliable transit services, including consideration of Bus Rapid Transit, to the Key Corridors as identified in* Envision Eugene, A Community Vision for 2032 *(2012) and to Frequent Transit Corridors as defined by Lane Transit District's* Long-Range Transit Plan*.*

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[55] "Housing Tools & Strategies Deliberative Framing," City of Eugene, November 9, 2018, https://www.eugene-or.gov/DocumentCenter/View/43573/Housing-Tools-and-Strategies-Working-Group---Options-for-Consideration---110918.

[56] See also "Key Transit Corridors" (map), City of Eugene, March 20, 2012, https://www.eugene-or.gov/DocumentCenter/View/5248/MAP-KeyTransitCorridors.

[57] *Envision Eugene, A Community Vision for 2032*, City of Eugene, March 14, 2012, https://www.eugene-or.gov/1863/March-2012-Recommendation.

[58] The other three transit policies are:

1. Promote the use of public transit and the continued development of an integrated, reliable, regional public transportation system.

To date, the City of Eugene has looked in greater detail at three of the six Key (Transit) Corridors: Franklin Boulevard is the subject of the current Franklin Boulevard Transformation project, which is slated to come before the Eugene City Council this fall to approve a preferred alternative.[59] South Willamette Street was the subject of the South Willamette Area Plan effort, but the Eugene City Council withdrew the land use application in 2017.[60, 61] River Road is currently the subject of the River Road Corridor Study.[62, 63]

But the other three Key (Transit) Corridors—West 11th Avenue, Highway 99 and Coburg Road—have not yet been the subjects of detailed land use planning efforts.

The *2035 Transportation System Plan* also includes a "Complete Streets Policy":[64]

> *Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan's vision for growth and development in a responsible and efficient manner. …*

Finally, the *2035 Transportation System Plan* includes this potential action for system-wide policies:

> *Align the City's land use and parking regulations to encourage walking, biking, and use of public transit; more efficient use of land; and lower transportation and housing costs while accommodating the growth and economic prosperity espoused by the comprehensive land use plan.*

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2. Prioritize improved transit service in Key Corridors and other areas with sufficient employment, activities, or residential density that best support transit service and transit services that connect residents to employment centers. If operational funding is sufficient, extend transit to support higher density housing and employment development planned for other areas.
3. Align transit services with community needs by engaging the broader community in determining the role transit service will play in Eugene's future; creating strategies that leverage capital investment to deliver the desired services and facilities; and identifying and pursuing the most effective, stable, and equitable sources of local funding for transit operations.

See *2035 Transportation System Plan*, City of Eugene, February 2017, https://www.eugene-or.gov/3941/Transportation-System-Plan.

[59] "Franklin Boulevard Transformation," City of Eugene, https://www.eugene-or.gov/3830/Franklin-Boulevard.

[60] "South Willamette Area Plan," City of Eugene, https://www.eugene-or.gov/2675/South-Willamette-Area-Plan.

[61] See also "South Willamette Street Improvement Plan," City of Eugene, https://www.eugene-or.gov/2055/South-Willamette-Street-Improvement-Plan.

[62] "River Road Corridor Study," City of Eugene, https://www.eugene-or.gov/4110/Corridor-Study.

[63] See also the larger "River Road-Santa Clara Neighborhood Plan," City of Eugene, https://www.eugene-or.gov/3558/River-Road---Santa-Clara-Neighborhood-Pl.

[64] *2035 Transportation System Plan*, City of Eugene, February 2017, https://www.eugene-or.gov/3941/Transportation-System-Plan.

questions@movingahead.org

From: Andrew Martin <Andrew.Martin@ltd.org>
Sent: Sunday, October 20, 2019 4:01 PM
To: jesstuerk@gmail.com
Cc: questions@movingahead.org
Subject: RE: FW: MovingAhead Website Contact Form Message

Dear Jess,

Thank you for taking the time to provide a comment on the MovingAhead project. Your participation in this project is important to the City of Eugene and Lane Transit District (LTD) and we recognize the necessity of having local decision makers aware of all the input received. All comments received by November 4, 2019 at 5:00 p.m., will be shared with both the Eugene City Council and LTD Board of Directors. These comments will help inform which corridor options are most desired by community members and what package of transportation investments for near-term implementation (within 10 years) best meet the project goals and have community support. All of the comments that we receive will inform the committees that make recommendations to our decision-makers – the Eugene City Council and LTD Board of Directors – who will make the final decision about which corridor options are implemented.

Changes to Route 28 are not proposed as part of MovingAhead. You may, however, be interested in a separate LTD project that may result in changes to that route. Transit Tomorrow is taking a deep look at LTD's current bus system and asking two important questions: (1) How can LTD help people get to where they are going?; and, (2) What shape should LTD's services take in the future? This project will combine technical analysis and broad-based community input to answer these questions and to develop a public transit network for the future. I encourage you to get involved in the Transit Tomorrow project at https://www.ltd.org/Transit-Tomorrow/.

I will forward your comment to the manager of the Transit Tomorrow project.

Sincerely,

Andrew Martin
Lane Transit District
Development Planner
P: 541-682-6116
Contact us at LTD.org

-----Original Message-----
From: Jess Roshak <jesstuerk@gmail.com>
Sent: Tuesday, October 15, 2019 9:38 AM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Jess Roshak <jesstuerk@gmail.com>

Message:

Good morning,

What would be the most useful way for me to express my extreme opposition to the cutting of the #28 bus line that wraps East and West Amazon? I understand it is likely to be cut in the next year or two. Which "package" would I want to support if I don't want service in SE Eugene cut? Please advise which persons or meetings it would be best to make a public comment. Thank you!
Jess Roshak

Relevant Corridors:
30th Avenue/LCC, Highway 99, Coburg Road, MLK Jr. Boulevard, River Road

Contact Options:
I would like a response, I would like to receive email updates

questions@movingahead.org

From: Jessica Snyder-Contreras <jsnyderc@uoregon.edu>
Sent: Tuesday, October 15, 2019 6:20 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Jessica Snyder-Contreras <jsnyderc@uoregon.edu>

Message:

Hello! I am a political science and planning/public policy major at the University of Oregon. I am taking a community leadership class that involves interviewing a local leader about a topic that personally affects me and my peers. Eugene is the first city I've lived in with an effective public transport system and active community engagement. I'm interested if there is anyone who has been involved with planning the MovingAhead project who would be willing to speak with me about the new transportation efforts and what it's like leading a movement in a city like Eugene.

I'd really appreciate an email back!

Thank you,
Jessica

Relevant Corridors:

Contact Options:
I would like a response

questions@movingahead.org

From: Emma <questions@movingahead.org>
Sent: Wednesday, October 16, 2019 6:55 AM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Emma
Organization:
Email: emma.newman@gmail.com
Phone: 503-724-4134

Comments:
Package C or Package D. Invest first in River Road EmX as next major capital project, including much needed safety improvements.

Comment Letter Number: 34

questions@movingahead.org

From: Sue Wolling <questions@movingahead.org>
Sent: Wednesday, October 16, 2019 4:09 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Sue Wolling
Organization:
Email: sue.wolling@gmail.com
Phone: 5413452110

Comments:
The Investment Package that is right is simply whatever will do the most to use available funds most effectively to increase transit ridership to the levels called for in the Transportation System Plan and support the compact urban development called for in Envision Eugene. The question of whether it is EmX or some sort of Enhanced Corridor is less important than whether people will use the system to get where they need to go. Empty buses, no matter whether they're green or white, or whether they come every 10 minutes or every 15 minutes, will not help us "Move Ahead".

I support "Enhanced Corridors", but the enhancements should be considered broadly as whatever it takes to move us toward the community goals we have already adopted in the Climate Recovery Ordinance, Envision Eugene, the Transportation System Plan and Vision Zero. If you can get the ridership up and demonstrate that transit really is a viable option, you will have created enough community support to extend EmX if it becomes necessary. In the meantime, the priority is ridership, not engineering.

questions@movingahead.org

From: Andrew Martin <Andrew.Martin@ltd.org>
Sent: Sunday, October 20, 2019 3:54 PM
To: mikesshopping@yahoo.com
Cc: questions@movingahead.org
Subject: RE: FW: MovingAhead Website Contact Form Message

Dear Michael,

Thank you for taking the time to provide a comment on the MovingAhead project. Your participation in this project is important to the City of Eugene and Lane Transit District (LTD) and we recognize the necessity of having local decision makers aware of all the input received. All comments received by November 4, 2019 at 5:00 p.m., will be shared with both the Eugene City Council and LTD Board of Directors. These comments will help inform which corridor options are most desired by community members and what package of transportation investments for near-term implementation (within 10 years) best meet the project goals and have community support. All of the comments that we receive will inform the committees that make recommendations to our decision-makers – the Eugene City Council and LTD Board of Directors – who will make the final decision about which corridor options are implemented.

Changes to Route 28 are not proposed as part of MovingAhead. You may, however, be interested in a separate LTD project that may result in changes to that route. Transit Tomorrow is taking a deep look at LTD's current bus system and asking two important questions: (1) How can LTD help people get to where they are going?; and, (2) What shape should LTD's services take in the future? This project will combine technical analysis and broad-based community input to answer these questions and to develop a public transit network for the future. I encourage you to get involved in the Transit Tomorrow project at https://www.ltd.org/Transit-Tomorrow/.

I will forward your comment to the manager of the Transit Tomorrow project.

Sincerely,

Andrew Martin
Lane Transit District
Development Planner
P: 541-682-6116
Contact us at LTD.org

-----Original Message-----
From: Michael Jungjohann <mikesshopping@yahoo.com>
Sent: Wednesday, October 16, 2019 6:54 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Michael Jungjohann <mikesshopping@yahoo.com>

Message:

I’ve heard the 28 bus route might be cut. This is an essential route used by people in south Eugene. I hope this service will remain.

Relevant Corridors:

Contact Options:
I would like a response

Comment Letter Number: 36

questions@movingahead.org

From: Keli Osborn <action@lwvlc.org>
Sent: Thursday, October 17, 2019 8:16 AM
To: questions@movingahead.org
Cc: Jeanne L Taylor; treasurer@lwvlc.org
Subject: Testimony: Transportation options--MovingAhead
Attachments: LWVLC MovingAhead Oct 2019.doc

Mayor Lucy Vinis, Council President Betty Taylor
& Members of the Eugene City Council
Board President Carl Yeh
& Members of the Lane Transit District Board of Directors

The League of Women Voters of Lane County appreciates the extensive process that has brought the City Council and the LTD Board to this decision point on MovingAhead transportation options. We submit the attached testimony. League members have attended many briefings, meetings and open houses, and first commented on MovingAhead four years ago. We've studied the options before you. Our written testimony details our position.

Thank you for your service, and for considering our comments in your decision-making.
Gary Harmon, Keli Osborn, Jeanne Taylor
Executive Committee, League of Women Voters of Lane County

LEAGUE OF WOMEN VOTERS®
OF LANE COUNTY

Oct. 17, 2019

Re: MovingAhead investments

Mayor Lucy Vinis, Council President Betty Taylor
& Members of the Eugene City Council
Board President Carl Yeh
& Members of the Lane Transit District Board of Directors

The League of Women Voters of Lane County appreciates the extensive process that has brought the City Council and the LTD Board to this decision point. League members have attended many briefings, meetings and open houses, and first commented on MovingAhead four years ago. We've studied the options before you. Having reviewed the general descriptions and recognizing that many decisions remain, we make a qualified recommendation for Package C, EmX on River Road, with other enhancements on other corridors to benefit all who use our streets.

MovingAhead does not exist in isolation. Corridors studied for transit infrastructure improvement do not align with key corridors identified by Envision Eugene for increased development. There seems to be a slight dissonance between the packages and stated goals of the project: that "multi-modal transit corridors are consistent with patterns of growth and development anticipated by local comprehensive land use and transportation plans, helping our region grow efficiently and effectively." (*from the MovingAhead home page*)

The most notable omission from the MovingAhead study process is Franklin Boulevard, a key corridor and the subject of the Franklin Boulevard Transformation Project from Alder Avenue to the I-5 bridge. Since MovingAhead began more than four years ago, rapid development has occurred along Franklin, and we now know how creating two lanes for EmX along the length of the corridor is necessary to capture the potential offered by the service and to meet service demand. That investment should be prioritized along with other MovingAhead investments.

The 30th Avenue-to-Lane Community College corridor seems the opposite of Franklin Boulevard; it is included in MovingAhead, but is not a key development corridor in Envision Eugene. We conclude that investing in more transit infrastructure between Hilyard and LCC is not necessary at this time. The downtown-to-Amazon Station improvements, however, would provide many benefits and should be implemented.

The Highway 99 corridor has the potential to serve those metro-area residents having among the fewest transportation options. Finding ways to deliver more transit service and safety improvements to the area should be a high priority.

Improvements on Martin Luther King Jr. Boulevard are primarily between Coburg Road and Centennial Loop. That short area is undoubtedly congested, but referring to these improvements as "MLK, Jr. Boulevard" may mislead people into thinking investments are planned along that wide, stop sign-free boulevard.

The Coburg Road corridor seems to present the most serious dilemmas. We recommend you consider this corridor as a separate project. It already is densely developed. Transit improvements are considered as part of the solution to congestion, but further infrastructure development will require cooperation and assistance from property and business owners, as well as nearby residents.

River Road offers the greatest opportunity for EmX to achieve the stated goals of MovingAhead. There's neighborhood interest in a connected, efficient, affordable and equitable multi-modal transportation system that is safe and future-oriented. It's a key development corridor identified in Envision Eugene. The River Road Corridor Study and neighborhood planning efforts are nearing completion in early 2020. MovingAhead analysis indicates the potential for significant time savings and safety improvements with EmX, compared to regular bus service. This could be the opportune time to create EmX service before the corridor is developed further.

LTD's community outreach for the MovingAhead and Transit Tomorrow initiatives tells us that increased service equals increased ridership. Because new funds from the passage of HB2017 provide transit with flexibility for spending on service or infrastructure, the League is concerned that spending such resources to improve infrastructure could result in inadequate funding for service. Finding the right balance is critical.

Our primary caution is that investment considerations be made in concert with other plans, including Envision Eugene and Transit Tomorrow. This decision point represents an opportunity to take a look at the transit system as a whole and determine how it fits the community—and how transit investments can help support our community in the future.

Thank you for your service, and for considering the League's comments in your decision-making.

Sincerely,

Gary Harmon, Keli Osborn, Jeanne Taylor
Executive Committee, LWVLC

Comment Letter Number: 37

questions@movingahead.org

From: Terri Berling <berlingterri@gmail.com>
Sent: Thursday, October 17, 2019 11:07 AM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Terri Berling <berlingterri@gmail.com>

Message:

Hello. I recently heard that the bus routes on East and West Amazon in SE Eugene might be eliminated. I hope this is not true unless there is a good plan to replace that public transportation. I live in SE Eugene, and one of the factors in my choice to live here was the nearby bus route. Please make sure we continue to have good, affordable public transportation in SE Eugene on E and W Amazon down to Nectar way, at least. Thank you. Respectfully, Terri Berling

Relevant Corridors:

Contact Options:
I would like to receive email updates

questions@movingahead.org

From: Alice Davenport <questions@movingahead.org>
Sent: Thursday, October 17, 2019 1:20 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Alice Davenport
Organization: I am member 3 groups with transporation focus.See Below
Email: aadavenport@yahoo.com
Phone:

Comments:
I am member of 3 local groups that focus on transportation issues
(1) Friendly Area Neighborhood (FAN) Transportation team
(2) Observer/advisor to Better Eugene Springfield Trans. (BEST)
(3) League of Women Voters Lane County.
I support the recommendations of the League of Women Voters[LWV] (per Oct. 17 letter to Mayor & other officials)*
Note: LWV and BEST recommendations seem similar. I believe that both support Franklin Corridor as #1 priority. However, LWV favors EmX on River Road while BEST seems to emphasize enhanced treatment on all corridor.

questions@movingahead.org

From: Andrew Martin <Andrew.Martin@ltd.org>
Sent: Monday, October 21, 2019 3:32 PM
To: dhaas33@gmail.com
Cc: questions@movingahead.org
Subject: RE: Fwd: MovingAhead Website Contact Form Message

Dear Dianne,

Thank you for taking the time to provide a comment on the MovingAhead project. Your participation in this project is important to the City of Eugene and Lane Transit District (LTD) and we recognize the necessity of having local decision makers aware of all the input received. All comments received by November 4, 2019 at 5:00 p.m., will be shared with both the Eugene City Council and LTD Board of Directors. These comments will help inform which corridor options are most desired by community members and what package of transportation investments for near-term implementation (within 10 years) best meet the project goals and have community support. All of the comments that we receive will inform the committees that make recommendations to our decision-makers – the Eugene City Council and LTD Board of Directors – who will make the final decision about which corridor options are implemented.

Changes to Route 28 are not proposed as part of MovingAhead. You may, however, be interested in a separate LTD project that may result in changes to that route. Transit Tomorrow is taking a deep look at LTD's current bus system and asking two important questions: (1) How can LTD help people get to where they are going?; and, (2) What shape should LTD's services take in the future? This project will combine technical analysis and broad-based community input to answer these questions and to develop a public transit network for the future. I encourage you to get involved in the Transit Tomorrow project at https://www.ltd.org/Transit-Tomorrow/.

I will forward your comment to the manager of the Transit Tomorrow project.

Sincerely,

Andrew Martin
Lane Transit District
Development Planner
P: 541-682-6116
Contact us at LTD.org

-----Original Message-----
From: Diane Haas <dhaas33@gmail.com>
Sent: Thursday, October 17, 2019 2:05 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Diane Haas <dhaas33@gmail.com>

Message:

I am writing regarding LTD's proposed 2020-2022 service changes, specifically the elimination of Route 28 which serves the Southeast Eugene/Amazon neighborhoods. This is the only bus that serves this area, and is heavily used by University of Oregon students, faculty, and staff; South Eugene High School students; Roosevelt Middle School students; and other residents for school, work, and appointments on a daily basis.

The report shared at the August 21, 2019 LTD Board Meeting discussing the "Transit Tomorrow" program states: "57% of residents and 70% of jobs would be located within 1/2 mile of a transit stop with frequent service." This is completely false. The proposed system map indicates that the closest stop to my house would be nearly two miles away. This walking distance is possible for some of us, but it creates a major hardship for the elderly and disabled that have no alternate means of transportation.

I ride the number 28 bus daily during the week to go to work. I do own a car but prefer to utilize LTD for both financial and environmental reasons. LTD and the City of Eugene often state they would like to reduce the number of cars on the streets. If these proposed changes are in fact adopted, I, and many others in the Southeast Eugene/Amazon neighborhoods, would have no choice but to drive our personal cars. This is entirely counterproductive to these grand designs touted by the City and LTD.

I urge you to look carefully at the people you serve before making these kinds of decisions that would be detrimental to the community.

Sincerely,
Diane Haas
4820 Whiteaker St.
Eugene, OR 97405

Relevant Corridors:
30th Avenue/LCC

Contact Options:
I would like a response

questions@movingahead.org

From: John Lochner <questions@movingahead.org>
Sent: Friday, October 18, 2019 11:12 AM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:John Lochner
Organization:
Email: johnl@noellesley.com
Phone: 3609019329

Comments:
I have not been able to obtain information regarding changes to property access for each of the options for Coburg Road. Where can this information be found?

Please provide detailed information on the exact property that would be acquired from property owners on Coburg Road for each option.

Will any of these options affect signage, lighting, etc. for existing property owners on Coburg Road.

thanks

Andrew Martin

From: David Davini <DavidD@giustina.com>
Sent: Friday, October 18, 2019 3:39 PM
To: lvinis@eugene-or.gov; esemple@eugene-or.gov; btaylor@eugene-or.gov; azelenka@eugene-or.gov; jyeh@eugene-or.gov; mclark@eugene-or.gov; gevans@eugene-or.gov; csyrett@eugene-or.gov; cpryor@eugene-or.gov; Steven Yett; Carl Yeh; Don Nordin; Emily Secord; Joshua Skov; Caitlin Vargas; Kate Reid; Aurora Jackson; Chris.Henry@eugene-or.gov; Andrew Martin; sarah Medary (Sarah.J.Medary@ci.eugene.or.us)
Cc: Jenny Ulum; Jay Harland
Subject: [External Sender] Moving Ahead
Attachments: summaryMemo10_18_19.pdf

Dear Mayor, City Councilors and LTD Board members,

Please find attached CSA'S summary regarding the MovingAhead Alternatives Analysis. In March 2019 you were provided a 12 page technical memo addressing some of CSA's concerns with the project. After reading the 350+ page Analysis as well as the March CSA review I was still confused about what exactly the Alternatives Analysis included. I asked our consultant to summarize in one page or less the essentials of the study, which is attached. I thought that if I was still confused about what was included in the Analysis that maybe others might also be confused. Please remember all information reviewed or analyzed by CSA was provided in the Analysis. I hope you find the information useful. Thank you.

David Davini
G Group, LLC
PO Box 529
Eugene, OR 97440
541-465-1600 |Davidd@ggroup.com

Memorandum

To: David Davini

Date: October 17, 2019

Subject: MovingAhead

CSA Planning, Ltd
4497 Brownridge, Suite 101
Medford, OR 97504
Telephone 541.779.0569
Fax 541.779.0114
Jay@CSAplanning.net

You asked me to provide a brief summary memo of our review of the MovingAhead Alternatives Analysis report. Our review was previously made available to the Eugene City Council, Lane Transit District Board of Directors and their respective staffs. Our review and findings were based on the data provided in the MovingAhead report.

- As a planning document, the MovingAhead analysis is incomplete[1]. The analysis fails to evaluate how the goals and objectives set forth in the document will actually be achieved by the millions of dollars spent on project construction and operations. Until this critical step is satisfactorily completed, our professional opinion is that this analysis ***should not be used as a basis to select investment alternatives that require millions of dollars and years of operational commitments***.
- For the past 10 years ridership on LTD has ***decreased*** by 29% from its peak. Despite this trend, the MovingAhead analysis projects a 1.5% ***increase*** in annual ridership for each of the next 20 years without any new investment. No meaningful explanation for the planned trend reversal is given.
- The most expensive All-EmX package costs ~$331 million in local funds and would add ***less than 9.5% in additional systemwide rides over the No-Build alternative.***
- **If the 1.5% average annual ridership increase projected under the No-Build turns out be only slightly less (~1.2% per year), then the All-EmX alternative would not result in any more rides than could be achieved without spending $331 million of local resources.**
- The MovingAhead consultant's analysis shows that increases in GHG emissions from the project are not offset by GHG emission savings from efficient transit. Regionally, every EmX investment package ***fails to reduce greenhouse gas*** emissions.
- Since sharing our review in March with both public entities we have received ***one request for clarification*** which we responded to.

Separate but related observations concerning EmX ridership:

- CSA's independent study of the Gateway line, conducted in 2015, found that the Gateway EmX was utilizing less than 10% of its capacity and the ridership was 60% less than projections (in some specific locations even much worse).
- The West 11th EmX line was projected to carry 7,399 people a week. It is actually falling short by 57%, carrying 4,245 people a week according to an article in the Eugene Register Guard.

As we have discussed, there are many technical issues that concern me about the MovingAhead project but the above summary speaks for itself without requiring someone to read and digest the 350-plus-page document. Please let me know if you have any additional questions.

CSA Planning, Ltd.

Jay Harland
President

[1] The Alternatives Analysis is presented as following a standard planning process such as that explained in the American Planning Association's, "The Practice of State and Regional Planning". The critical evaluation steps (5&6) prior to policy action being taken (step 7), has not been completed.

questions@movingahead.org

From: B Breaden <questions@movingahead.org>
Sent: Friday, October 18, 2019 4:58 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:B Breaden
Organization:
Email: blbreaden@yahoo.com
Phone: 5416881660

Comments:
All of these corridors need improvement to facilitate access and minimize traffic obstructions. The Em-X options provide the most comprehensive service potential. Because so many social services are on Highway 99, heavily used by people without cars, the 99 corridor should receive top priority in moving toward Em-X.

questions@movingahead.org

From: Robert Jorgensen <luo_da_long@hotmail.com>
Sent: Sunday, October 20, 2019 11:27 AM
To: questions@movingahead.org
Subject: Northwest Expressway

Something really needs to be done about the congestion on Northwest Expressway in the early morning time(7-9am). Ever since the Idiot lights were installed on the on-ramps between River Road and Coburg Road. A lot of the traffic trying to get onto Beltline has shifted over to Northwest Expressway to avoid the idiot lights. On many a morning the traffic is backed up all the way to Irvington Dr. My suggestion is to widen Northwest Expressway to 5 lanes (2 each way and center turn lane) and install lights at Beltline and at Maxwell Rd. It would aid with congestion and reduce accidents

questions@movingahead.org

From: Nicole rund <questions@movingahead.org>
Sent: Sunday, October 20, 2019 5:54 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Nicole rund
Organization: Self
Email: gettinrudewiththefood@gmail.com
Phone: 602-524-0909

Comments:
Your website is very confusing. There is no easy way to tell what the 5 options are, unless you've been following the process the whole time. Please lay out the 5 options a little better or at least give easy to see links to them.

My mother in law is 70 years old, is an avid rider of the ltd bus, it's her only mode of transportation but she doesn't ride the bus after dark so she won't get to the meeting. She only gets the info from TV news, drivers, or bus riders.

She says she needs the bus system to stay the same and take no routes away. She lives off of oak patch rd/west 11th and goes to Fred Meyer, Target, and Walmart mostly, but she doesn't want ltd to change. She likes that she can be spontaneous and go to many things. They have been telling her that ride source can pick her up when she needs it, but they cost a lot of money and she has to plan it weeks in advance.

Thanks!

Comment Letter Number: 45

questions@movingahead.org

From: Ken Schmidt <questions@movingahead.org>
Sent: Sunday, October 20, 2019 7:03 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Ken Schmidt
Organization: Windermere Real Estate
Email: kens@windermere.com
Phone: 541-912-2029

Comments:
First of all I would like to say I am pleased we have a bus transit system here in Lane County, however I am opposed at this time to expand the services we have.
I have taken special note of all of the buses on the road and in different areas as I travel all of Eugene, Springfield in my business.
My feeling is you are not filling up the buses that we have. I have watched in the Gateway area as well as West 11th and on 6th st. in Eugene. I see so many empty buses throughout the day and not just one but one after the other. For example on West 11th the other day I noticed an Emx bus followed by a regular bus then a double bus, all empty. Then in the Gateway area it is very common to see empty buses traveling on Gateway street then past the hospital with no passengers on them. Folks this is not just once a day this happens several times a day in all areas.
Why is your dispatcher not catching this!!! They have passenger counts!!! You are not spending public money wisely so why should I allow you to purchase more buses to expand into other areas. We are saturated with buses now!!! Get a grip, there is not a bucket full of money.
I understand that by the campus you may need this buses more that is an exception however your dispatcher needs to review the counts and cut back on the number of times the buses are running thru these areas. Does your dispatcher not know how to do this?
NO MORE BUSES UNTIL YOU CUT SERVICES AND FILL UP THE EXISTING BUSES!!!!!
Thank You

questions@movingahead.org

From: Kip Anderson <kipa@kipanderson.net>
Sent: Monday, October 21, 2019 9:03 AM
To: questions@movingahead.Org
Subject: Proposed routes and issues

I am a strong supporter of improving mass transit with more buses serving more locations, and I believe that LTD is moving the right direction to streamline on the street operations. As somebody who relied upon the bus line on River Rd. for several months, I found it to be reasonably priced and convenient - but that was only because the buses stopped within 1000 feet of my home and my destination at work without the time sucking hassle of a downtown transfer.

On the average day, it only added 10 minutes to my commute, which is time I happily used to read or watch youtube, etc., but that is a pipe dream to imagine doing where I live now near I-5 Just 300 feet off of MLK. The nearest stop headed the right direction is 3/4 mile away and would involve a downtown transfer. The walk alone adds 20 minutes to my commute, never mind the downtown wait. That is wholly unacceptable on a round trip basis, adding nearly an hour to how much time I would spend walking, waiting, and riding, when I can cover the same commute in my car in only 15 minutes.

My point is that IF the MLK route is to be expanded, it MUST include more stops to have value to a larger segment of riders, because as of right now for my needs, riding a bicycle is still faster by half. It is a laughable inconvenience to have to use LTD from my location, making it the last resort ahead of walking the entire distance.

Kip C. Anderson

3650 Wylie Creek Pl, Eugene

questions@movingahead.org

From: Jeff Robinson <questions@movingahead.org>
Sent: Monday, October 21, 2019 11:33 AM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Jeff Robinson
Organization: GJ Investments Inc.
Email: gj.invest@gmail.com
Phone: 5419143217

Comments:
Let's use these dollars where it will save more lives!

EmX service might make sense for the highest users of EmX - Students and the disabled - in the MLK corridor, and possibly River Road. Especially since those two corridors have poor alternatives when traffic is congested there.

But it makes no economic sense along the Coburg Road corridor. The huge eminent domain costs would be better spent where our BIGGEST traffic and safety problem is in all of Eugene -- BELT-LINE near Delta Hwy. It does not seem to be in the public's best interest to pursue hundreds of millions of dollars for EmX in other corridors before giving the highest priority to funding expanded capacity along Belt Line! More accidents and lives will be saved per dollar spent there than through Emx expansion.

Furthermore, EmX will never meaningfully mitigate the traffic woes over the Ferry Street Bridge or along Belt Line, because it will only reduce the # of cars/minute by 5-9 vehicles. That's a drop in the bucket!

So, while Rep. Defazio is serving as Chair of the House Transportation Committee, now is the time to funnel dollars to projects that will save lives and avoid accidents. Let's fix our biggest traffic woe - Belt Line!!! How many more accidents will occur if we delay another 10-20 years?

Now is our best chance to do so! Let's not squander our greatest opportunity to fix Eugene!

Thank you!

questions@movingahead.org

From: John Keana <questions@movingahead.org>
Sent: Monday, October 21, 2019 11:56 AM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:John Keana
Organization:
Email: jkeana@uoregon.edu
Phone: 5413455893

Comments:
I do not support ANY extensions of EmX service beyond what Eugene has already. Regular buses are the most cost-effective way to go, They stop frequently and are convenient for shoppers and do not require walking several blocks from the EmX stop to the retail business. They do not require dreadfully expensive and inconvenient dedicated lanes. You are proposing to spend up to 0.3 billion dollars! There is associated loss of parking along the proposed corridors, narrowing or elimination of existing traffic lane, disruption of businesses owing to construction, eminent domain issues, etc. all to "save" a few minutes, not counting the walking if the stop is blocks from where the rider wants to go. Just because you may be able to attract federal and/or state funding doesn't mean that it is a wise expenditure of funds--it is NOT. When ridership demands, simply increase the number and frequency of regular buses. Create more bus turn-outs so traffic is not impeded when a bus stops.

questions@movingahead.org

From: HENRY Chris C <CHenry@eugene-or.gov>
Sent: Tuesday, October 22, 2019 10:27 AM
To: questions@movingahead.org; MARTIN Andrew (SMTP); HARDING Terri L
Cc: MovingAheadProject (MovingAheadProject@ltd.org)
Subject: FW: MovingAhead testimony
Attachments: River Road Cooridor Plan Sept 21 2019.docx

Flag Status: Flagged

Terri,

This testimony relates to the River Road corridor study.

Thanks,

Chris

Christopher C. Henry, PE
Transportation Planning Engineer
City of Eugene Public Works – Engineering | 99 E Broadway, Suite 400, Eugene, OR 97401-3174
p 541.682.8472
w eugene-or.gov/transportation

From: CASADOS Cas M <CCasados@eugene-or.gov>
Sent: Tuesday, October 22, 2019 10:20 AM
To: HENRY Chris C <CHenry@eugene-or.gov>
Subject: Fw: MovingAhead testimony

And another...

Cas

From: Dennis Sandow <dennissandow5@gmail.com>
Sent: Monday, October 21, 2019 4:01 PM
To: *Eugene Mayor, City Council, and City Manager
Subject: MovingAhead testimony

[EXTERNAL ⚠]

Good Afternoon,

I am submitting my testimony asking for an immediate suspension of the River Road Corridor Project. By now it should be occurring to you, that by investing in development plans with no social service component to the plan, our growth has required that fire, police and emergency services respond to social issues such as homelessness, poverty, drug use, teenage suicide and domestic abuse. I have been a planner for Lane County and Deschutes County and have seen

Oregon’s Guidelines for citizen involvement all but ignored.

The attached letter is my testimony for tonights meeting. Please confirm receipt of this email by replying.

Thank you

Dennis Sandow
123 Fir Lane
Eugene, Oregon 97404

Eugene Neighborhood Leaders Council
River Road Community Organization
Santa Clara Community Organization
Eugene City Council Member Claire Syrett
Mayor Vinis
LTD Board of Directors
LTD General Manager Aurora Jackson

September 21 2019

The River Road Corridor Project (RRCP) part of the MovingAhead project be suspended until the following deficiencies are addressed.

1. Planning for the Ruth Bascom bike path. The Ruth Bascom bike path offers people without homes, people with mobility support needs, pedestrians, cyclists and an increasing number of electric wheelchairs, scooter and bicycles connections to the city. It also offers the poor access to the greenway without which public health research shows increases in ill mental and physical health. It also connects several community gardens and urban farms. Any publicly funded project claiming to be sustainable would address the future of the bike path. To date, RRCP has not.

2. Lanes defining the quality of River Road and Whiteaker. Lanes are narrow passages from the City to the Willamette River. Many do not have sidewalks. But this does not threaten the safety of pedestrians, cyclists or folks with alternative mobility needs. That is because lanes have social equity meaning that pedestrians, cyclists, motorists and people with alternative mobility needs all share equal access. To date, RRCP has not addressed how the existing lanes will be left as they are.

3. Citizen involvement and the exclusion of Whiteaker neighbors from the RRCP. I wrote Sasha Luftig requesting a copy of the grant funding the RRCP on May 8 and then again on September 9 2019. As of today, I have not received a reply.

   More concerning is the fact that Whiteaker neighbors living on Fir Lane, Lombard Lane and E Briarcliff Lane have not been given the opportunity to participate in the RRCP. While the RRCO and SCCO have been involved in all aspects of the RRCP, the WCC has not. An alternative process was presented to Mr Brown that would address the unique characteristics of the Whiteaker neighbors living there (Attachment A). He replied that after consult with others in the city, they had not time for a 2 hour meeting with neighbors there Attachment B). This was after City Manager Jon Ruiz had these comments about the small neighborhood:

   > "I appreciated the gathering with your neighbors and was reminded of the richness of individual and collective stories that define the sense of place in a neighborhood – more so then the physical space. Not all neighborhoods share

the social capital that flows through your neighborhood, and the challenge, it seems to me, is to find ways to continue and refresh the threads as change occurs. I learned that the caring and commitment, as articulated through the stories, has sustained the sense of place in your neighborhood for decades."

The RRCP has not addressed the challenge to conserve the unique social capital in that neighborhood. Nor has the RRCP met the criteria set forth by the IAP2, something they claim to have accomplished.

4. Unacceptable social impact for evaluating the RRCP. The RRCP will evaluate these social impacts (Jan 2019 draft):

SOCIAL	Public amenities and gathering spaces (measure quantity and proximity, evaluate quality)	Local ownership and employment of businesses (measure of ownership, quantify potential incentive/subsidy impacts)	Housing type mix, size, and affordability (measurable)	Access to schools and community destinations (evaluation of connectivity)

The social issues in the RRCP include people without homes, hunger, poverty, substance abuse, crime, refugee status and teenage suicide to name a few. With a planned increase from population growth these social issues will grow proportionately. If we do not plan to address these issues they will grow. The RRCP does not include these high priority issues in its evaluation.

Projects such as the RRCP become proposed investments for the future. The source for resources the public. Hence, until the deficiencies (as we have partially listed) are addressed by the RRCP we request the project be terminated or postponed until the deficiencies are addressed.

Sincerely,

Dennis Sandow

Attachment A Email from Dennis Sandow to Eric Brown asking for inclusion of Fir, Lombard and EBriarcliff Lanes in the RRCP.

Eric Brown
Associate Planner
99 W. 10th Avenue
Eugene, OR 97401

March 26, 2019

Hello Eric

Thank you for accepting this request for conducting a planning session with the residents of Fir Lane, Lombard Lane and East Briarcliff Lane. It is a testament to your commitment to citizen involvement.

There are two reasons for making this request.

1. Most of the residents living in this neighborhood are in the jurisdiction of the Whiteaker Community Council. The WCC has not be involved in the River Road Corridor study even though they are directly in the corridor itself.
2. The Fir-Lombard-E Briarcliff neighborhood has developed unique social services for those with physical challenges who require mobility devices ranging from electric powered wheel chairs to walkers.

The request.

1. We request that a brief (1.5-2 hour) planning session be conducted by asking two questions.
    a. How do residents care for those with physical challenges, senior citizens and those needing affordable housing?
    b. What would the neighbors like to conserve in the neighborhood in the future?
2. We request that Fir, Lombard and E Briarcliff, with a history of no accidents for over 20 years, be evaluated as a *woonerf*[1]. This will be fun! Our neighbor, Emery has told me that he is happy to give you a ride on his famous limo – the "cosmic limo of the Country Fair". This will result in you seeing the world of transportation through human powered non-auto perspectives and how efficient the bike network is in connecting people with mobility devices to the city.
3. Finally, we request that the planning be aimed implementing the *empower* process of the Public Participation Spectrum

[1] A woonerf is designed to allow **drivers, cyclists, pedestrians and runners** to share the same space, making the street much more welcoming and appealing for all. Instead of dividing a street with barriers like curbs, sidewalks and bike lanes, woonerfs open up the street and allow for **every use simultaneously**.

The value to the city.

1. Improve the River Road Corridor planning process by including us in the study. We all have talked about our neighborhood being the isthmus between River Road and the Willamette River and planning without representation can destroy the character of our neighborhood. This would also result in including the WCC neighbors in the RRCS planning.
2. Innovate in micro-planning in two important process improvements.

    a. Apply a proven process for assessing social capital to address the social impacts of planning and development. The RRCS does not include adequate processes for understanding what is most important to our community – social impact. Impacts such as homelessness, substance abuse, theft and public health[2] have not been included in the discussion. ECONorthwest may appear to be a proxy, but economics is not a valid indicator for social wellbeing.

        This innovation will bring urban planning in line with Oregon's greatest health priority in improving upon health equities.

    b. Focus on conservation instead of change. In a conversation I had with a county manager some time ago, I was told that it cost his agency $80,000 to respond to a neighborhood's resistance to a proposed project. So why the resistance from those that entrust well educated planning professionals to plan the future of our cities?

    c. Human centric transportation innovation. If you do come and accept Emery's invitation for him to take you for a ride on his limo, you will begin to see the bike path as a network connecting people using mobility devices to the city. This innovation is a significant contribution to the cities response to climate change and greenhouse gas reduction.

        People do not resist change. They resist being changed.

        Instead of focusing on change, this innovation will demonstrate that there is greater value and engagement to tax paying citizens by asking them about conserving the wellbeing in their neighborhood. When this approach is taken,

[2] Research has demonstrated that inequitable access to green space can relate to health disparities or inequalities. This commentary aims to shift the dialogue to initiatives that have integrated green spaces in projects that may promote health equity in the United States. Specifically, we connect this topic to factors such as community revitalization, affordable housing, neighborhood walkability, food security, job creation, and youth engagement.

tax payers engaged in the change, knowing that it will not have deleterious impacts on where they have chosen to spend their futures.

I hoped that this request was adequate. Please let me know if it is not and I will be happy to quickly reply.

Very best

Dennis Sandow

Attachment B Eric Brown's response to Dennis Sandow's request

Hi Denis,

I spoke with a few of my colleagues about your request.

Unfortunately at this time, the Planning Division does not have capacity to take on a separate planning process for your neighborhood. In order to best serve your community, I'd encourage you to continue participating in both the River Road - Santa Clara Neighborhood Plan and the River Road Corridor Study. There is a meeting Wednesday evening for the neighborhood plan at North Eugene High School (https://www.eugene-or.gov/3667/Get-Involved), and an ongoing survey about the corridor (https://www.surveymonkey.com/r/RR_Corridor). We will have another corridor focused workshop in early June. If you are on our neighborhood plan email list (https://www.eugene-or.gov/3698/Newsletters), you will get the information.

Of course, the long-range planning team's workplan is largely dictated by Council. It is by Council direction that we are working with River Road and Santa Clara Community Organizations on their neighborhood plan. If you would like to see similar resources dedicated to your neighborhood, I would recommend advocating for that with Council through the WCC.

I also want to share with you that I am transitioning out of my role on the RRSC Plan to take on a position downtown. I am excited about the opportunity, but sad to leave the neighborhood planning project.

Let me know if you have any questions,

Eric

questions@movingahead.org

From: beverly barr <bkb@epud.net>
Sent: Monday, October 21, 2019 4:11 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: beverly barr <bkb@epud.net>

Message:

As a long-time resident of the River Road neighborhood, I am writing to urge support for EmX on River Road. The timing is perfect as we develop our Neighborhood Plan. The Plan will guide the future of the River and Garden District of Eugene. EmX is a vital piece in realizing the potential of River Road.and the surrounding streets and neighborhoods. Thank you!

Relevant Corridors:
River Road

Contact Options:
I would like a response, I would like to receive email updates

questions@movingahead.org

From: HENRY Chris C <CHenry@eugene-or.gov>
Sent: Tuesday, October 22, 2019 8:37 AM
To: questions@movingahead.org; MARTIN Andrew (SMTP)
Cc: MovingAheadProject (MovingAheadProject@ltd.org)
Subject: FW: Written Testimony for October 21st Hearing between LTD & City Council
Attachments: Ridership_10_21_19.pdf

From: RODRIGUES Matt J <MRodrigues@eugene-or.gov>
Sent: Monday, October 21, 2019 5:56 PM
To: INERFELD Rob <RInerfeld@eugene-or.gov>; HENRY Chris C <CHenry@eugene-or.gov>
Subject: FW: Written Testimony for October 21st Hearing between LTD & City Council

FYI

Thank you,
Matt Rodrigues, P.E.
AIC Public Works Director
City of Eugene
Ph: 541-682-6877
mrodrigues@eugene-or.gov

From: Nathan Emerson <Nathan@csaplanning.net>
Sent: Monday, October 21, 2019 4:30 PM
To: *Eugene Mayor, City Council, and City Manager <MayorCouncilandCityManager@eugene-or.gov>
Subject: Written Testimony for October 21st Hearing between LTD & City Council

[EXTERNAL ⚠]

Hello,

I have something that I'd like to submit for the record to tonight's joint public hearing on the MovingAhead project. I am seeking clarification of the ridership numbers for the all EmX and all Enhanced Corridor that have been presented at previous joint study sessions.

I understand this will not be part of the packet because of the late submittal.

Thank you very much,

Nathan Emerson
Associate
CSA Planning Ltd.
4497 Brownridge, Suite 101
Medford, Oregon 97504
(541) 779-0569

Memorandum

CSA Planning, Ltd
4497 Brownridge, Suite 101
Medford, OR 97504
Telephone 541.779.0569
Fax 541.779.0114
Nathan@CSAplanning.net

To: Eugene City Council

Date: October 18, 2019

Subject: Ridership Projections for MovingAhead

I respectfully request that MovingAhead staff clarify the annual increase in ridership projected to be generated by the proposed investment packages.

After looking at the available materials from the July 15th joint work session between the City Council and the LTD board, I am unable to recreate the ridership numbers presented for each investment package. The ridership numbers are below, as presented in Attachment C of the July 15 meeting packet:

Proposed Investment Packages

Evaluation Measure	Enhanced Corridor Package	Original Package C	Modified Package C	EmX Package
Bike/Ped Access and Safety Investments (1-5 rating)	3	3.5	3.9	4.4
Capital Cost (millions)	$148	$202	$274	$335
Consistency with Local Plans and Policies (1-5 rating)	3.2	3.4	3.6	4.4
Investment in Corridors with Higher Level of Low Income and Minority Population	56%	68%	50%	50%
Number/Acreage of Acquisitions	115 / 4.1	150 / 5	176 / 8	177 / 8.4
Operating Cost: Systemwide Change from No-Build (millions)	-$0.1	$2.5	$4.3	$8.2
Parking Impacts: Corridor On-Street and Off-Street Parking Impacts (number of spaces lost)	188	217	285	375
Potential Property Displacements	4	6	8	8
Ridership: Estimated Annual Systemwide Increase Compared to No-Build*	389,000	521,000	771,000	1,327,000

Elsewhere in the document, an asterisk denotes the following ridership estimation methodology:

* It is important to note that, at this stage of the evaluation, "Annual Systemwide Increase in Ridership" has not been modeled for any modified package. For these modified packages, the ridership indicated for the mix and match packages is the sum of the ridership by mode for each corridor, which is a close approximation of the package ridership. After the City and LTD decision makers provide direction on the range of refined investment packages to advance to public hearing, the refined packages will be modeled for annual systemwide ridership.

This seems quite reasonable given the changing nature of the investment packages. However, using this methodology led to ridership estimates that were sometimes substantially different (and negative) from the table presented in Attachment C.

To calculate the investment package ridership numbers, I used the corridor ridership numbers provided in Attachment A of the July 15 packet, *Alternatives Analysis Report Executive Summary*. Pages 11, 15, 19, 23, and 27 provide tables that include **Systemwide Annual Ridership Increase (compared to No-Build).** The relevant pages have been excerpted for ease of reference and attached to this memo. These appear to be the only individual corridor ridership numbers provided in the packet and they match the numbers from the full Alternatives Analysis.

Using these numbers, simple addition yielded the following increase in ridership for the presented investment packages:

Estimated Ridership Increase

Package	Ridership
Enhanced Corridor	363,000
Package C	576,000
Package D	771,000
Package E	927,000
EmX	1,155,000

Names have changed (today's Package D was Modified Package C on July 15), but ridership projections were congruent with those presented to City Council for only one Package. After calculating these numbers, the two Packages that have been constant through these proceedings do not have ridership numbers that match any other documentation. The difference for the all EmX package is negative 172,000 riders annually, or approximately 13% of the total expected annual ridership. The difference for the Enhanced Corridor package is negative 26,000 riders annually, or approximately 7% of the total expected annual ridership.

Without additional explanation from the MovingAhead team, the annual ridership numbers presented to the joint session of the City Council and the LTD board (and the public) do not appear to match the available documentation. It is in the public interest to ensure that these numbers are presented accurately.

I am certain that the MovingAhead team, given the complexity of the project, can provide an explanation for the ridership totals presented to elected officials. I look forward to the clarification they provide.

Sincerely,

CSA Planning, Ltd.

Nathan Emerson
Associate

Highway 99 Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	EmX
Cost			
Capital Cost	$0.0M	$38.0M	$67.0M
Systemwide Annual Operating Cost *(Change from No-Build)*	$0.0M	-$0.1M	$2.8M
Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	10 min	12 min
Systemwide Annual Ridership Increase *(Compared to No-Build)*	0	111,000	267,000
Bicycling & Walking			
New Bike/Ped Access and Safety Improvements *(1-5 rating)*	★	★★★★	★★★★★
Property & Development Impacts			
Support Development and Redevelopment *(1-5 rating)*	★	★★★	★★★★★
Number of Medium and Large Trees Impacted	0	14	40
Number/Acreage of Acquisitions	0/0	44/1.3	38/1.6
Potential Property Displacements[1]	0	0	0
Parking Impacts: On-Street/Off-Street *(number of spaces)*	0/0	0/50	0/53
Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	≈29,000
Population	≈34,000	≈34,000	≈50,000

[1] Mitigation measures would be used to avoid or reduce impacts

Supports Project Criteria ◄ ► Does not Support Project Criteria

River Road Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	EmX
Cost			
Capital Cost	$0.0M	$24.0M	$78.0M
Systemwide Annual Operating Cost *(Change from No-Build)*	$0.0M	-$0.6M	$2.0M
Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	5 min	8 min
Systemwide Annual Ridership Increase *(Compared to No-Build)*	0	33,000	246,000
Bicycling & Walking			
New Bike/Ped Access and Safety Improvements *(1-5 rating)*	★	★★★	★★★★★
Property & Development Impacts			
Support Development and Redevelopment *(1-5 rating)*	★	★★★	★★★★★
Number of Medium and Large Trees Impacted	0	13	132
Number/Acreage of Acquisitions	0/0	5/1.3	40/2.2
Potential Property Displacements[1]	0	4	6
Parking Impacts: On-Street/Off-Street *(number of spaces)*	0/0	0/2	0/31
Existing Jobs & Population Served			
Jobs	≈19,000	≈19,000	≈28,000
Population	≈35,000	≈35,000	≈44,000

[1] Mitigation measures would be used to avoid or reduce impacts

Supports Project Criteria ◄ ► Does not Support Project Criteria

30th Avenue to LCC Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	EmX
Cost			
Capital Cost	$0.0M	$21.0M	$53.0M
Systemwide Annual Operating Cost *(Change from No-Build)*	$0.0M	-$0.5M	$0.5M
Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	1 min	2 min
Systemwide Annual Ridership Increase *(Compared to No-Build)*	0	-30,000	198,000
Bicycling & Walking			
New Bike/Ped Access and Safety Improvements *(1-5 rating)*	★	★★★	★★★★★
Property & Development Impacts			
Support Development and Redevelopment *(1-5 rating)*	★	★★★	★★★★★
Number of Medium and Large Trees Impacted	0	58	102
Number/Acreage of Acquisitions	0/0	13/0.4	20/0.5
Potential Property Displacements[1]	0	0	0
Parking Impacts: On-Street/Off-Street *(number of spaces)*	0/0	69/0	140/16
Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	≈30,000
Population	≈30,000	≈30,000	≈45,000

[1] Mitigation measures would be used to avoid or reduce impacts

Supports Project Criteria ◄ ► Does not Support Project Criteria

Coburg Road Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	EmX
Cost			
Capital Cost	$0.0M	$41.0M	$113.0M
Systemwide Annual Operating Cost *(Change from No-Build)*	$0.0M	$0.0M	$1.8M
Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	5 min	5 min
Systemwide Annual Ridership Increase *(Compared to No-Build)*	0	63,000	258,000
Bicycling & Walking			
New Bike/Ped Access and Safety Improvements *(1-5 rating)*	★	★★★	★★★★★
Property & Development Impacts			
Support Development and Redevelopment *(1-5 rating)*	★	★★★	★★★★★
Number of Medium and Large Trees Impacted	0	9	149
Number/Acreage of Acquisitions	0/0	47/1	73/4
Potential Property Displacements[1]	0	0	2
Parking Impacts: On-Street/Off-Street *(number of spaces)*	0/0	0/67	7/128
Existing Jobs & Population Served			
Jobs	≈25,000	≈25,000	≈36,000
Population	≈41,000	≈41,000	≈50,000

[1] Mitigation measures would be used to avoid or reduce impacts

Supports Project Criteria ◄ ► Does not Support Project Criteria

MLK, Jr. Boulevard Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor
Cost		
Capital Cost	$0.0M	$21.0M
Systemwide Annual Operating Cost *(Change from No-Build)*	$0.0M	$1.1M
Transit Performance		
In-Vehicle Transit Travel Time Savings	0	2 min
Systemwide Annual Ridership Increase *(Compared to No-Build)*	0	186,000
Bicycling & Walking		
New Bike/Ped Access and Safety Improvements *(1-5 rating)*	★	★★
Property & Development Impacts		
Support Development and Redevelopment *(1-5 rating)*	★	★★★
Number of Medium and Large Trees Impacted	0	9
Number/Acreage of Acquisitions	0/0	6/0.1
Potential Property Displacements[1]	0	0
Parking Impacts: On-Street/Off-Street *(number of spaces)*	0/0	0/0
Existing Jobs & Population Served		
Jobs	≈15,000	≈15,000
Population	≈26,000	≈26,000

No EmX alternative for this route

[1] Mitigation measures would be used to avoid or reduce impacts

Supports Project Criteria ◄ ► Does not Support Project Criteria

questions@movingahead.org

From: Paul CONTE <questions@movingahead.org>
Sent: Monday, October 21, 2019 4:36 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Paul CONTE
Organization:
Email: paul.t.conte@gmail.com
Phone: 5413442552

Comments:
Testimony for 9/21/2019 Public Hearing

This form doesn't provide the necessary feature for attachments!

Please incorporate the complete text and images from the article: "Affordable Housing on Transit Land" by Dan Reed on-line at:
https://shelterforce.org/2019/09/27/affordable-housing-on-transit-land/

LTD and the Cities of Eugene and Springfield need to have a unified plan for transit AND affordable housing.

It wastes money to simply build more routes without also supporting development of housing for residents who must and will use good public transit.

Really, it's a "no-brainer", as explained fully in the referenced article.

This is especially true if LTD and the City pick either the River Road or Highway 99 as the next route.

Paul Conte
1461 W 10th Ave
Eugene, OR 97402

Affordable Housing on Transit Land

Transit providers are often major landowners in their communities, controlling underutilized properties like park-and-ride lots or storage and maintenance facilities. These sites are also opportunities to provide desperately needed affordable housing.

By **Dan Reed** - September 27, 2019

In large and small communities across the U.S., rising rents and a chronic housing shortage have made it difficult for working families to make ends meet.

Marea Alta, a 200-unit building for families and seniors, is built on a former transit agency-owned parking lot. The San Leandro BART station is pictured in front of the building. Photo courtesy of BRIDGE Housing

Over the past eight years, housing construction has barely kept pace with household growth. There's a shortage of affordable homes, too: the number of units nationwide renting for less than $800 fell by 4 million between 2011 and 2017, and in some metropolitan areas, fell by 20 percent, according to the Joint Center for Housing Studies at Harvard University.

Nearly 1 in 3 households (and 47 percent of renter households) are cost-burdened, meaning they pay more than 30 percent of their income on rent. And among the lowest-income households, many are simply pushed out of the housing market entirely, leading to a substantial increase in homelessness. The number of unsheltered homeless people in California grew by 25 percent between 2014 and 2018. During that same time, it doubled in Colorado, and increased by 80 percent in Washington state.

This trend is particularly acute in large coastal cities, where population growth, high land costs, and difficult bureaucratic climates make it especially hard to respond to the need for housing. Land values, particularly on the West Coast, have increased significantly since 2012. Many of the nation's largest metropolitan areas are also adding households at a faster rate than they're issuing new home permits. These areas also happen to be where the most jobs and economic opportunities are.

The result is a perfect storm: young households flock to these areas to find jobs and put down roots in starter homes, while older households are downsizing, which together create increasing pressure for an already overstretched supply of affordable homes.

"WE TALK ABOUT HOUSING AFFORDABILITY AS THE ONLY COST YOU HAVE, BUT WHERE YOU LIVE DICTATES HOW MUCH YOU SPEND ON TRANSPORTATION."

Meanwhile, public transit providers are struggling to make ends meet. Many agencies are in a vicious cycle: the increased use of ride-hailing and bike-sharing services means fewer riders, creating a decline in revenue, which, along with the chronic lack of funding, results in further service cuts. It doesn't help that in many communities, an affordable housing shortage has displaced lower-income riders who typically rely on transit.

Phil Washington of Los Angeles Metro once said, "I don't want to build new tracks, I want to make sure people can live near our transit." It is this same spirit that is behind affordable housing advocates finding new allies—in public transit agencies.

Los Angeles' Metro transit agency is one several around the nation that has focused on transit-oriented development and either partnered with affordable housing developers or promoted affordable housing near its stations. Since 2016, Metro has distributed $9 million in low-interest rate loans for affordable housing on land adjacent to its stations as part of its Joint Development Program. Like other agencies, Metro also has an explicit affordable housing policy, requiring that at least 35 percent of all housing units developed on its properties be set aside for households making less than 60 percent of the area median income, or roughly $56,000 per year. The program has generated more than 700 subsidized affordable units near the agency's rapidly expanding system, with another 162 affordable units in construction, and almost 600 more in negotiation.

It turns out that transit agencies have a lot to gain from affordable housing. Transit providers are often major landowners in their communities, controlling underutilized properties like park-and-ride lots or leftover pieces of land from the construction of a new project, or storage and maintenance facilities. These sites are also opportunities to provide desperately needed affordable housing, which in turn creates increased ridership from residents and visitors, as well as additional revenue. For instance, it's estimated that Metropolitan Transit System properties in San Diego—about 57 acres—can support 8,000 new homes, 3,000 of which can be reserved as permanently affordable for low-income renters, according to a Circulate San Diego report.

Housing and Transportation Costs

While housing is the largest expense that people have, the cost of child care, food, health care, and transportation can also be a substantial burden. "One of our priorities is the . . . importance of thinking about people's *total* costs of living, of which the two biggest are housing and then transportation," says Jeremy Wilkening, vice president of real estate development for Capitol Hill Housing in Seattle, where one-third of households are cost-burdened, meaning they pay more than 30 percent of their annual income on rent. The company is a publicly owned affordable housing developer that recently completed an apartment building in conjunction with Sound Transit, the local transportation agency.

Nationally, households spend an average of 16 percent of their annual income on transportation costs, and in some areas, transportation can eat up as much as 30 percent, says Beth Osborne, director of Transportation For America, a national transit advocacy group. "We talk about housing affordability as the only cost you have," says Osborne. "But where you live dictates how much you spend on transportation."

Within a given metropolitan area, households end up moving further away from job centers to find affordable homes. Affordable housing providers build in areas where the costs are lower, or where there isn't opposition from neighbors. Residents end up paying back that cost in long commutes, high transit fares, or buying and maintaining one or more cars.

"A lot of time, our affordable housing policy says we'll give [housing] to you, but not close to the things you need," says Osborne. "And then you can't get to work, you can't get to the bank, you can't get to your kids' school. . . . If everything else is scattered across the region, it becomes impossible to piece together your daily existence without a car for every adult over 16 years in your house. That's a pretty expensive proposition."

That's why a recent study from Harvard University found that commuting time is the "single strongest factor" in a person's ability to rise out of poverty. The more time people spend traveling to and from opportunities, or the more unreliable their trip is, the harder it is for them to improve their situation.

Financing is a Challenge

In the Washington, D.C., area, renters need to make nearly $133,000 per year to afford rental housing without being cost-burdened. That means transportation costs, and simply having access to reliable, frequent transit service can have a transformative effect on residents' lives. That's the finding at The Bonifant, a mixed-use, high-rise senior housing development in Silver Spring, Maryland, built adjacent to a light-rail station.

"We know from our experience that seniors don't want or need a car to get around," says Rob Goldman, president of Montgomery Housing Partnership (MHP), which developed The Bonifant. "There's a concept in suburban settings to put seniors further out, but they want to live in a downtown area where there's lots of amenities. They don't just want a shuttle to the grocery store. They want freedom and access."

The Bonifant was a partnership between Montgomery County, which owns the land; MHP, a private affordable housing developer; and the Maryland Transit Administration, which is constructing the 16-mile light rail called the Purple Line. The county originally planned to only build a library on the site, but when the state selected it for a future station in 2009, county officials decided to build affordable housing there as well, citing the area's high housing costs. The Bonifant opened seven years later, in 2016. All but 10 of the high-rise's 149 apartments are set aside for senior households earning between $30,000 and $60,000 per year.

The Bonifant, a mixed-use high rise in Maryland, was developed in partnership with Montgomery County, which owns the land; the Montgomery Housing Partnership, a private affordable housing developer; and the Maryland Transit Administration. Photo courtesy of Montgomery Housing Partnership

"The building was engineered around the Purple Line's needs," says Stephanie Roodman, project manager for the Bonifant. The 11-story building's Art Deco-style exterior has a curved facade at the corner where the tracks wrap around it, while an adjacent park provides an amenity for residents, future transit riders, and for patrons of a public library, which was built at the same time and is cantilevered over the station platform. Supports connect the Bonifant to catenary wires used to power light-rail trains.

The Purple Line's proximity to the building meant that MHP had to forgo parking, which almost killed the project. "Originally, we were going to have one underground level of parking," says Roodman, but the Maryland Transit Administration rejected it, as the only feasible location for a parking entrance was next to train tracks, creating a dangerous situation for drivers.

Like many affordable housing developments, this $44 million project has a complicated financing scheme. Montgomery County owns the land, which is leased to MHP for 77 years. To develop the building, MHP received funding from a variety of public agencies, including the county and state housing agencies, HUD, and private banks. Even still, lenders were reluctant to fund the building, saying it would be difficult to find tenants due to the lack of parking.

"We had to convince lenders that the project would be successful without parking, and brought examples of other similar buildings around the country," says Roodman. Instead, the building generated tremendous interest—when it opened in 2016, there were already 800 inquiries for its 149 units, and each of its four ground-floor retail spaces had been rented. Just 32 of the 149 tenants in the building have cars, Roodman notes, and most of them park them at a municipal parking garage a block away.

Zoning is Also a Big Issue

While financing is an issue, zoning may be the biggest factor that prevents transit agencies from getting affordable housing built on its land. "A huge part of the problem is the land use rules, which transit agencies have no responsibility and very little control over," says Osborne.

In many cities, rail transit stations may be surrounded by areas with single-family home zoning, which prohibits apartments and effectively makes affordable housing illegal, as it typically comes in the form of multi-family buildings. Where zoning does allow for higher-density development near transit, the demand for housing is so high that land prices skyrocket, which makes homes more expensive. This can make subsidized affordable housing financially impossible, and even when housing providers can make the funding work, they may simply be outbid by market-rate developers.

"We have so little high-quality transit, every stitch of property around that station is in huge demand . . . there's not enough of it to go around," Osborne says.

Local municipalities that set zoning and land-use rules face pressure from residents who don't want higher-density development in their neighborhood, making it politically difficult to provide space for affordable housing. As a result, agencies may have affordable housing policies, but can't actually make it happen.

You Need a Lot of Patience

In Seattle, Sound Transit has had a policy promoting transit-oriented development since 2010. In 2018, the public transit agency's board created an official policy that it would offer

at least 80 percent of its surplus property to affordable housing developers at below market rate, or at no cost. The agency requires that at least 80 percent of the new homes be affordable in perpetuity to households making below the area median income.

This isn't Sound Transit's first foray with affordable housing. It's taken almost 20 years for one of the agency's first affordable-housing partnerships to get built due to a lengthy community engagement process. Planning for the Capitol Hill Station, located underground in a historic neighborhood, began in the 1990s. Residents were initially resistant to proposals for apartments above the light-rail station before agreeing to accept them with some height restrictions. Station House, a 110-unit building designated for working families making between $19,000 and $55,000 per year, will open in 2020.

Sound Transit selected Capitol Hill Housing, a publicly owned affordable housing authority, to develop the building along with private developer Gerding Edlen, which built a grocery store, daycare, and about 300 market-rate apartments on the three-acre site. "[Capitol Hill Housing has] a strong willingness to work with affordable housing providers on the transit sites, and that goes a good ways towards making this work," says Wilkening.

The project is a complex undertaking in every way, as each of the project's partners had their own requirements to meet. Sound Transit cleared the site, built a large trench for the rail station, then built a platform over it. The agency selected Gerding Edlen to lease the site for 99 years, but the City of Seattle, which invested $8 million in Station House, prefers fee-simple ownership for affordable housing developments, where a buyer is given ownership of the property, which includes the land and any improvements to the land. This resulted in a complicated dance: Capitol Hill Housing bought the land and created a legal structure that allowed it to own the building but not the land beneath it. The land was then sold back to Sound Transit so that the agency could lease it to Gerding Edlen.

By law, Sound Transit must put covenants on its property dictating that homes built there stay affordable in perpetuity. However, that agreement conflicted with what Capitol Hill Housing's lenders and investors require when using affordable housing tax credits to build a property, which put the project's financing at risk. "[Capitol Hill Housing] had to spend a lot of time educating the transit agency on how we provide affordable housing, and they had to conform their documents to those requirements," says Wilkening.

"THERE'S A LEARNING CURVE FOR BOTH US AND FOR THEM, AND WE SORT OF SPEAK DIFFERENT LANGUAGES. IT WOULD TAKE A LITTLE BIT LONGER TO MAKE THE TRANSACTION SUCCESSFUL."

As a result of the extensive planning process, Capitol Hill Housing inherited specific design guidelines dictating exactly where everything on the site would go, from bike racks to building entrances. And of course, the building is above an underground train station and atop a parking garage built for shoppers and tenants of the privately developed apartment building, which created engineering challenges.

Despite all of this, Wilkening feels it was worth it. "There was a lot of learning that happened with Station House with us and Sound Transit, and we're definitely applying it to our next project with them," he says, adding that Sound Transit was happy to incorporate feedback from this development to streamline their affordable housing requirements for future projects. Capitol Hill Housing is currently working with Sound Transit on an LGBTQ-affirming senior housing project, which involves a complicated land swap with both the transit agency and a local college.

Forming Relationships

The San Francisco Bay Area is one of the nation's most expensive regions, as rising housing costs have dramatically outpaced income over the past 40 years. It's no surprise then that the Bay Area Rapid Transit (BART) system in the San Francisco Bay Area may be one of the first agencies in the country to have an affordable housing policy for its land. Since 1993 it has worked with developers to build over 750 affordable homes near 11 stations, while another 1,000 are in planning or under construction. The agency's long-term goal is to add up to 18,000 homes at its stations by 2040, 35 percent of which would be available at below-market rates. A recently passed law requires cities with BART stations to change their zoning to allow higher-density housing up to 12 stories.

BRIDGE Housing, a San Francisco-based affordable housing developer, has worked with BART on eight projects, including Marea Alta, a 200-unit building for families and seniors that is built on a former agency-owned parking lot at the San Leandro BART station. The two-building project, which opened in 2017 and includes a childcare center and plaza, was built using modular construction, which lowered costs. BART required BRIDGE Housing to replace onsite parking with a parking garage, which increased the number of spaces, and BRIDGE also provided a new waiting area for rail passengers.

This long-term relationship, spanning almost two decades, has allowed both organizations to better understand each other's needs. "Transit agencies are generally filled with engineers, and they focus on trains on rails," says Cynthia Parker, president and CEO of BRIDGE Housing. "Over time I would say that the agency has had the focus of transit-oriented development percolate through the ranks. They're definitely more aware of some of the challenges of developing housing on site."

Many of their projects have included public amenities for BART stations themselves. For instance in San Leandro, BRIDGE provided a new waiting area for rail passengers, built according to the agency's specifications, which brings its own challenges. A BRIDGE complex at the MacArthur BART station included a public plaza, which the developer built for BART using a transportation grant. Parker noted that the transit agency, which manages large, multibillion-dollar infrastructure projects, was accustomed to making design changes throughout the construction process, which are hard for relatively smaller housing developers to accommodate.

Nonetheless, Parker is "a fan of working with these agencies," she says. "From a transit benefit standpoint, it's good for the agencies, it's good for our residents because our residents need to commute for work . . . and the adjacency to a transit line saves a considerable amount of money."

It Takes Time

Most of the transit agencies that have affordable housing policies are on the West Coast, though Osborne of Transportation For America highlights Massachusetts, which is working to promote more walkable neighborhoods to make it easier for people to live near and use transit. She notes that cities and states with more progressive zoning will be in a better position to provide more affordable housing near transit, like Minneapolis, which eliminated single-family zoning and legalized triplexes throughout the city, including near transit. Triplexes can now be built "by-right," meaning they're automatically allowed by the local zoning code and don't require special approvals to be built.

"They're really leading the way," she says. "They'll have some real opportunity in being able to build affordable housing by-right, which will make it easier to build more housing near transit and drive up ridership and make transit more productive."

Of course, zoning changes take time, as do policy changes, changes to lender requirements, and culture shifts at transit agencies. Wilkening of Capitol Hill Housing in Seattle advises anyone interested in building affordable housing near transit to have patience.

"People who work at transit agencies focus on transit, and [affordable housing providers] focus on housing," he says. "There's a learning curve for both us and for them, and we sort of speak different languages. It would take a little bit longer to make the transaction successful."

Editor's Note: We thank Citi Community Development for their financial support and complete editorial independence as we develop a series of articles relating to permanent affordability, scaling up affordable housing, and displacement. Read the first piece in the series, "A Health Insurer and a CDC Collaborate to Move the Needle on Housing and Health."

Dan Reed

http://www.justupthepike.com

Dan Reed is a freelance writer and urban planner based in Montgomery County, Maryland. Dan has written for the New York Times, the Atlantic, Architect Magazine, Greater Greater Washington, and Washingtonian Magazine.

questions@movingahead.org

From: Andrew Martin <Andrew.Martin@ltd.org>
Sent: Monday, October 21, 2019 10:08 PM
To: questions@movingahead.org
Subject: Fw: [External Sender] Moving Ahead
Attachments: image001.png

Please enter the below as a comment.

Thanks,

Andrew

_____
From: Aurora Jackson
Sent: Monday, October 21, 2019 7:28 PM
To: Mark Johnson; Andrew Martin; Tom Schwetz
Subject: FW: [External Sender] Moving Ahead

For the official record.

A.J.

Aurora Jackson
General Manager
(541) 682-6105
[cid:image001.png@01D58845.A1888F60]

From: Gary Wildish [mailto:gwildish@chambers-gc.com]
Sent: Monday, October 21, 2019 4:49 PM
To: mayorcouncilandcitymanager@ci.eugene.or.us
Subject: [External Sender] Moving Ahead

Good afternoon Mayor and City Councilors, I have a conflict so I won't be at this evenings hearing. Sorry. Moving Ahead is very important for the Community, the City of Eugene as well as for LTD. I would like to share some ideas with you.

Moving Ahead and Bus Rapid Transit (BRT) sounds like at Public Transportation project but it is much more. It is important to know that both Enhanced and EMX are BRT. If you looked at the budget for the West 11th EMX, you would find that there was more community enhancement than public transportation in the budget. There was money for new stations and very nice new stops along the way with a number of new busses. Most of the money was spend on street improvements, new surfacing, some new travel lanes, better turning lanes for the general public. New storm water collection and treatment, improved signalization at numerous locations, many more trees than had to be removed. Many miles of new sidewalks along with three bridges over the Amazon that provide improved bike-ped options. EWEB was able to improve their infrastructure as they made the many necessary utility adjustments.

West 11th looks better than I have ever seen it, inviting, prosperous, attractive and a great front door for West Eugene. The other EMX projects also have been great improvements in their areas.

When the previous project were being funded BRT was a new idea and LTD got in front of other Transportation agencies. Today that is not the case. Funding is going to be more difficult to acquire. We are going to have to step up financially at the local level at amounts that were not necessary in the past.

EMX provides the most community enhancements and the Enhanced option is more about public transit. Each route has special challenges. EMX works on some routes and would be very difficult on others.

Moving Ahead will have an important impact on the development of Eugene's Main Corridors. Your decision will be with the Community for a long time. I hope you will support Moving Ahead!

Thanks for your time and consideration, Gary Wildish, Past LTD Board Member

questions@movingahead.org

From: Dennis Sandow <questions@movingahead.org>
Sent: Monday, October 21, 2019 5:40 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Dennis Sandow
Organization:
Email: dennissandow5@gmail.com
Phone:

Comments:
Eugene Neighborhood Leaders Council
River Road Community Organization
Santa Clara Community Organization
Eugene City Council Member Claire Syrett Mayor Vinis LTD Board of Directors LTD General Manager Aurora Jackson

September 21 2019

The River Road Corridor Project (RRCP) part of the MovingAhead project be suspended until the following deficiencies are addressed.

1. Planning for the Ruth Bascom bike path. The Ruth Bascom bike path offers people without homes, people with mobility support needs, pedestrians, cyclists and an increasing number of electric wheelchairs, scooter and bicycles connections to the city. It also offers the poor access to the greenway without which public health research shows increases in ill mental and physical health. It also connects several community gardens and urban farms. Any publicly funded project claiming to be sustainable would address the future of the bike path. To date, RRCP has not.

2. Lanes defining the quality of River Road and Whiteaker. Lanes are narrow passages from the City to the Willamette River. Many do not have sidewalks. But this does not threaten the safety of pedestrians, cyclists or folks with alternative mobility needs. That is because lanes have social equity meaning that pedestrians, cyclists, motorists and people with alternative mobility needs all share equal access. To date, RRCP has not addressed how the existing lanes will be left as they are.

3. Citizen involvement and the exclusion of Whiteaker neighbors from the RRCP. I wrote Sasha Luftig requesting a copy of the grant funding the RRCP on May 8 and then again on September 9 2019. As of today, I have not received a reply.

More concerning is the fact that Whiteaker neighbors living on Fir Lane, Lombard Lane and E Briarcliff Lane have not been given the opportunity to participate in the RRCP. While the RRCO and SCCO have been involved in all aspects of the RRCP, the WCC has not. An alternative process was presented to Mr Brown that would address the unique characteristics of the Whiteaker neighbors living there (Attachment A). He replied that after consult with others in the city, they had not time for a 2 hour meeting with neighbors there Attachment B). This was after City Manager Jon Ruiz had these comments about the small neighborhood:

“I appreciated the gathering with your neighbors and was reminded of the richness of individual and collective stories that define the sense of place in a neighborhood – more so then the physical space. Not all neighborhoods share the social capital that flows through your neighborhood, and the challenge, it seems to me, is to find ways to continue and

refresh the threads as change occurs. I learned that the caring and commitment, as articulated through the stories, has sustained the sense of place in your neighborhood for decades."

The RRCP has not addressed the challenge to conserve the unique social capital in that neighborhood. Nor has the RRCP met the criteria set forth by the IAP2, something they claim to have accomplished.

4. Unacceptable social impact for evaluating the RRCP. The RRCP will evaluate these social impacts (Jan 2019 draft):

The social issues in the RRCP include people without homes, hunger, poverty, substance abuse, crime, refugee status and teenage suicide to name a few. With a planned increase from population growth these social issues will grow proportionately. If we do not plan to address these issues they will grow. The RRCP does not include these high priority issues in its evaluation.

Projects such as the RRCP become proposed investments for the future. The source for resources the public. Hence, until the deficiencies (as we have partially listed) are addressed by the RRCP we request the project be terminated or postponed until the deficiencies are addressed.

Sincerely,

Dennis Sandow

Attachment A Email from Dennis Sandow to Eric Brown asking for inclusion of Fir, Lombard and EBriarcliff Lanes in the RRCP.

Eric Brown
Associate Planner
99 W. 10th Avenue
Eugene, OR 97401

March 26, 2019

Hello Eric

Thank you for accepting this request for conducting a planning session with the residents of Fir Lane, Lombard Lane and East Briarcliff Lane. It is a testament to your commitment to citizen involvement.

There are two reasons for making this request.

1. Most of the residents living in this neighborhood are in the jurisdiction of the Whiteaker Community Council. The WCC has not be involved in the River Road Corridor study even though they are directly in the corridor itself.
2. The Fir-Lombard-E Briarcliff neighborhood has developed unique social services for those with physical challenges who require mobility devices ranging from electric powered wheel chairs to walkers.

The request.

1. We request that a brief (1.5-2 hour) planning session be conducted by asking two questions.
a. How do residents care for those with physical challenges, senior citizens and those needing affordable housing?
b. What would the neighbors like to conserve in the neighborhood in the future?
2. We request that Fir, Lombard and E Briarcliff, with a history of no accidents for over 20 years, be evaluated as a woonerf . This will be fun! Our neighbor, Emery has told me that he is happy to give you a ride on his famous limo – the "cosmic limo of the Country Fair". This will result in you seeing the world of transportation through human powered non-auto perspectives and how efficient the bike network is in connecting people with mobility devices to the city.
3. Finally, we request that the planning be aimed implementing the empower process of the Public Participation Spectrum

The value to the city.
1. Improve the River Road Corridor planning process by including us in the study. We all have talked about our neighborhood being the isthmus between River Road and the Willamette River and planning without representation can destroy the character of our neighborhood. This would also result in including the WCC neighbors in the RRCS planning.
2. Innovate in micro-planning in two important process improvements.

a. Apply a proven process for assessing social capital to address the social impacts of planning and development. The RRCS does not include adequate processes for understanding what is most important to our community – social impact. Impacts such as homelessness, substance abuse, theft and public health have not been included in the discussion. ECONorthwest may appear to be a proxy, but economics is not a valid indicator for social wellbeing.

This innovation will bring urban planning in line with Oregon's greatest health priority in improving upon health equities.

b. Focus on conservation instead of change. In a conversation I had with a county manager some time ago, I was told that it cost his agency $80,000 to respond to a neighborhood's resistance to a proposed project. So why the resistance from those that entrust well educated planning professionals to plan the future of our cities?

c. Human centric transportation innovation. If you do come and accept Emery's invitation for him to take you for a ride on his limo, you will begin to see the bike path as a network connecting people using mobility devices to the city. This innovation is a significant contribution to the cities response to climate change and greenhouse gas reduction.

People do not resist change. They resist being changed.

Instead of focusing on change, this innovation will demonstrate that there is greater value and engagement to tax paying citizens by asking them about conserving the wellbeing in their neighborhood. When this approach is taken, tax payers engaged in the change, knowing that it will not have deleterious impacts on where they have chosen to spend their futures.

I hoped that this request was adequate. Please let me know if it is not and I will be happy to quickly reply.

Very best

Dennis Sandow

Attachment B Eric Brown's response to Dennis Sandow's request

Hi Denis,

I spoke with a few of my colleagues about your request.

Unfortunately at this time, the Planning Division does not have capacity to take on a separate planning process for your neighborhood. In order to best serve your community, I'd encourage you to continue participating in both the River Road - Santa Clara Neighborhood Plan and the River Road Corridor Study. There is a meeting Wednesday evening for the neighborhood plan at North Eugene High School (https://www.eugene-or.gov/3667/Get-Involved), and an ongoing survey about the corridor (https://www.surveymonkey.com/r/RR_Corridor). We will have another corridor focused workshop in early June. If you are on our neighborhood plan email list (https://www.eugene-or.gov/3698/Newsletters), you will get the information.

Of course, the long-range planning team's workplan is largely dictated by Council. It is by Council direction that we are working with River Road and Santa Clara Community Organizations on their neighborhood plan. If you would like to see similar resources dedicated to your neighborhood, I would recommend advocating for that with Council through the WCC.

I also want to share with you that I am transitioning out of my role on the RRSC Plan to take on a position downtown. I am excited about the opportunity, but sad to leave the neighborhood planning project.

Let me know if you have any questions,

Eric

questions@movingahead.org

From: Maxwell Thomas Vuylsteke <questions@movingahead.org>
Sent: Monday, October 21, 2019 7:12 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Maxwell Thomas Vuylsteke
Organization:
Email: Maxwelltv2@gmail.com
Phone: 5036161112

Comments:

David Wade (from transcript of oral testimony on October 21, 2019)

Thank you for hearing us out. I'm in Alan Zelenka's ward, my name is David Wade and I live in the city of Eugene. The issue of our time is climate change, and everything you do, you need ask yourself how this affects climate change. If you're not asking that question, you are making a planet-threatening mistake. The only option here that helps slow down climate change is the all EmX corridor. Eugenians will not get out of their cars to take a bus. It's too low class, it's too threatening, doesn't come on time, doesn't come often enough, and anyway it's low class. They will get out of their cars to take EmX. Why? It's high class, it's high tech, it looks like a trolley, it has fixed stations, it runs every ten minutes, and doesn't run late unless a bus breaks down, okay? The only way to get people out of their cars in Eugene is to go with the EmX corridor. Any other choice is saying well, we don't really care about climate change at this point, we'll just buy some right-of-way and do EmX later. Big mistake. Later and climate change is a big mistake. Portland made the terrible error of going with fixed rail. Cost ten times as much as EmX. They don't have the money to complete it. Now they have to go with these enhanced bus corridors. No one takes a bus, whether it's enhanced or un-enhanced, okay? I rode the number 11 bus for six years, before you put in EmX, it ran every 15 minutes, it was an enhanced bus route, and I'm the only coat and tie on that bus for six years? Why? It's low class. People will not get out of their car to take a bus ever it runs every 15 minutes or every 5, they won't do it. So if you want to do something about climate change and want to avoid the mistakes Portland has made, EmX corridor. Thank you very much.

Comment Letter Number: 57

Christopher Logan (from transcript of oral testimony on October 21, 2019)

I'd like to agree to some extent with the last speaker and disagree to some extent. I'm Christopher Logan, I live on River Road – 1229 Dalton Drive. Everything you build, even an EmX bus, causes global warming. Steel has to be smelted with coal, there is no other way. Transportation of materials and you build new roads, you got to have concrete. Where do you get concrete? It's a tremendous emitter of carbon. And they steal gravel from the buttes, they steal it from the Willamette River. And then when they demolish stuff, Willamette Sand and Gravel sticks the demolition waste back where we used to have gravel that was historically deposited, right? Now we have concrete and tires and things like that. So every construction causes global warming. And if you want to be carbon neutral, the first thing you have to do is stop this we have to build. It says here Eugene is growing, we expect 34,000 new people and 37,000 new jobs. Where do you get the idea you'll get 37,000 new jobs? Sorry, where do we get the idea we are definitely going to get 37,000 jobs? What you're going to do, you're going to bring a bunch of people from Los Angeles to come up here for the squirrels and the rest of us have to endure these ugly buildings, these huge EmX with the turn lanes and -- okay, EmX would be good on going to Springfield. It's good on Highway 99. You might as well run it up West 11th. That place is already destroyed. River road is special. River Road is the garden district of your city. It's where we have large lots. We have kids playing in the lanes, and that's why we moved there. We don't need more construction. And here it says MovingAhead's ultimate goal is to create a ten-year investment plan for five key corridors. The investment plan envisions thousands of new riders only going up and down River Road, but nobody lives on River Road. We all live in the lanes. What we need is connectors, you know, and I'd like to give you another plan. A better plan would be to forgive the fees for building ADUs - mother-in-laws in the back of our property - because if you do that, you'll have your infills right away. We'll build it. You don't have to have these out of state developers come to build it. The neighbors will be integrated with the neighborhood, and we don't have to have these big, ugly buildings, but if you build a corridor down river road, it has to have riders living along the street. So please, No Build.

Comment Letter Number: 58

Rob Zako (from transcript of oral testimony on October 21, 2019)

I'm Rob Zako, the executive director of Better Eugene Springfield Transportation. Thank you for this opportunity to comment. Thank you also to the MovingAhead team for all the good work getting us to this point. BEST suggests MovingAhead boils down to two key questions. The first question is fundamental, and easy. What does the public want? Our community values the triple bottom line of people, prosperity, and planet. In line with these values, BEST finds the community shares a vision for complete streets, offering different ways to go, Vision Zero, so everyone gets their safely, and compact urban development so more people have access to such good transportation options. The vision is reflected in adopted plans and policies including Envision Eugene, the Transportation System Plan, the Vision Zero Action Plan, LTD's Long Range Transit Plan, and the Climate Recovery Ordinance. The second question is technical and, hence, harder. For each of the five MovingAhead corridors should the locally preferred alternative be the familiar EmX or a newer concept known as Enhanced Corridor. The choice is akin to a car salesman offering you a deluxe or basic package. You don't really need or want to pay for everything in the deluxe package, but the basic package isn't enough. Similarly, BEST recommends something between EmX and Enhanced Corridor, we're calling enhanced corridor plus. Enhanced Corridor provides more frequent, useful transit service by using the right combination of tools for the job. Last year the City of Portland adopted this new concept with their Enhanced Transit Corridor Plan. When it comes to transit, BEST recommends Enhanced Corridor offers most of the benefits of EmX with a fraction of the cost. But investing in Enhanced Corridor isn't enough. We need at least three additional items. One, safety. If protecting life is a top priority, we must not cut corners when it comes to safety, especially for the most vulnerable people who are walking, bicycling, and using mobility devices. For all corridors, make all the safety improvements planned in the EmX alternative. Two, Franklin Boulevard. The EmX we have is already successful. Indeed it is so successful, that there's a critical need to add a second EmX track or lane to support more frequent service by the University of Oregon. To do just that, prioritize the franklin boulevard transportation project. Three, other actions. Lastly, it isn't enough just to invest in infrastructure, expecting that if we build it, it will come. Strategically leverage major capital investments with other coordinated actions. For example, implement Transit Tomorrow to provide frequent useful transit service as soon as fall 2020. For example, develop funding for a stable level transit service through economic boom and bust cycles. For example, change setback requirements to protect needed rights of ways for future bus rapid transit. For example, adopt land use changes to support desired transit oriented development along with Envision Eugene. In conclusion, to advance our community's shared vision for better transportation, select enhanced corridor plus. You should all have this enhanced corridor plus handout. If anyone in the audience would like it, we have more copies. Thank you.

Comment Letter Number: 59

Sarah Mazze (from transcript of oral testimony on October 21, 2019)

Mayor, city council and LTD Board, my name is Sarah Mazze and I'm the Safe Routes to School coordinator for 4J School District. I live in the River Road neighborhood. I also support enhanced plus and by that, I mean that I would like to see a sufficient increase in frequency of transit and a sufficient improvement in safety for people walking and biking that we can actually meet the goals and priorities that Rob just described, that have been adopted by city council around mode shift, reduction in fossil fuel use and reduction in traffic deaths or elimination of traffic deaths on adopted timelines. We are not on track right now for that. I'll share with you something that I share with families. I speak with a lot of families about whether they feel comfortable, how their children travel to school, what they feel comfortable with. A lot of people tell me the roads are too dangerous for their kids to use active transportation and the paths don't feel safe to them because of people living on the paths. Whether that's real or simply perceived risk, it is changing - those things are changing behavior. Indeed, we have actually had four students already that I know of, who have been hit walking or biking to school in just the month and a half since school has started. Meanwhile behaviors are changing in a positive way where the city and county and 4j have invested in infrastructure improvements. Like Grove Street near Howard and Kelly Elementary in North Park and like the Active Amazon Corridor. We are seeing more students walking, we are seeing more bikes in the bike racks, and these are just small changes so imagine if we were to actually roll out changes in the way that they've done in other countries like Denmark and the Netherlands where they end up with a third to half of all trips being made by bike and a huge amount of trips made by transit and walking. In Seville, Spain in one year they put in something like 35 miles of protected bike way and they saw after a couple of years their trips by bike increased by 10 percent. The end result is that a transportation system that's more accessible to the young, to the old, to those who can't afford to drive themselves, and then there's less traffic on the road from those who do need to drive themselves. These other places that have done this, they've had pushback on individual projects just like we have here and they've kept their eye on the prize and they've pushed forward. I ask all of you to please support our staff at ltd and the city in pressing forward with the safety improvements that we need and the increase in service that we need to actually make transit and active transportation the safest and easiest choice because that's how we're going to actually make the changes that we need. These need to be the obvious way to go rather than grabbing your car keys and getting in the car.

Comment Letter Number: 60

Phil Farrington (from transcript of oral testimony on October 21, 2019)

I'm Phil Farrington. I live in ward 1, here representing CDC Management Corp. where I serve as the planning and real estate development director. Over 20 years ago, I came to Eugene and worked with Councilor Pryor back then for Willamalane Park District and served on the Transportation System Improvements Committee for TransPlan, which had conceived of EmX - a remarkable vision that I honestly at the time thought would not have been implemented in the manner in which it has at this time. So I think hats off to everybody in the community in making the successful system we have and enjoy today and is the rival of so many other communities. I'm here though speaking on behalf of the owners of property along Coburg Road about the potential to redevelop and the implications of EmX or enhanced transit and the taking of right-of-way off of existing property. I know that LTD has a great track record of being sensitive to property owners for those takings and trying to minimize those as much as possible. In the enhanced transit model that's proposed, at the intersection of Beltline and Coburg Road is proposed a dedicated right hand turn lane that takes some square footage, I think the staff has told me about 4650 square feet from the property that abuts this portion of Coburg Road. Whereas we are trying to redevelop this property that formerly has KEZI's studio location, we are in the difficult position of trying to - one code requirement that we must meet to put the building within only so much proximity of the existing right-of-way and yet also putting enough to accommodate for future EmX or enhanced transit development. It puts the development and the developer in a very difficult position of trying to determine that we can meet code today and yet accommodate the needs of transit in the future. We know we'll have an opportunity to work with city and LTD staff going forward, to try to work on this. I ask you all to be very sensitive to the implications of expanding right-of-way to accommodate and its implications and meanings for businesses and redevelopment concepts, consistent with your own established goals and codes. Thank you very much.

Comment Letter Number: 61

Laura Potter (from transcript of oral testimony on October 21, 2019)

My name is Laura Potter. I live in Eugene in Ward 2. I am a board member of Better Eugene Springfield Transportation and I was a founding member of BEST and I'm excited to be back on the board since moving back to Eugene. I'm speaking tonight on behalf of BEST to urge you to pursue an enhanced corridor plus. BEST believes this is the most cost effective alternative for improving the ways all people can get around Eugene. BEST formed in 2012 the support west Eugene EmX because we knew then as we do now, it is critical to invest in our community's future. We need complete streets to enable people with different needs to choose the best way to get around safely, practically, and affordably. Eugene is better off for the transportation options we have. The investments we have made have contributed to increased livability for people in our community. BEST wants to see that tradition of investment continue in a way that maximizes our dollars to serve the most people. I love EmX, I think it is a fabulous model for transit and I am proud of the EmX lines we have here in Eugene. Completely building out EmX will cost $332 million and result in increased operating costs of $8.2 million a year. While the enhanced investment package, which we are recommending is projected to cost $145 million and result in an operating cost decrease. And after reviewing the EmX Alternatives we still – best - still has outstanding questions and hasn't seen sufficient evidence that the benefits justify the significantly higher costs compared to enhanced corridors. I also must point out that one of the primary motivations is to provide frequent service along major corridors. LTD is working to achieve the goal through the Transit Tomorrow program - an initiative to take existing revenue and reallocate it to provide more frequency and consistency in service along major corridors. Our vision when we formed BEST was to bring together voices from the different perspectives in the community who interacted with transit and transportation. We knew that transit isn't just a business issue or an environmental issue. It wasn't just about low income riders or students. Having a good transit network, safe streets, bike lanes and transportation options is important for the entire community today and in the future. This diversity of perspective is still a core value of best as I think you will see demonstrated here tonight. It's not just what one person or organization thinks, it's about a group of community leaders coming together, understanding each other's perspective and figuring out how to achieve our goals with the resources we have. I hope you will consider our recommendations, thank you.

Comment Letter Number: 62

Marianne Nolte (from transcript of oral testimony on October 21, 2019)

I'm with Better Eugene Springfield Transportation. I'm the transportation options coordinator. I'm speaking tonight in support of enhanced corridor plus. I want to note that over the last five years the city's ideas about bus rapid transit have evolved. Under TransPlan, which was adopted in 2001, the vision was for 61 miles of bus rapid transit or an EmX-like service along major corridors in Eugene and Springfield. Since that time, however, the region's vision has changed, LTD's long-range plan from 2014 and Eugene's system transportation plan from 2017 do not explicitly call for bus rapid transit or EmX. They do call for a frequent transit network. The plans are now more focused on useful service, whatever that useful service's shape might take. LTD is on the verge of achieving the frequent transit network as they launch Transit Tomorrow. Transit Tomorrow calls for frequent service every 15 minutes along most major corridors in Eugene and Springfield, including all five MovingAhead corridors. So our aim was to implement a frequent transit network. We are doing that as early as fall 2020, which is one year from now. It may be Transit Tomorrow gives us the service improvements we need without the costly infrastructure investments that bus rapid transit would entail. BEST has analyzed this issue over the last several months and I have a handout here of our analysis that I'll hand to city manager and you should have all received an e-mail of this. This contains our analysis and our recommendations for how to move forward with enhanced corridor plus. Thank you.

Comment Letter Number: 63

Phil Barnhart (from transcript of oral testimony on October 21, 2019)

Good evening and thank you very much for holding this meeting. I'm Phil Barnhart. I live in Ward 3. I'm the president of a new organization called the Emerald Valley Electric Vehicle Association. Because it's just organizing, I do not claim to speak for them, only for myself. I am not an expert on transportation. I have been reviewing this plan, the Transit Tomorrow plan, and some other things as a part of my attendance at the Local Government Affairs Committee of the Chamber of Commerce - which, by the way, if you haven't been there, you should attend now and then. It's an extremely useful meeting. I do have a couple of comments, however. We are faced with a huge climate emergency worldwide. The city of Eugene and Lane Transit District have a part to play in ameliorating and solving for carbon emissions and other aspects of this problem. In order to do it, you have to look at different systems as if they were part of integrated wholes. the insight that I bring if I have one, are that the plans are fragmented, considered separately as if they were separate issues and they're not being integrated in ways that will actually be useful to our community. That of course includes Transit Tomorrow, but it also includes the housing -- long-term housing plans, which have to be built in such a way that walking is the main source of transportation to shopping and to work rather than transit, bicycles, or cars. We need to move rapidly towards a city which has an infrastructure designed for electric vehicles because we don't have time to rebuild the city to do all of our movement by bicycle, walking or by bus. And that would include things like the additional building code option that you ought to be looking at to make certain there are enough electric vehicles chargers in new construction. There are a whole variety of issues that I have not touched on that have to be considered together. I know your procedures, especially things like applying for federal grants, have to be done in what look like silos, but I hope you are all working to integrate the entire planning systems so we can actually change our city so it becomes a city in which it's capable to reduce carbon emissions, to increase people's livability, and make life better for all of us. It's a worldwide problem, but we can do our part. Thank you very much.

Comment Letter Number: 64

Jolene Siemsen (from transcript of oral testimony on October 21, 2019)

Good evening Mayor, City Council, LTD Board. My name is Jolene Siemsen. I'm a river road neighbor. I've served on multiple neighborhood planning advisory committees over the last couple of decades. I was previously the chair of the river road community organization. In addition, while working at the University of Oregon for 25 years, I was a year-round cyclists. I commuted by bike and occasionally by bus. I did use EmX and enjoyed it quite a bit. Currently in retirement, I find myself walking daily, usually with my dog in the neighborhood and along the river paths. I support the EmX option for the River Road-Santa Clara transportation corridor as the best choice for redevelopment of this busy transportation corridor. The EmX option offers 21st century solutions to ongoing concerns regarding the crisis of climate change, increases in our local population, and real concerns regarding all user safety. Numerous public planning processes involving the River Road-Santa Clara neighborhoods have targeted issues of multimodal transportation on River Road, previously a two lane thoroughfare, currently a five lane major lane arterial supporting close to 20,000 vehicles a day. Increased traffic has created a serious barrier to access across River Road, creating a negative environment for the neighborhood and generating safety concerns for cyclists and pedestrians. Lack of protected crossings across five lanes of traffic makes it difficult for neighbors to access local businesses, bus stops and nearby parks and open space. Narrow bike lanes and speeding cars create a risky environment for cyclists. Increased auto traffic has led to noise pollution and air pollution. As we look to creative solutions to mitigate the unfolding environmental crisis of climate change, which is largely due to increased carbon emissions, it's imperative we pursue bold options. The EmX option would provide for improved multimodal amenities and a safer corridor for all users, especially cyclists and pedestrians. Creative thinking about using electric vans for neighborhood connectors as neighborhood connectors and the River Road neighborhood has real merit. Supporting the EmX option can achieve reduction in vehicle miles traveled as well as improvements for all users. I support the EmX option as the best way to create a reimagined transportation corridor that best supports local businesses and housing development, will best serve to calm the burden of increased auto traffic, and importantly has the best plans for supporting bike and pedestrian users. It will move our transportation system into the 21st century. Thank you.

Comment Letter Number: 65

Mike Eyster (from transcript of oral testimony on October 21, 2019)

Good evening Mayor and Council. My name is Mike Eyster. I live in Springfield. I want to start by commending LTD for the fine work they've done. We are a pioneer of EmX, the new EmGo system, the new fare system that's in place, Transit Tomorrow, MovingAhead - we're on the cutting edge of a number of things. I'm proud to be in a community that is on that cutting edge and good work to you, LTD. I'm here tonight to say that I had chaired the board of LTD for five years, served on the board for 8 years. I'm an advocate of ltd and EmX. At the same time, I'm aware that it's important to use the right tool for the right job, and I don't think EmX is the right tool for every job. I think it is a good tool for many jobs, but I think that the enhanced plus corridor is probably the right direction to go for the five corridors under consideration. It's important we get good value for the public dollar that's spent. It's important that whatever you build you can afford to operate with our ongoing operational budget and it's important that the infrastructure be affordable as well. I think our public insists on that. We owe that to them. I think we have a good solution with enhanced plus. I encourage you to adopt the enhanced plus solution and wish you best of luck as you weigh your decision. Thank you.

Comment Letter Number: 66

Seth Sadofsky (from transcript of oral testimony on October 21, 2019)

Good evening Mayor, Councilors, and LTD Board members. My name is Seth Sadofsky. I live in Eugene in Ward 2. I rely on the bus for my daily transportation needs. As we try to plan our transportation future for the city we should keep our goals in mind. Our transportation goals include reducing greenhouse gases, safety, equity and convenience. Our current system meets those goals pretty well if you are an unusually confident bicyclist or if you're lucky enough to live in one of the most convenient parts of the city. Otherwise, most adults take most trips alone in two-ton combustible death machines. On average 6 people are killed and 35 people suffer serious life changing injuries due to car crashes in Eugene every year. The majority of these deaths and injuries occur on the same major transportation corridors we are discussing today. Therefore, it is imperative we work seriously on safety improvements as part of any moving ahead implementation. In order to meet our city's goals we need fewer and smaller cars, more and better bus service, safer and more comfortable places to walk and bike, and development patterns that put new businesses and residences near these facilities. As we look at the MovingAhead planning documents, it seems Enhanced Corridors will bring us nearly as close to all these goals as full EmX for these corridors at a fraction of the cost up front and operating cost, and hopefully a fraction of the time frame required for constructing full EmX lines. In addition to doing our best to build the Enhanced Corridors, we need to make needed safety improvements that would be included in the full EmX for all of these thoroughfares as efficiently as possible. We should accelerate the Enhanced Corridor work as much as possible and get appropriate safety improvements along with better sidewalks, crossings lighting and intersection priority for buses. We need to get serious about encouraging transit oriented development around these corridors as transit improves. This can be a difficult chicken and egg problem, but committing to a plan for the future can help spur development in the right places. Thanks for your time.

Comment Letter Number: 67

Theresa Parker (from transcript of oral testimony on October 21, 2019)

Good evening. My name is Theresa Parker. I live at 18th and Jefferson in Ward 1. I retired from Lane Transportation District in January of 2013 as their Accessible Services Manager at the time. Thank you all for stepping up and committing yourselves to doing the demanding work of listening. I've been to many of these sessions over the last year, and I really think you do a great job of paying attention and listening, and I know that's not always easy. I only speak for myself. However, I'd like to acknowledge the work of BEST, League of Women Voters, and 350 Eugene to inform and dig deep on local transportation issues and opportunities. I have two points that I'd like to make. The first is the overriding urgency of climate change and the need to act in accordance with that reality. Our focus going forward should be to look through the lens of climate action and do everything within our power to reduce greenhouse gases and other polluting emissions. It really is time to come forward with an action plan. Particularly within the transportation sector. That's why I'm really encouraged by the recent work Lane Transit District has done to compile their first greenhouse gas inventory and to establish a board ad hoc committee on sustainability. Thank you and I'll be right there with you. Enhanced Corridor plus offers the quickest turn-around on our investment. A second lane on Franklin Boulevard should be considered for its potential to meet demand that we know is there. It would be great for River Road residents to see their efforts continue into something tangible before a decade goes by and Highway 99 needs safety features for those who have limited transportation choices. Thank you for working with the Friendly Area Neighborhood. The intersection improvement at 19th and Jefferson was much needed and makes my life feel so much safer. And I also want to thank you because I think we had a conversation not too long ago about 'don't we do something right occasionally?' Of course you do, I love those things when you come up to the bike light and you can figure out where the bike needs to be so the light goes on. I remember a dark winter night leaving LTD late on my bike, you can we get a card to get in the gate, but your car just passes out to trigger the gate to leave. I spent 15 minutes driving around in a circle trying to find the little thing on the ground that would open the gate. I'm sure you guys have fixed that by now. It's been a while. I want to thank you and, again, thank you for listening.

Comment Letter Number: 68

Claire Ribaud (from transcript of oral testimony on October 21, 2019)

I'm Claire Ribaud, I live in ward 1. I volunteer with 350 Eugene, in addition to living in this fine town. The regional transportation greenhouse gas reduction plan requires more than doubling the transit ridership of 10 million by 2035. None of the proposed packages get anywhere close. We need more and more effective solutions. Sidewalks are the capillaries of this system. Right now they are frequently absent, or they are isolated, or they are impassable. For equity, for safety, for connection we need to publicly fund sidewalk infill and maintenance. These are public roads for pedestrians. Dedicate a network of roads to pedestrian, bike, and bus only. Operate neighborhood commuter vans to and from bus stops. Install solar power collection and storage to support the electrification of transit and to build resilience. Whatever the specific strategies may be. Every aspect of regional planning interacts with transit. Powerful transit and climate solutions will be designed, built and funded using that synergy. All of these packages in concert will bring us to success with our climate action plan. Thank you.

Comment Letter Number: 69

Jack Taylor (from transcript of oral testimony on October 21, 2019)

Mayor, Councilors, Board members, and staff. My name is Jack Taylor. I live at 13th and Olive in Eugene. That's ward 1. And I went shopping on the EmX today and walked to this meeting. My priority for transportation expenditures over the next 10 years is to address the climate crisis by reducing greenhouse gas emissions while enhancing social equity. While I support ltd and city staff to make technical decisions, in looking at the list of criteria out in the lobby, I wonder where the greenhouse gas emissions and the climate crisis were, because they weren't on that list. Why didn't they make the list of criteria for these five investment options? For me, the most important expenditures in this ten-year time frame are mostly around the Enhanced Corridor plus package, but they are two generally. One is to increase the frequency and coverage of bus service and restriping travel lanes for safety. That means adding buses, drivers, and shelters more than greenhouse gas intensive heavy construction. EmX buses are heavy. They require concrete. Concrete is a heavy greenhouse gas method. Of course, that also means heavier public outreach, because, like most of the people in this room we need to get people out of their cars, not just to increase ridership, but increase the ridership of people who would otherwise drive. The other expenditure would be replacing diesel buses with electric buses at every opportunity, both full size buses and small ones like ride source uses. In general, like Greta said our house is on fire, please act like it.

Comment Letter Number: 70

Matt McCrae (from transcript of oral testimony on October 21, 2019)

Hello, LTD board, City Council. My name is Matt McCrae, I live in Ward 1. I want to start by thanking you all for taking the time to hear us. I would reiterate the last speaker's comments that we should be asking about and reporting the greenhouse gas emissions with the options that are before you. When I ride a bus across town, I use far less fuel than when I make the same trip by car. Transit is a powerful tool to reduce greenhouse gas emissions and you know this. It's the reason that Eugene's Climate Action Plan has several priority actions focused specifically on transit. Recent analysis suggested emissions for passenger vehicles would be some 25 percent higher if we didn't have transit. Twenty-five percent more emissions than if we didn't have the transit we have today. In the box of good decisions, we've made really great investments, but we need to continue to use that tool. In addition to reducing greenhouse gas emissions, transit improves air quality and dramatically reducing costs for health care. Better transit service serves to reduce some of the social inequities that are built into every single block of our current transportation system. All of the great innovations that come with EmX can decrease travel times and increase ridership and increased frequency in and of itself can decrease travel times and increase ridership. We need to do the smartest mix of both. Finally, there is no time to waste. The best available science says we need to be off of fossil fuels in 30 years if we want to avoid some really painful outcomes. Appropriately, this is the goal that Eugene City Council adopted for our community: near zero emissions by 2050. City councilors, this is one of the biggest tools in the transportation toolbox. We will have to investment boldly in our transportation system if we want to meet our climate, health, and safety goals. We need the best transit system we can afford and we can't wait ten years to make it happen. Thank you.

Comment Letter Number: 71

Kaarin Knudsen (from transcript of oral testimony on October 21, 2019)

Good evening. Kaarin Knudsen ward 3. Architect and project lead with better housing together. Hello, Council, Mayor, LTD Board and City Manager. Thank you first, collectively, for your service to this community. I to want being by raise one statistic the people in this community that you're serving are very familiar with. That is: more than 60 percent of the median household increase goes to the cost of housing and transportation alone. Sixty cents of every dollar to housing and transportation costs alone. This is in part because we face a housing crisis and we need your continued action on that front, but also because we need expand transportation options and give people more affordable transportation options, and more safe active transportation options to meet their daily needs. So expanding transportation options and improving service, those are both meaningful ways related to your discussion tonight that we can respond to this challenging statistics and help the community and the people that are part of this community. I think there's no question, as you all deliberate and you have conversations in the community that frequent and reliable transit service is necessary, that we need to do the work to expand this system, and I hope you will be really clear in your work to share that with others and to advocate and work towards those outcomes. We need frequent, reliable service. That could be Transit Tomorrow plus Enhanced Corridors and partially EmX. What matters is the frequent reliable service. It matters we are making improvements at the same time to all modes, giving people more options how they move around safely in this community, showing them we prioritize their safety and their needs. But the work doesn't stop there. It really doesn't stop with just thinking about the transportation corridor and our transportation network. We need to think about more than that at a time and we need for you all to think about and support more than just that issue at one time. So in close, I'll simply say, I would ask you to turn to the Board member or City Councilor sitting next to you and ask that you each support each other's work in these coming months and years. City Councilors, please do everything you can to help us to implement a transportation system that is frequent, that is reliable, that is the envy of the world and indeed serves the world when they come here to visit us. And LTD Board members please do everything you can to ensure and encourage that our community continue to do the work, to expand housing options and implement meaningful housing solutions and housing supply along the transportation corridors. Frequency of transit service, transportation options, and housing together is the complete picture that we are looking for in serving the community. So thank you for working towards those ends.

Comment Letter Number: 72

Jim Neu (from transcript of oral testimony on October 21, 2019)

Mayor, Council, and LTD Board, thank you for holding this public hearing. My name is Jim Neu. I live in the Santa Clara area in Claire Syrett's ward. I regularly attended the Envision Eugene workshops for the River Road-Santa Clara area. Public transit and safe bike/ped rights of way were overwhelmingly supported in public participant feedback. The Beltline Highway repeatedly came up as a barrier to current north-south transit travel between the two neighborhoods. Safe bike/ped corridors and frequent public transit options would improve accessibility between the two neighborhoods. All the proposed EmX packages should be considered by all of you. However, the City of Eugene Climate Action Plan has a sector based greenhouse gas emission gap of 450,000 mega tons of CO2. The city and LTD should prioritize adopting and implementing the highest level option for each corridor. Providing the highest level of bike/ped safety and transit ridership would close this greenhouse gap in the most expeditious manner. The IPCC has stated we have 10 years to implement plans to reduce our global climate carbon footprint. Your decision are one means locally to achieve that goal. Cost should not be a factor if you consider what the cost would be if you were try and do this ten years from now. By then it might be too late to start and we are not afforded the luxury of time. Thank you for your service.

Comment Letter Number: 73

Carmen Fore (from transcript of oral testimony on October 21, 2019)

Good evening. My name is Carmen Fore. Mayor, Councilor, and LTD Board Members - I'm a resident of Ward 2 and sorry to have lumped that a little all over the place. I've really enjoyed the comments I've heard tonight and want to really associate myself with a lot of them. But really, the importance of climate change is a paramount issue before our community and before our world. Transit really stood as a really important option and a tool in our tool chest to really reduce GHG reduction. I'm a frequent bus rider and it's a really important service for me, but what is key in that service - for me being a bus rider - is the frequency of that ride. I think oftentimes when we talk to our neighbors, what is it they need on the street if they need to get to the grocery store, if they need to reliably get home to pick up their kids from school, if they need to be able to get to a medical appointment on time, or even if they're working late at night so they can get home safely at night – is that service available to them so they can get home safely at night. And we do know that some of our neighbors sleep in the workplace because there isn't a way for them to get home safely at the end of the day. When we are looking at transit ridership and all the health options, all the social, equity and diversity inclusion issues that we need to bear in mind, a lot of it is how are folks living and how are we going to get them taking the transit trip a bit more frequently and how do people really live? We've been a community - and as I've traveled to talk to people in transportation sectors that look to this community as a model both in terms of the early adoption of accessibility for people with disabilities in our communities on those transit trips to being the smallest community in the country to adopt BRT, we have been a role model. Ultimately we do need to be looking at options in the near term that provide the most accessible number of trips and start changing those patterns for those folks who that have the ability to make that choice, but also for our neighbors in our community who don't have a choice or find at times they are stuck in their home because the options to get around for them are just challenging. What's great about the debate we are having right now, it's not if we should be investing in transit at all, which is often the debate that's going on in most of the communities around our country. We are debating what type of transit we want to have. And to that end, I think that really what can serve the vast majority of people in the greater region in addition to meeting these larger social objectives are what we need to have forefront in our minds right now. Thank you for your consideration.

Comment Letter Number: 74

Barbara Perrin (from transcript of oral testimony on October 21, 2019)

Hi. My name is Barbara Perrin, and I live in South Eugene. I've associated with 350 and also with BEST, and I think that members that both of those organizations have laid out all the very, very definitely important reasons why transit can help with the climate crisis, so I'm not going to go over that except to say I second all of the reasons they've given. What I would like to say, is that I'm very grateful to LTD. I began riding the bus a few years ago because I needed to fit within a suddenly very reduced budget, and I found that it was a remarkable change in my lifestyle. I walked many, many more blocks and eventually miles than I ever had before, and I also got the satisfaction of knowing I was not driving a car, not participating in the degradation of our climate, and I was happy about doing that. So I would like to say that it's very important, and I second Kaarin's -- I guess she left - message about having the community build and have housing and transportation accessible. So many people drive because they have no option, they have no option to get to -- I happen to rent an apartment that's close to a bus stop, but if things change, if things start to become, you know, much more centralized, I'm going to have to move. I'm going to have to find another place to live that's close to a bus because I'm a dedicated bus rider now. So I just want to put that out there as another way to look at what you are making decisions about. In closing, I'd like to say that one of the things that just recently occurred to me was riding a bus is kind of like a mobile commons, it brings the community together in a way that people going their own individual ways and own individual cars never happens, and I think that's something to celebrate too about transit. Thank you very much.

Comment Letter Number: 75

Patty Hine (from transcript of oral testimony on October 21, 2019)

Good evening, LTD commissioners and City Councilors, it's nice to see you. My name is Patty Hine, and I live in the county. I volunteer with 350 Eugene, a grassroots climate justice organization a few people here have referred to. I really am grateful for these public hearings. I started to be at more of them than I ever thought I ever would be, and I am humbled by how much work gets done and the public hearing part is an important part of our democracy. I treasure that along the public input idea, the 350 Eugene group has been working with the city of Eugene on its climate action plan for some years and we have been doing a lot of work with them. About a year ago we said we want to have more community input and we said we are going to stick our necks out and have some town halls that have to do with climate and see what the community has the appetite for. What are they most interested in. I think you'll like to know. Last February we had a town hall down at the temple Beth Israel, where 250 citizens showed up and we had very good speakers who just laid it out for us, tell us what it is most important to you, the city of Eugene would do and its partners to combat climate breakdown that has been so well described here and we know it's coming. 3 of the 6 highest priority items had to do with transportation. The first one was make walking and biking safer. The second one increase ridership on transit. And from that we held another town hall on transportation explicitly because it was obviously of such interest to the community and then no less than 6 new subgroups have formed to do climate advocacy specifically where electric vehicles are concerned, transit is concerned - Phil Barnhart talked about another club, it's not a 350 club, but nonetheless he's off and running on a very interesting enterprise for a state sponsored EV group. There's also a walker's group. Some of those people are now starting to appear in every public forum where I've been appearing, and so what you see here is grassroots organizing at its finest direct from the public coming forward to speak with our elected officials and our representatives. I'm proud to see a lot of those people here. I'm here because I wear this t shirt everywhere. It is my uniform and a lot of other people's uniform too. It is because we are scared to death about what the international panel on climate change from the UN has said. Other people have spoken about it. It's our 11 or so years, 10 years. I like to refer to what Naomi Klein says often when she's speaking. She says there are some things that are broken in the world, and they are big features of our earth, the coral reef, the amazon is on fire, and what was the other one. The ice sheets are melting. These are huge features of our earth and they're broken, thank you for your boldest action.

Comment Letter Number: 76

Richard Self (from transcript of oral testimony on October 21, 2019)

Thank you. I'm Richard Self, with Ward 1, I believe. My heart is in Ward 9 and will forever be. I am with House Everyone, and I see you folks often enough that it's almost like being among friends. I am a homeless advocate, and so I'd like to address LTD in that regard. So I'm speaking as folks -- for people that have no voice and often have no phone, so may not be able to use your nifty new app. So in that regard, I am here today to encourage LTD, as I understand, for those folks not able to use that app, you'll have swipe cards, and I'm here to encourage LTD to provide as many more day passes to those swipe cards to the service providers they provide to now. More so, as possible, because one or two a month is grossly inadequate. A pregnant woman interviewed by the Homeless Outreach Committee of House Everyone was needing to see her physician, had already used her one day pass for the month. A week later she was interviewed by the same committee members of the homeless outreach and had miscarried. She had no other means of transportation. So I ask in my humble capacity that LTD provide more resources in conjunction with the city for the homeless as in more day passes available in whatever form they may manifest and to allow the unhoused access to ride LTD in whatever form the buses are or corridors within reason for purposes of getting to and from meal sites, warming centers, day centers, shelters, physicians, housing appointments, jobs, et cetera. So no one goes hungry. This is a meal, an appointment, or miscarries, thank you for your time. Thank you for your time.

Comment Letter Number: 77

Julie Daniel (from transcript of oral testimony on October 21, 2019)

Good evening, Councilors and good evening LTD Board. I'm Julie Daniel, I live in Alan Zelenka's ward. And I'm a big fan of transit and I echo all the sentiments that have been said tonight about increasing the frequency, but I want to give you a bike rider's perspective. I use a bike for in town travel. In fact, I rode here tonight and there's not enough bike parking. It was all full by the time I got there. There's one thing you can fix. I support the Enhanced Corridor option for MovingAhead with the addition of bike and pedestrian improvements that the EmX option offers. Councilors, you recently reviewed the Climate Action Plan 2.0 transportation strategies. This was pointed out in Mayor Vinis' blog. We need more people on bikes, more people on buses, and a lot fewer car trips. Now, bikes are like cars in one important respect: no planning is required. When you want to go somewhere, it's just dead easy. You get on your bike, you hop on, and you go. To use public transit, whether it's a bus or an EmX, you do have to figure out the schedule, the route, how to get to the bus stop, if there's a bus stop where you're going to go. It's a lot more work. People love their cars because they provide convenience, autonomy, and spontaneity, but so do bikes. I find bikes a cheaper, convenient, viable alternative to auto travel, but I tell you, it's proving very, very challenging to persuade my friends to join me. So why is it so hard to get people out on their bikes? I can tell you in one word. Fear. Most people view sharing the streets with cars as inherently dangerous. Vision Zero emphasizes this point. Three of the arterials MovingAhead evaluated - River Road, Coburg Road, and Highway 99 - are identified in Vision Zero as high crash streets. Now that's a heart-warming thought: crashes that disproportionately harm pedestrians and cyclists. Now, I'm one of those confident, if aging and feeling more vulnerable, bike riders. I've ridden year round for over a decade. I ride in nearly every part of town. I've ridden all those arterials in the last month. I tell you, it takes some nerve. Try riding through the Belt Line River Road intersection for white knuckle high adrenaline thrills. All that protects me from a ton of fast-moving steel is this helmet, some flashing lights and a reflective vest. It doesn't feel very safe, let me tell you. I know lots of older people like me who would like to use a bike more often. These are folks who really worry about climate change. When they go to Denmark, they ride their bikes, so that's it.

Comment Letter Number: 78

Nick Dikas (from transcript of oral testimony on October 21, 2019)

Good evening, everyone. My name is Nick Dikas. I live in Ward 4 on Harlow Rd. You've seen me with 350 and the Sunrise Movement, but today I'm here representing myself and my wife. I bike to work nearly every day. I'm lucky for that to be a relatively quick and safe way to get to work. It's faster than taking the bus for me. My wife takes the bus every day. I also have the fortune of having a plug-in hybrid which we mostly use for shopping and long distance travel. I would like to talk about supporting a middle way tonight. I'm not in the EmX or bus group. I also think no build is not an option. I think we need to make sure that we are not running buses super frequently to places where there isn't demand, but I also appreciate ideas like BEST's recommendation for Enhanced Corridor plus. I don't think Enhanced Corridor plus is enough. I think we need to be talking about Packages C and D, which is EmX on River Road and EmX on Coburg Road. I think this moment demands that we set our sights reasonably high here. This is a ten-year plan to my understanding, so we need to imagine what Eugene is going to look like in ten years. Estimates are that population will grow about 40,000 people by 2035 and within the county, about 67,000 people. There's going to be -- we need densification around transit. We also need to be thinking about how traffic is going to get worse. If you've ever seen Ferry Street Bridge or Coburg Road at rush hour, you know it's already bad. Just imagine how much worse it's going to get. We need to start planning for that worse it's going to get now. Ten years is also the time frame to become carbon neutral as a planet. So we are talking about adding EmX on River Road - that's 213,000 additional riders each year. Add in Coburg Road, an additional 195,000. So that's the equivalent, if you add them together, 408,000 more rides - 16,660 football fields of cars off the road every year You can imagine the less pollution, the less noise, the less frustration and quality of life issues there. Research shows that people are happier when they get out of their cars. These buses need to be electric or hydrogen. I believe we'll find federal funding because people in ten years will be in the streets when they find that they can't live or breathe. Benefits of EmX include a brand people trust, it's cool, it's fast, you look out the window and see it keep coming so you're going to try that, especially if your option is waiting in traffic. we need the shelters, the seating, the next bus sign, all those things when people come visit they say this is a place I can live, this place has its priorities straight. Thank you.

Comment Letter Number: 79

Linda Perrine (from transcript of oral testimony on October 21, 2019)

Good evening. I'm Linda Perrine, in un-incorporated Eugene, out on highway 58. I do want to echo everyone thanking you for holding this joint hearing, it's really, really nice to hear the positive comments out of the audience tonight, as well as just the encouragement to work on an integrated all-encompassing solution for transport. As you know, you have a gap strategy to deal with for the Climate Action Plan, and I want to echo Matt McCrae's comment about how the LTD options should really have greenhouse gas analysis numbers to go with it. So I would encourage the council to ask LTD to produce that. I also want to echo Phil Barnhart's comments about needing an integrated solution. My front row view on Highway 58 tells me there's a whole lot more commute traffic going on that major artery in and out of Eugene every day of the week than there has and in the past ten years. So while I know this city council only is here to address the internal city solution for transport, you have a lot of people coming in on Highway 126, both east and west side, as well as Highway 58 in and out of the city, that's not being addressed by this plan. The other thing is LTD options out in the lobby, leave me wondering about where all these people that come in on a corridor, what is their solution once they're in town. So biking, walking, those solutions, we really need an integrated answer to the solution that LTD is putting forward, and how does that end up affecting walking, and biking, and parking bikes, and making those transfers. I want to also encourage -- Sarah Mazze got up and spoke earlier, she has an excellent presentation from her trip to Copenhagen. 4J granted her some money to go over there and learn how biking affects the Copenhagen culture. She gave this at the River Road Neighborhood Association meeting last Monday, and it's really an excellent talk, which I encourage the city staff and the council to ask her to show it to you. It shows how Copenhagen made a transition in 25 years from a car-centric culture to a bike/transit centric culture. You can't solve just one problem with transit only, it's a biking and transit solution. So we really need to have both sides of that equation to be voted on by the public. Also, you heard Chelsea Clinton give you the CAP review again this past week, and you all talked about scooters in that discussion, in your council discussion, more than you did bikes and walking. So it's clear to me the council is as a body overlooking the value of biking and using biking as a solution. I know scooters are a fad, they're all over up and down California. They do not have the role to play that bikes do. Thank you.

Comment Letter Number: 80

Meta Maxwell (from transcript of oral testimony on October 21, 2019)

Hello. My name is Meta Maxwell. I'm a resident of north Eugene. My family settled here in 1852, and I was born here. I'm an avid walker of 20 to 30 miles a week. I use the bike paths. I've ridden the EmX system especially to the U of O where parking is difficult. I have a bachelor's degree in business administration and master's in agriculture and resource economics and have taught university courses in accounting and finance. I own commercial property on Coburg Road and on West 6th. Last spring, I was invited to a transportation open house at the Safeway on Coburg Road and was told I would receive follow-up call to meet with the planners at my property on Coburg Road to review the MovingAhead plans, but the call never came. Last week I was sent a notice of this with attachments of over 200 pages, which I've only had the time to scan. But my initial review leaves me with five major concerns I would like to see addressed in the plan and have time to review before final consideration is given. First, well, the MovingAhead plan, gives consideration to a population increase of over 34,000 in 10 years, no consideration seems to be given to an aging of the population. The median age of 34 is skewed by a part-time college and university population, while my understanding is that retirees account for a large part of the growth. The population I believe is less healthy, out of shape, and less likely to bike or walk, and would have difficulty getting to bus stations and using the system for doctors, shopping, and entertainment. Secondly, I see no projections for an increase in single vehicle transportation which I'd expect to accompany an increase in this population, despite people's desire fewer cars. Third, no consideration is given to climate change. With hotter summers and colder winters, again, it becomes more difficult to get to and from the bus stations and less favorable for biking or walking. I see the dedicated EmX lanes largely unused while adjacent lanes are crowded with cars. So maybe making those partly carpool lanes and allowing all electric vehicles would be some good options to help lower the transportation. Number four, I haven't seen specific plans. I'll follow up with a letter. Thank you.

Comment Letter Number: 81

Claire Roth (from transcript of oral testimony on October 21, 2019)

Good evening Mayor, City Council, and LTD Board. Thank you all for being here tonight. My name's Claire Roth. I work with Better Eugene Springfield Transportation, aka BEST, as safe streets coordinator. I live in the Whiteaker district in ward 7. I want to highlight the importance of the complete streets logic outlined under the handful of safety plans our city is pursuing, such as the vision zero action plan adopted back in march. While choosing the best option, which we at best are referring to as the enhanced corridor plus, and as you've heard about tonight from some of my peers, we must not forget to prioritize pedestrian and bicycle infrastructure projects as well. A city with complete streets where all modes of transportation and people of all abilities and ages can navigate safely is a successful and prosperous one. Eugene has all of the tools and more and all of the clever minds to make this happen. Thank you for your time.

Comment Letter Number: 82

Bob Passaro (from transcript of oral testimony on October 21, 2019)

Hello, thank you all for being here and working together on this. Obviously needs both organizations. My name is Bob Passaro. I live in Ward 1. I'm currently on the BEST board of directors and in the past served on the city's Active Transportation Committee, known at the time as BPAC, and I'm co-owner of a business just a few blocks from here. So I moved to Eugene 22 years ago to take a job at the Register Guard and ended up buying a house at 17th and Lawrence. And being the kind of person that used the bike to get around ever since I was a kid, I found myself spending a lot of time on Coburg Road in the bike lane commuting the five miles to work. Sometimes I drove. I'm not a fanatic. On occasion I took the bus. And I'm thankful there's a bike lane on Coburg Road and thankful the bus was available, but you know it's obvious the bike lane is not for everyone as Julia pointed out. Riding a bus to work took me twice as long as to drive and longer than it would take to ride my bike to work. So I mention all of this because I think it's important as you come to the end of this MovingAhead planning process, that - to think about the value of providing better options for various modes of transportation. Various modes of travel and all these important arteries in town in addition to just transit. Better, safer, more efficient, practical options. I'm sure that's easy. So not all trips are the same, not all modes of travel are appropriate for every trip. I think that's what this needs to be about. As we think about addressing the inevitable congestion brought on by growth of our community, as we think about trying to reduce greenhouse gas emissions, as the city has committed to do, and as we think about reducing injury and death on the roads, as the city is also committed to do, we may want to consider that one single tool is not the answer. Maybe it's not one big thing like a large investment in EmX on all these five corridors. Maybe there's a way to find a more creative mix, appropriate to each street that includes frequent bus service, safer, more comfortable bike facilities. I think the advent of electric bicycles is going to change the role of bicycles and make them more practical for many more people. Removal of obstacles to walking easily and safely when you don't have far to go, availability of bike share, this adorable, intriguing EmGo thing I keep seeing around, all are pieces of the puzzle and ongoing improvement of all these pieces. Thank you very much.

Comment Letter Number: 83

Tiffany Edwards (from transcript of oral testimony on October 21, 2019)

Mayor Vinis, City Councilors, LTD Board members, I'm Tiffany Edwards of Ward 5, and I'm here to provide testimony on behalf of the Eugene Area Chamber of Commerce. The Chamber recognizes the thorough and ongoing process in which the city and LTD have been working to engage the community. Our Local Government Affairs Council had six meetings on the topic over a one year period. We have specific recommendation to incorporate as you move through the process. Generally, our members support investments for Enhanced Corridors to ensure more complete streets and improvements to bike, pedestrian, transit, and vehicular infrastructure. However, the business community felt that there was further study needed to be able to determine if investments in EmX and on which specific corridors made sense. So while we are not saying no altogether to EmX, we haven't seen the evidence at this time that investments would be sound. Our members would like to see specifically how the MovingAhead project intersects with all of the other planning processes currently under way: Transit Tomorrow, Envision Eugene, River Road-Santa Clara neighborhood planning, housing tools and strategies, implementation of House Bill 2001, code changes that may make sense as we grapple well our housing crisis, and so on. Even projects like Beltline would change the way people move around our community, but how would those changes impact where we would consider EmX? We know that a robust transit system and multimodal infrastructure are an asset to the community, but nobody has done the research to determine what the broader economic impacts would be of making these investments. Cost is a big factor for the businesses, and we have a lot of competing community needs. Chamber members will want to know that these are the best ways we can investment and not be beholden to ongoing operations for a system simply because we sought federal funds. Enhanced Corridors provide flexibility, but also allow us to plan for future improvements. The Chamber supports Enhanced Corridors and prioritizing EmX as part of the Franklin Boulevard Transformation project. We support completing Transit Tomorrow and would like to see stabilization of transit funding sources and continued land use changes to support desired transit oriented development in line with Envision Eugene. The Chamber is truly committed and continuing to engage in this community process and are prepared to support what we can through data, due diligence, and further study. Thank you.

Comment Letter Number: 84

David Davini (from transcript of oral testimony on October 21, 2019)

Mayor, City Councilors, LTD Board members, my name is David Davini and I'm a resident of Lane County. I want to thank you for taking the time to hear from the community on the MovingAhead Alternatives Analysis. My involvement with MovingAhead began back in 2015 when we hired CSA to do a performance review on Gateway EmX segment. That review indicated a significant underperformance compared to projected ridership. Based on that information, I was very concerned when I saw the community contemplating as many as five additional EmX routes. I'm a supporter of public transportation, especially for the members of our community with no viable alternative. However, I cannot support inefficient use of transportation dollars that will result in very few, if any additional riders and will leave our community with expensive and inflexible infrastructure. Over the years, I have learned that the best time to get involved with public projects is at the planning phase. Once excavators arrive on site, it is too late to have meaningful impact. That is why I'm here tonight. In September, 2018, the City and LTD published a 30 page executive summary in order to help the community better understand what the over 350 page MovingAhead analysis meant. I read it thoroughly. After a second thorough read I was still confused, so I hired CSA to interpret the analysis and explain to me what it means. CSA responded with a 12-page review summarizing what the MovingAhead documents said. It was provided to the city and LTD earlier this year. I encourage each of you to review that report. My primary concern with the MovingAhead project is the projections being used to justify the new segments. Although LTD ridership has decreased almost 30 percent over the past decade, MovingAhead projects an annual increase of 1.5 percent each in every year for the next 20 years. If that increase were only 1.2 percent, the all EmX alternative would use approximately $331 million of local dollars and would produce no additional riders. Given that two of the current three EmX segments are significantly underperforming their original ridership projections, it is reasonable to assume the MovingAhead projections are aggressive at best. I have heard concern tonight regarding greenhouse gas emissions. I share those concerns. Unfortunately, according to the MovingAhead's internal analysis the all EmX package actually increases greenhouse gas emissions. Please understand the numbers. Adding infrastructure to a transportation system that does not reduce greenhouse gas emissions in our current global warming environment is socially irresponsible. I got urge each of you to take the time to really understand what MovingAhead is about and understand both the economic and operational implications to our community. Once the system is in place, it is very expensive to change or alter should the community wish to do so. Thank you.

Comment Letter Number: 85

Peter Bolander (from transcript of oral testimony on October 21, 2019)

Good evening. My name is Peter Bolander. I live in the Santa Clara area. I took the bus here today. It took me 40 minutes. If the River Road Enhanced Corridor is built, it would take me 35 minutes to get from my front door to here. If the EmX Alternative was built, it would take, again, 40 minutes. Now ask yourself, EmX is supposed to be quicker. Well, I live about a mile and a quarter from the Beltline and I would have to walk an additional distance to get to the end of the EmX line. The EmX line ends partway up River Road into the Santa Clara area. My concern with that, is that it's not really serving the people in the Santa Clara area because the EmX line ends before it really gets into the Santa Clara area. Now I've noticed there is a change to the bus proposals that buses 51, 52 and 55 will be modified. I don't know how that would be modified. What's interesting is they say in the report there will be a 30-minute frequency of the bus services. Well if you look at the existing bus services between 51 and 52, it's anywhere between 9 and 21 minutes. So a 30-minute delay is even longer. Frequency is even longer than the current bus service. So again, I ask myself is it really serving the people in the Santa Clara area. If the purpose and objective is to decrease travel time and increase the ridership, why not consider an express service -- bus service from Santa Clara into downtown with maybe intermediate stops along the corridor at Fred Meyer or Silver Lane. My last comment deals with the cost. On the report, the Alternative Analysis report on page 5-15, addresses a cost for the River Road in terms of dollars per construction mile, dollars per corridor mile. What I think would be more appropriate to address is dollars per increase in ridership. Using the information on table 5-21 it gives expected increased ridership in 2035. So using those numbers and assuming a 30-year period and only the initial construction cost, the River Road Enhancement Alternative would cost each new rider $20 per trip over the 30-year period. Using the EmX River Road Alternative, it would cost $9 for each new rider over the 30-year period, those happen to be the second and 9th cost – excuse me, the 6th and 2nd highest cost of all 9 alternatives. I would ask to make for $24 million to construct the Enhanced Corridor, you could double the amount of buses on River Road, provide express bus services, and increase ridership close to the EmX projected ridership. Maybe something to consider, but what I would suggest, and it may be too late in this process, is maybe consider new package. Thank you for your time.

Comment Letter Number: 86

George Rode (from transcript of oral testimony on October 21, 2019)

Good evening, and thank you for all of your hard work. I own, by the way, I own the three oldest buildings on Franklin Boulevard in Eugene. I love EmX. I think mass transit is really wonderful. I get concerned when they add another bus lane to it to take any of my sacred eight parking spots away from two of my properties. That's really, really important. As of being green, I'm proud to say my businesses have won more awards in Eugene than any other companies, I think times two. I am very, very green. There's something no one has considered in this. I look at 11th Street - used to be three-lane, now it's two-lane. There is so much slow traffic on 11th and, by the way, I took climate masters from business, from Sarah here, I think she's still here, was taught to grab the low fruit. You want to lower the CO, the emissions in this area? Make traffic flow quicker. Stop stop-and-go traffic. Stop when it takes me three or four traffic lights to go down 11th during crowded times. We lost a lane in there. 6th Street corridor, the city traffic engineers have not coordinated Garfield Street with all the other streets. Get the low fruit first. Reset our traffic lights. Open it for traffic flow better is one of the solutions to lower emissions. Thank you.

Comment Letter Number: 87

Jay Harland (from transcript of oral testimony on October 21, 2019)

Good evening Councilors and Board members. My name is Jay Harland with CSA Planning. I'm here this evening - our firm has been studying the MovingAhead project for a year - the document that was published. Our review has been based upon analysis in the supporting documentation, we have not done any of our own independent modeling or any specific analysis. Put another way, we just accepted the details that have been done by the professionals that LTD hired for the project. Based on our review, MovingAhead process puts the LTD Board and City Council, I think, in a pretty difficult position. Especially for the all EmX Alternative. Selecting the all EmX Alternative would effectively program $331 million of local transportation funds to bus rapid transit between additional operating obligations and the capital investment over the next 20 years. The Alternatives Analysis should make it pretty straight forward for you all to understand the choices between the different alternatives and which ones might make sense to do. I think ultimately that's really not the case. In our opinion the Alternatives Analysis is pretty difficult to understand, and it's incomplete in several critical respects. One is, as David mentioned, the ridership trends currently negative, the EmX -- the no build assumptions in the analysis assume that the ridership will turn around and start going up at 1 1/2 percent per year every year for the next 20 years, it's fine to do projections like that, there should be some explanation of what's going on. What's changing? One of the things that has changed here in Eugene is since I came up here for Duck's games, there's a lot more student housing near the university it seems like. If you put housing near where people go, then they don't actually have to get on the bus, they can just walk or bike, as has been advocated by a lot of people tonight. That's what happens when you get the right mix of land uses near one another. So I think, there's no explanation in there about that. That leads into the investment risk, which has been spoken about a little bit tonight. If the ridership projections don't turn out to be correct, the cost per ride can be exactly what -- I think it was Mr. Bolander said, we came up with similar numbers, $9 or $20 a ride. That's pretty expensive. Some other details that aren't presented, I think, in a way that are easy to understand. One would be congestion out Coburg Road, there's -- it's pretty hard to look at the document and understand that there's going to be a pretty significant increase in congestion there and there's adverse impacts to some of the intersections. Finally, you've heard a lot of testimony tonight about the GHG emissions, and one of the ladies even commented that should be analyzed. Well it is analyzed. It's literally buried in an appendix. It's like k or something, I can't remember off the top of my head tonight. The reality is all the investment packages that include the EmX cause the GHG emissions to go up.

In person comments* from October 21, 2019 Open House/ Public Meeting

* The original comment forms from the October 21, 2019 Open House/Public meeting were accidently destroyed, but the information from the comment forms was recorded prior to their destruction in the online comment collection spreadsheet.

Details	Comment
Date received:10/21/2019 **Comment ID:** 20191021Korn **Response Type:** Comment or Feedback **Comment Received Via:** Public Meeting **Venue Notes:** October 21 Public Meeting	As I look at the options I highly recommend either the enhanced corridor or EmX on river Road. the most essential aspect is to improve walkability and safe bike infrastructure. Increasing frequencies of buses on River road is important but top priority is to protect pedestrians and bike riders. Also I request a movement towards action and to begin working on infrastructure. **Comment Letter Number: 88**
Date received:10/21/2019 **Comment ID:** 20191021Beers **Response Type:** Comment or Feedback **Comment Received Via:** Public Meeting **Venue Notes:** October 21 Public Meeting	At this point in development at time of growth the best is to maintain the present system without any more cost or build out. Hold the line. **Comment Letter Number: 89**
Date received:10/21/2019 **Comment ID:** 20191021Logan **Response Type:** Comment or Feedback **Comment Received Via:** Public Meeting **Venue Notes:** October 21 Public Meeting **Comment Letter Number: 90**	(please no morning calls) Please do not do unnecessary construction. A project should be absolutely necessary, with no other option, before concrete should be poured. Cement is a tremendous polluter, especially bad in carbon footprint. Steel must be smelted using coal- there is no other way. In addition, the acquisition of sand and gravel are intrinsically harmful to the Earth. Locally, Willamette Sand and Gravel dig pits in the river bed pulling out gravel that has washed down from the Cascades over thousands of years, to make cement and to pave roads. Then they back-fill these pits in the riverbed with demolition waste. (almost always something is demolished before something new is built, and all buildings are eventually demolished.) Buttes around town are destroyed for building materials. Building near the river is particularly nasty, since non-point pollution is the primary source of Willamette River pollution near Eugene. Roundup, cleaning chemicals, petroleum and other poisons, used by industry, construction and housing near the River seep into the Willamette River, making it un-swimmable, More construction=more pollution. In addition to global warming, river pollution and all the downstream ills of construction, we the neighbors, have to adjust to a more cramped and ugly environment. More transportation is built to attract more building. When it is in one place, the new apartment blocks are attracted so EMX is one thin edge of a disastrous wedge. Instead of building a "River Road Corridor", ho about extending increased ridership to the lanes, with more convenient connectors. How about serving the already blighted regions- W. 11th and Hwy. 99- with increased efficiency, since that's where a lot of homeless need to go. Most middle-class travelers do not ride the bus, because it doesn't come to our homes or go where we are trying to get. River Road is special. It’s a garden neighborhood and we don't need more "development". Please choose "No Build" for the " River road Corridor" We don't need a corridor. We just need better bus service into the homes.

questions@movingahead.org

From: Rob Zako <robzako@gmail.com> on behalf of Rob Zako <rob@best-oregon.org>
Sent: Monday, October 21, 2019 9:56 PM
To: *Eugene Mayor, City Council, and City Manager; Steven Yett; Carl Yeh; Don Nordin; Emily Secord; Joshua Skov; Caitlin Vargas; Kate Reid
Cc: MEDARY Sarah J; RODRIGUES Matt J; INERFELD Rob; HENRY Chris C; RICHARDSON Brian J; HOSTICK Robin A; HARDING Terri L; NELSON Ethan A; Aurora Jackson; Mark Johnson; Tom Schwetz; MARTIN Andrew (SMTP); Theresa Brand; Pat Walsh; MovingAhead
Subject: BEST recommends "Enhanced Corridor PLUS" for MovingAhead
Attachments: BEST Enhanced Corridor PLUS 2019-10-21.pdf; Untitled attachment 00114.html; BEST_Logo_Horizontal-188x75.png; Untitled attachment 00117.html

Importance: High

Dear Eugene Mayor & City Council and LTD Board of Directors,

Attached for your reference is the “Enhanced Corridor PLUS” one-pager BEST distributed at the MovingAhead public hearing.

Please note that this is intended to not be a new proposal but merely a handy moniker and distillation of the more detailed “MovingAhead Analysis & Recommendations” we shared previously.

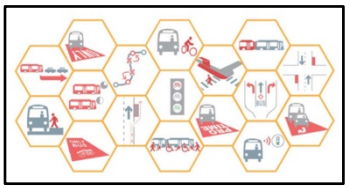
Again, if you have questions or concerns, please let us know.

Best wishes,
Rob

Enhanced Corridor *PLUS*

We support our community's vision for *complete streets*, *Vision Zero*, and *compact urban development* to advance the triple bottom line of *people*, *prosperity* and *planet*.

ENHANCED CORRIDOR. As the best return on investment, we recommend selecting Enhanced Corridor as the locally preferred alternative for each of the MovingAhead corridors, following Portland's example in adopting this newer way to support frequent and useful transit service.



PLUS. We further recommend:

- **Safety Improvements**: Make safety improvements along each of the MovingAhead corridors—at the same level as planned for the EmX alternatives.

- **Franklin Boulevard Transformation**: Prioritize building a second EmX track past the UO to be able to provide more frequent service to meet higher demand.

- **Other Actions**: To leverage MovingAhead investments, strategically pursue other coordinated actions necessary to advance transportation, housing, climate change and other livability goals, for example:
    - ***Transit Tomorrow***: Implement the planned Frequent Transit Network (FTN) to provide useful transit to more riders in the Eugene-Springfield area.
    - ***Stable Transit Service***: Develop stable sources of funding sufficient to provide the level of transit service the community needs through economic boom and bust cycles.
    - ***Right-of-Way***: Change setback requirements to protect needed rights-of-way for future bus rapid transit (BRT).
    - ***Land Use***: Adopt land use changes to support desired transit-oriented development in line with Envision Eugene.

Building a successful community by bringing people together to promote transportation options, safe streets, and walkable neighborhoods.

Better Eugene-Springfield Transportation • PO Box 773, Eugene, OR 97440 • 541-343-5201

info@best-oregon.org • www.best-oregon.org • www.facebook.com/BetterEugeneSpringfieldTransportation

questions@movingahead.org

From: HENRY Chris C <CHenry@eugene-or.gov>
Sent: Tuesday, October 22, 2019 8:35 AM
To: questions@movingahead.org
Cc: MovingAheadProject (MovingAheadProject@ltd.org)
Subject: FW: Moving Ahead City Council LTD Board Public Hearing | Oct 31, 2019

From: RICHARDSON Brian J <BRichardson@eugene-or.gov>
Sent: Monday, October 21, 2019 5:15 PM
To: HENRY Chris C <CHenry@eugene-or.gov>
Subject: Fwd: Moving Ahead City Council LTD Board Public Hearing | Oct 31, 2019

Get Outlook for iOS

From: williamRANDALL <bill@arborsouth.com>
Sent: Monday, October 21, 2019 3:05:15 PM
To: *Eugene Mayor, City Council, and City Manager <MayorCouncilandCityManager@eugene-or.gov>
Subject: Moving Ahead City Council LTD Board Public Hearing | Oct 31, 2019

[EXTERNAL ⚠]

Mayor, Councillors and Manager:

I had planned on attending and testifying tonight, but am not going to be able to. Please accept the enclosed as my testimony via email.

Thank you!

I'm Bill Randall. I live at 1491 Lawrence Street, Eugene in Councillor Semple's Ward. I also served on the Eugene Planning Commission for 10 years and until my term ended in June of this year, I was a Planning Commission liaison to the Moving Ahead Sounding Board.

I come here tonight to encourage you to support BEST's recommendation of Enhanced Corridors as the preferred alternatives. I make this recommendation after a lot of thought and consideration. I have always been a huge EmX proponent. And while I'm fortunate enough to be able to bike and walk most places in town, when I do ride the bus, it is almost always the EmX.

I like the raised, covered platforms, the frequency of buses (I rarely have to check a schedule) and the ease of use. However, looking at the infrastructure and operating costs for EmX and the ability to get a lot more transit service for the same amount of money, I have changed my opinion and support Enhanced Corridors.

With our focus on complete streets, the stops can also be enhanced. That's relatively easy. Yet the frequency of buses is probably the key element for me (and I think most people) and that could be done with regular (maybe electric) buses just as well as the EmX.

I'd also encourage the integration of frequent transit concepts with the corridor planning process such as what is already happening in the River Road Neighborhood Plan.

And, my opinion would be to focus our efforts on the River Road area and the Bethel area and Highway 99 corridor. River Road, as I've said, because of the neighborhood planning already going on there. And Bethel and Highway 99 because I believe that area could benefit the most from more frequent transit service. We have a large segment of our community living in this area and residents have a lower per capita automobile ownership rate. That would mesh well with better, more frequent transit service.

On a related topic, I'd also encourage Council to make the Bethel/Highway 99 area the next area for us to develop a Neighborhood Plan.

As always, thank you for your service to our community.

---

billRANDALL
architect/senior principal/csba/leed ap bd+c
p: 541-344-3332
380 Lincoln Street
Eugene, Oregon 97401

questions@movingahead.org

From: Devon <questions@movingahead.org>
Sent: Tuesday, October 22, 2019 7:58 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Devon
Organization:
Email: devong923@gmail.com
Phone: 4582104836

Comments:
I would go with enhanced option,because it is better for the community and it will create jobs. I think it will be beneficial for the city of eugene oregon. We hope you will understand how importants and hard it will be to make the right choice of the projects options. I truly understand if it is not what i like to consider, i understand. Thank you and have a great day.

Think again on EmX expansion

Comment Letter Number: 94

The Register-Guard article on the prospect of EmX service was an accurate recant of LTD's perspective for its five proposed transit corridors.

But there are more considerations that were not fully explored. For example, the innocuous-sounding 30th Avenue to LCC corridor, where no parking, business or residences exist along the route does sound harmless.

But in terms of impact it should really be named the Pearl and Oak street corridor, where between 11th Avenue and 20th Avenue this EmX alternative would change these last two remaining "great streets" in Eugene significantly and forever. The physical consequence would be a dedicated EmX travel lane with numerous long transit platforms, removal of 140 on-street parking spaces, removal of 98 medium-to-large trees and a half-acre taken by eminent domain.

The social consequences would be equally disastrous in changing these neighborhoods from being a charming destination of choice to instead being another corridor from the city center hub to somewhere else. All this would be to save two minutes of ride time for the LCC students who have always had a stable population. Having a reliable transit system is important but not at any cost.

Eric Vance, Eugene 239

OCT 23 2019

To:
Andrew Martin
Chris Henry
Terri Harding

from
E Vance
&
D.C. Cork
Cowboy's Savannah, LLC
S. Eugene Professional Plaza
74 E. 18th, Suite #9
Eugene, Oregon 97401

18 & Oak

questions@movingahead.org

From: George Jessie <geojess@comcast.net>
Sent: Wednesday, October 23, 2019 8:47 AM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: George Jessie <geojess@comcast.net>

Message:

I advocate for the "No Build" alternative. I believe there are more effective and efficient plans for improving the transit options in the Eugene-Springfield areas. We certainly need to improve and maintain the existing roadways and bikeways. Bus service can be enhanced by utilizing existing roads, with improved "pull-outs" that do not impede other traffic flows. This is a much less costly method of improving bus service. The cost of EmX style service is prohibitive with little service improvement.

Relevant Corridors:
30th Avenue/LCC, Highway 99, Coburg Road, MLK Jr. Boulevard, River Road

Contact Options:
I would like a response, I would like to receive email updates

questions@movingahead.org

From: HENRY Chris C <CHenry@eugene-or.gov>
Sent: Friday, October 25, 2019 8:24 AM
To: questions@movingahead.org; MARTIN Andrew (SMTP)
Cc: MovingAheadProject (MovingAheadProject@ltd.org)
Subject: FW: Testimony for MovingAhead Joint Public Hearing 10-21-2019

Flag Status: Flagged

From: FORREST Beth L <BForrest@eugene-or.gov>
Sent: Thursday, October 24, 2019 2:35 PM
To: HENRY Chris C <CHenry@eugene-or.gov>
Subject: FW: Testimony for MovingAhead Joint Public Hearing 10-21-2019

More testimony -

From: Meta Maxwell <metam@comcast.net>
Sent: Wednesday, October 23, 2019 1:30 PM
To: *Eugene Mayor, City Council, and City Manager <MayorCouncilandCityManager@eugene-or.gov>
Subject: Testimony for MovingAhead Joint Public Hearing 10-21-2019

[EXTERNAL ⚠]

META L. MAXWELL

PO Box 653

Eugene, Oregon 97440

541-731-9161

metam@comcast.net

Eugene Mayor

Eugene City Manager

Eugene City Council

LTD Board of Directors

RE: Testimony for MovingAhead Joint Public Hearing, Monday October 21, 2019 – 7:30 p.m. Harris Hall – sponsored by the Eugene City Council and LTD Board of Directors

My name is Meta Maxwell. I am a resident of north Eugene. My family settled in the area in 1852. I was born here. I am an avid walker of 20-30 miles per week. I've biked the paths and have ridden the bus/EmEx system – especially to the U of O where parking is problematic. I have a bachelors degree in business administration and a masters degree in agricultural and resource economics, and have taught college courses in accounting and finance. I own commercial property on Coburg Road and on W. 6th Avenue.

Last spring I was invited to a transportation open house at Safeway on Coburg Road and was told I'd receive a follow-up call to meet with planners at my property on Coburg Rd. to review MovingAhead plans. The call never came. Last week I was sent notice of this meeting with attachments of over 200 pages which I have only had time to scan, but my initial review leaves me with five major concerns I'd like to see addressed in a plan, and have time to review, before final consideration is given:

1) While MovingAhead gives consideration to an increase in population of the area by approximately 34,000 over 10 years, no consideration seems to be given to an aging of the population. The median age of 34 is skewed by a part-time college and university population, while my understanding is that retirees account for a large part of growth. This population I believe is largely less healthy, out of shape, is less likely to bike and walk, and would have difficulty getting to bus stations and using the system for appointments with doctors, shopping and entertainment.

2) I see no projections for an increase in single vehicle transportation that I'd expect to accompany an increase in population despite people's desires for fewer cars.

3) No consideration is given to climate change. Hotter summers, and colder winters will make it more difficult to get to/from bus stations and less favorable for biking and walking. I see dedicated EmEx lanes lightly used while adjacent lanes are crowded with cars; perhaps the EmEx lanes could be better utilized, help encourage conservation, and help alleviate vehicle congestion by allowing their use by carpool vehicles and all electric vehicles.

4) In what I've been given so far, I see no specific plans for the MovingAhead corridors so we could evaluate planned elements and associated costs.

5) No funding plan is given. A funding plan is needed in the context of other funding priorities in the community. As taxpayers it is important that we evaluate a transportation plan in the context of other needs in the community including, but not limited to, funding for expansion and improvements to bridges, repairs to sidewalks, enhanced cross-walks, addressing the needs of the homeless population, an increased need for emergency services, and improvements to public buildings.

Remember, any increase in property taxes will increase housing costs. Already property taxes have become burdensome to many property owners. The city has a long list of "wants and needs." I suggest before any plan is approved, the city in coordination with the county, LTD, and other stakeholders including community members, engage in a comprehensive budget review through a "zero-base" budgeting process.

Using a zero-base process, a detailed list of all current and potential expenditures would be evaluated by first listing them, assigning costs, and prioritizing them. After going through this process, a line could be drawn through the list at the point that is affordable with the existing funding base. My belief is that some of the areas to which money is currently allocated, would be less important to the community than some of the areas that are not being adequately funded. This could help shift funds to addressing the most important priorities for the community. It could focus efforts to find less expensive ways to accomplish priorities. It could also help in evaluation of giving tax cuts to builders -- they attract new people to the community who utilize public services but do not have to pay their fair share of the property taxes that would normally be passed through to them; this means existing tax payers must pay this increased tax burden. If the city, county, LTD and other stakeholders want to pursue items for which adequate funding does not exist, the prioritization of projects would help to approach voters and other funding sources to obtain the necessary money.

I'd be happy to work with you to re-evaluate the region's spending priorities using a "zero-base" budgeting approach. I think such an evaluation is long overdue.

Thank you for your consideration.

Very truly,

Meta Maxwell

CC *The Register-Guard*

Eugene Weekly

Eugene Chamber of Commerce

questions@movingahead.org

From: Jeffrey Robinson <jeff.g.robinson@gmail.com>
Sent: Wednesday, October 23, 2019 5:17 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Jeffrey Robinson <jeff.g.robinson@gmail.com>

Message:

Full EmX implementation along the Coburg Road corridor makes no sense at all!

-- It is nearly double the cost of any other corridor - at $113,000,000.
-- The transit time savings is essentially half that of Highway 99 or River Road
-- Furthermore, the transit time savings is no better with the full-EmX option over the Enhanced Corridor option
-- The demographic of users along the wealthy Coburg Road corridor simply does not lend itself to transit use like the other corridors under consideration.
-- The number of condemnations/property acquisitions is double any of the other corridors.

Clearly, there is absolutely NO logic to deploying full EmX implementation along the Coburg Road corridor.

Thank you for your time and consideration!

Relevant Corridors:
Coburg Road

Contact Options:
I would like a response, I would like to receive email updates

questions@movingahead.org

From: Peter Bolander <pwbolander@hotmail.com>
Sent: Wednesday, October 23, 2019 6:19 PM
To: questions@movingahead.org
Subject: Comments Concerning Moving Ahead Enhanced and EMX Service on Eugene Streets

Hello:

I gave public comment at the joint City Council/LTD Board October 21st meeting but ran out of time to complete my comments. Below is the remainder of my comment.

I was addressing the cost benefit of the various proposals and noted that using the information from Table 5-21 of the Alternative Analysis Report (AAR), which gives the expected increase ridership in 2035, and using just the initial construction cost and assuming a 30 year time span that the River Road Enhanced corridor alternative would cost $20 per new rider and the EMX alternative would cost $9 per new rider for each trip over the next 30 years. They represent the second and sixth highest cost per new rider trip of the nine alternatives. The table below shows the cost per ridership that I calculated for new and total ridership over a 30 year time span. The table does not address the Downtown/LCC Corridor since it was difficult understanding what was happening with the enhanced alternative and the change in service really only addresses from downtown to 20th Ave.

I roughly calculated that for the 24 million dollars to construct the River Road enhanced corridor that you could double the amount of buses servicing River Road, provide express bus service and increase ridership closer to the expected EMX levels for the next 20 to 25 years.

Based on the number of new riders, the cost per new and total rider trips, and the difference between the enhanced and EMX option travel times savings, as all shown in the table below, I would recommend considering another "package" as an alternative as follows:

1st priority: Martin Luther King Boulevard = Enhanced Corridor

2nd priority: Highway 99 = EMX Alternative

3rd priority: Downtown/LCC: install all pedestrian safety crossings

4rd priority: Coburg Road = increase bus service (frequency and express bus service) and install all pedestrian safety crossings

5th priority: River Road = increase bus service (frequency and express bus service) and install all pedestrian safety crossings

Thank you again for the time to comment
=Peter Bolander=

Alternative	Number of current riders per day (1)	Approximate number of future riders in 2035 (2)	Cost per new rider per trip for 30 years, $ (3, 4)	Cost per every rider per trip for 30 years, $ (3, 4)	Travel Time Savings, minutes (1)

Highway 99 - Enhanced	1750	2120 (+370 riders so +21% over no-build)	9.39	1.64	10
Highway 99 - EMX	1750	2640 (+890 riders so +51% over no build)	6.88	2.31	12
River Road - Enhanced	2220	2330 (+110 riders so +5% over no build)	19.93	0.94	5
River Road - EMX	2220	3040 (+820 riders so +36% over no build)	8.69	2.34	8
Coburg – Enhanced	2566	2906 (+340 riders so +13% over no build))	11.01	1.28	5
Coburg - EMX	2566	3426 (+860 riders so +34% over no build)	12.00	3.01	5
MLK Jr. - Enhanced	2444	3064 (+620 riders so +25% over no build)	3.09	0.63	2

Notes

1 - From Alternative Analysis Report for each corridor

2 – Assumed weekday ridership for each day of the year (365 days) from appropriate table in the Alternative Analysis Report and the same ridership for every year

3 – Assumed 30 year time period

4 – Used initial construction cost only

Sent from Outlook

questions@movingahead.org

From: Therese Lang <questions@movingahead.org>
Sent: Thursday, October 24, 2019 8:58 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Therese Lang
Organization: Lang Public Relations
Email: therese@langpr.com
Phone:

Comments:
I live in the Coburg Road area. Frankly, the city should have planned better 25 years ago with regard to both Coburg Road and River Road. The politicians who worry about elections are too gutless to make hard decisions and I blame them (past and present) for the current situation. II would like to see EmX on both corridors, so I am in favor of Package D. I think this would be the most useful to the residents of Eugene and it will help residents into the future. BEST believes in only Enhanced Corridors and I think this will help but it doesn't really look to the future and this has been the problem all along. No one is willing to take the brave position of big infrastructure improvements for the community. BTW, not everyone in Eugene bikes, walks or takes the bus and this group (auto folks) have been ignored in this whole process. Groups like BEST and the city are shoving alternative transportation options down our throats. I like taking the bus but it is not always convenient and some of us are just not good on bikes. The business community is shameful in its attempt to thwart these projects because they don't want to help pay for them. But I don't really want to continue to pay for the business community to keep taking advantage of people like me who help support the infrastructure that allows them to conduct their business. So I am in favor of Package D and I hope the LTD board and the city council summon their courage and take bold steps in this project and support EmX.

questions@movingahead.org

From: Leslie Mitchell <questions@movingahead.org>
Sent: Sunday, October 27, 2019 12:12 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Leslie Mitchell
Organization:
Email: LMBus@comcast.net
Phone:

Comments:
I support the Enhanced Corridor package. I think the enhancements added by this option are sufficient with relatively low impact and disruption and lower capital cost. I do not support EmX on River Road. I believe the estimates of increase in ridership are overly optimistic and that the disruption to the corridor and River Road community will not be worth the additional benefit. To increase ridership, I think more emphasis should be given to the feeder areas outside the corridor. I am very concerned about the funding for any of the packages. I don't see any discussion of funding sources for the alternatives. I do not support the current LTD model of taxing businesses along the bus routes by an unelected board. I also think we have better, more immediate needs for Eugene area money--public safety, homelessness crisis. We can't count on federal funds.
My second choice is the No-Build alternative.

questions@movingahead.org

From: Andrew Martin <Andrew.Martin@ltd.org>
Sent: Wednesday, October 30, 2019 4:40 PM
To: bernandjohn@icloud.com
Cc: questions@movingahead.org
Subject: RE: FW: MovingAhead Website Contact Form Message

Dear Bernadette Ross,

Comments can be submitted by emailing questions@movingahead.org or on the project's website at http://www.movingahead.org/public-hearing/#investcommentform. All comments received prior to November 4, 2019 at 5 pm will be provided to Eugene City Council and LTD's Board of Directors before they begin deliberations on selecting a preferred investment package. Please let me know if you have any questions.

Thank you,

Andrew Martin
Lane Transit District
Development Planner
P: 541-682-6116
Contact us at LTD.org

-----Original Message-----
From: Bernadette Ross <bernandjohn@icloud.com>
Sent: Monday, October 28, 2019 10:03 AM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Bernadette Ross <bernandjohn@icloud.com>

Message:

Where do I submit a comment regarding the proposed options for the River Road corridor?

Relevant Corridors:
River Road

Contact Options:
I would like a response, I would like to receive email updates

questions@movingahead.org

From: Virginia Heer <questions@movingahead.org>
Sent: Monday, October 28, 2019 4:42 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Virginia Heer
Organization: SE Eugene citizen
Email: v.wildwood@gmail.com
Phone: 541-729-9016

Comments:
Most important to me is to maintain the #28 bus route. I want to be able to age in place, and neighborhood bus service is crucial to this goal. Currently, I walk one-third of a mile to catch the bus at E.Amazon & Dillard Road. That's fine. Really. At the age of 68, I'm encouraged & comforted by the notion that I could give up my car and still maintain my independence by utilizing LTD for grocery shopping at Albertson's and The Kiva, and for getting to the Library without having to drive.

Additionally if our community leaders are aiming to reduce our city-wide carbon footprint, widening the network of buses is crucial. Cutting back on neighborhood bus service is wrong-headed! Therefore I support the BEST-endorsed 'Enhanced Corridor' approach to improving city-wide bus service. Also, I think it's mandatory to conserve the heritage trees lining Pearl & Oak Streets.

Thank you for reading this.
Sincerely, Virginia Heer 4444 Paddock Dr., Eugene, OR

questions@movingahead.org

From: Christopher Logan <ctm_logan@yahoo.com>
Sent: Tuesday, October 29, 2019 9:54 AM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Christopher Logan <ctm_logan@yahoo.com>

Message:

Greetings!

Having attended most or perhaps all of your events (to which I was invited), I find inescapable the conclusion that you are using a faux democratic process to harvest a cleverly-manufactured "will of the people" to support unlimited "growth". The growth offered by Moving On - at least in my River Road neighborhood - is the growth of a cancer, rather than the growth of a flower or of a baby. The future will be less convenient and uglier, and will entail long-term maintenance costs for taxpayers. We, the neighbors, will be stuck with more ECCO-type constructions, which will soon degrade into tenement projects and leave us with long-term pollution and degradation of our environment. In the short term, we will be subjected to noise, dust, pollution and traffic snarls, as for-profit companies ruin our neighborhood.

I know a great many people who have commented negatively on the City's plans for River Road "development". Yet, in the publications and later PR sessions, those comments have been deleted. You have given a handful of residents (those willing to attend, unpaid, a long series of meetings) a series of forced choices, such as "bar-bell or string of pearls" - as though fast food outlets and payday loan outfits are pearls we should be grasping for. The correct answer to your questions is NONE OF THE ABOVE.

River Road does not have to BE a "corridor". It is a nice road, very serviceable, and does not need EmX or any other construction along the main road. The idea of putting cluster homes all the way down the lanes, for a quarter of a mile, is very disturbing to existing residents, who reside almost exclusively in "single-family home" settings, even if they share these homes or live in mother-in-law cottages behind such homes.

You are perhaps right to forge ahead with "corridors" to West 11th and Hwy. 99. Those routes are already blighted by overwhelming commercial activity, and are routes used by the homeless, LTD's largest contingent of riders. But our neighborhood does not (currently) draw people from outside the community to come and shop. And we like it that way! Please do not turn River Road into West 11th.

We could use better bus service out here. But what we need are GOOD CONNECTORS. Everyone lives in the lanes - very few people live right on River Road. When it's raining, even a hundred-yard walk poses a hardship to many people. We used to get the 55 connector at the end of our lane (Dalton Drive), but now have to walk all the way to Emerald Park for the (very infrequent) connector, and when we do, it may come late and then it drives all over the place before actually connecting with the 51 or 52. So travel time to downtown is about an hour or more, and may involve getting soaked on the way to town and on the way back. It would cost less to give us better connectors, than to deploy an EmX.

As for the "mandatory" infill prescribed by Envision Eugene, that can easily be achieved without "developing" River Road. If the City would eliminate the heavy fees for building ADUs (mother-in-law cottages), and give a 5- or 10-year tax break on increased assessments, hundreds would use a window of opportunity like that to increase the value of their property and provide a small income that would help with the mortgage. This is letting the people build their own city, rather than making deals with out-of-state developers for massive, ugly projects. It gives work to all the carpenters and electricians and plumbers and solar contractors, keeping the construction money in Eugene, in the hands of small

contractors and laborers themselves. THAT would serve the citizens of Eugene, whereas the "Corridor" is set to enrich everyone BUT the citizens.

Please examine your plans in light climate change. Every massive construction releases huge amounts of carbon, cement being one of the guiltiest industries on the planet. Steel must be forged with coal, and fabricated with immense amounts of electricity, which is not going to come from solar panels. Plastic is mostly oil, ditto for vinyl and linoleum and many other building materials. The transportation of parts and materials from China, Mexico and other parts, and the construction equipment used to build big projects also release a great deal of carbon.

Further, you should examine the effect of your plans on egalitarian democracy. If you are, in essence, serving "future residents" who are not currently voting for you and paying your salaries, and also serving big developers who concentrate wealth in a few hands, then you are actually working against the struggling citizens who already reside in the River Road neighborhood. By seeking infill through ADUs, you would give financial and spiritual help to existing residents, and tie the new residents to the old by means of the landlord relationship: they would end up at neighborhood work parties, pot-lucks and meetings, and themselves soon become River Road neighbors. By contrast, apartment dwellers seldom achieve a sense of place, a feeling of "being at home" in a particular neighborhood, as their tenancy is expected to be relatively short and they know no one in the area.

Though you may have achieved what you consider a mandate to throw huge amounts of construction at our neighborhood, I'd like you to be aware that many of us out here are upset with this faux democracy and deeply resent the City's plans to drop tons of cement and a fleet of dinosaur busses on River Road. Please reconsider the Corridor option for River Road, and leave it as the nice, tree-lined boulevard that it is.

Sincerely,
Christopher Logan

Relevant Corridors:
River Road

Contact Options:
I would like a response, I would like to receive email updates

questions@movingahead.org

From: Tony Perez <tony.perez@tbsinc.org>
Sent: Thursday, October 31, 2019 8:59 AM
To: 'Andrew Martin'
Cc: questions@movingahead.org
Subject: RE: Fwd: Is there a defined impact to the area in front of our business on Coburg Rd

Hi Andrew. I appreciate the detail below and the link to the current design options. I will keep this on my radar and reach out if there are any questions as the projects move along.

Regards,

Tony Perez

Batteries + Bulbs
We Fix It

Sales Manager/Franchise Owner • tony.perez@tbsinc.org
Phone: 503-581-4890 • Fax: 503-315-5704 • 3045 Lancaster Dr NE, Salem, OR 97305
Bend, Beaverton, Corvallis, Eugene, Gresham, Hillsboro, Portland, Salem, Tualatin and Vancouver

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From: Andrew Martin [mailto:Andrew.Martin@ltd.org]
Sent: Wednesday, October 30, 2019 4:37 PM
To: tony.perez@tbsinc.org
Cc: questions@movingahead.org
Subject: RE: Fwd: Is there a defined impact to the area in front of our business on Coburg Rd

Dear Tony Perez,

Thanks for reaching out about potential impacts to your business. No decisions have been made about MovingAhead yet. The project is still accepting comments in writing for those who were unable to attend a recent public hearing that Eugene City Council and LTD's Board of Directors held on October 21. All comments received before November 4, 2019 at 5 pm will be provided to Eugene City Council and LTD's Board of Directors prior to deliberations. Eugene City Council and LTD's Board of Directors will make a decision about the project in early 2020.

Based on the address you provided, it appears as though the current designs show potential acquisition of property under the Coburg Road Enhanced Corridor Alternative, but not in the EmX Alternative. The designs for each alternative can be found in the project map book (http://www.movingahead.org/wp-content/uploads/2018/09/23-CH2M-2017.pdf). The designs are currently at a high level that will allow us to assess potential impacts. The City of Eugene and LTD are committed to working with property owners to minimize impacts in future phases of the project, which will include design refinements if one of the build alternatives is selected as the preferred alternative by City Council and LTD's Board of Directors.

If you have any questions or would like to meet with staff from the City of Eugene and LTD about the project, we are happy to meet at your business to discuss the project with you. Please let me know if you need additional information.

Thank you,

Andrew Martin
Lane Transit District
Development Planner
P: 541-682-6116
Contact us at LTD.org

From: Tony Perez <tony.perez@tbsinc.org>
Sent: Tuesday, October 29, 2019 2:54 PM
To: questions@movingahead.org
Subject: Is there a defined impact to the area in front of our business on Coburg Rd

We are looking to determine how the enhancements to the Coburg corridor will impact access to our business at 420 Coburg rd. Has there been any discussions or decisions on how this project will affect or change the area in front of our business?

Thanks

Tony Perez

Batteries + Bulbs
We Fix It

Sales Manager/Franchise Owner • tony.perez@tbsinc.org
Phone: 503-581-4890 • Fax: 503-315-5704 • 3045 Lancaster Dr NE, Salem, OR 97305
Bend, Beaverton, Corvallis, Eugene, Gresham, Hillsboro, Portland, Salem, Tualatin and Vancouver

Andrew Martin

From: Jaye Cromwell <jaye.cromwell@jla.us.com>
Sent: Tuesday, March 3, 2020 2:51 PM
To: Andrew Martin
Subject: [External Sender] FW: MovingAhead Website Hearings Comment

-----Original Message-----
From: Alex Bauman <questions@movingahead.org>
Sent: Sunday, November 3, 2019 5:38 PM
To: questions@movingahead.org
Subject: MovingAhead Website Hearings Comment

Name:Alex Bauman
Organization:
Email: alexpbauman@gmail.com
Phone: 6128751951

Comments:
I support the EmX package because it would result in the greatest increase in transit service and reliability as well as the largest improvement in conditions for pedestrians and cyclists. The City has a goal of substantial mode shift to transit, biking, and walking, and the level of service provided by the the EmX package is the only package that will meet the goal. Additionally, meeting the crisis of climate change requires that a substantial amount of car trips be shifted to transit, and only the EmX package provides enough service to do so.

In terms of phasing or prioritization, the lines that are expected to generate the most additional ridership should be built first. So according to the AA, that would be Hwy 99, then Coburg Rd, then River Road, then MLK, then LCC.

questions@movingahead.org

From: HENRY Chris C <CHenry@eugene-or.gov>
Sent: Monday, November 4, 2019 4:48 PM
To: questions@movingahead.org; MARTIN Andrew (SMTP)
Cc: MovingAheadProject (MovingAheadProject@ltd.org)
Subject: FW: MovingAhead Plan for the Coburg Corridor et al

From: FORREST Beth L <BForrest@eugene-or.gov>
Sent: Monday, November 4, 2019 9:29 AM
To: HENRY Chris C <CHenry@eugene-or.gov>
Subject: FW: MovingAhead Plan for the Coburg Corridor et al

For your record -

From: Meta Maxwell <metam@comcast.net>
Sent: Sunday, November 03, 2019 10:12 PM
To: *Eugene Mayor, City Council, and City Manager <MayorCouncilandCityManager@eugene-or.gov>; kate.reid@ltd.org; Caitlin.Vargas@ltd.org; Joshua.Skov@ltd.org; Emily.Secord@ltd.org; don.nordin@ltd.org; carl.yeh@ltd.org; steven.yett@ltd.org
Subject: MovingAhead Plan for the Coburg Corridor et al

[EXTERNAL ⚠]

META L. MAXWELL

PO Box 653

Eugene, Oregon 97440

541-731-9161 metam@comcast.net

3 November 2019

VIA EMAIL:

LTD Board of Directors

Eugene City Council

Eugene City Manager

RE: MovingAhead Plan for the Coburg Corridor et al

On October 28, 2019, I met with Andrew Martin, LTD Development Planner, and Christopher Henry, Eugene Transportation Planning Engineer, to discuss the MovingAhead plans – specifically, the impact of the plans on my property at 315 Coburg Road, and more generally, the overall MovingAhead plans for the region – the underlying assumptions on which they are based, needs assessment, and available funding in light of competing needs.

This letter will focus on the impact of the plans on my property. In a separate letter I will address my review of the regional plans.

First, in preparation for our meeting, Andrew printed out the diagrams showing the portion of the Enhanced Corridor Alternative and the EmX Alternative for the Coburg Road Corridor that would impact my property at 315 Coburg Rd. This was the first opportunity I've been given to see these plan. The plan shows Coburg Road being widened in a manner that would necessitate the removal of the driveway to my property, elimination of three or four parking spaces, removal of a monument sign that serves three tenants on the property, removal of a bicycle rack, removal of an electrical box, and removal of a pole supporting a billboard sign extending over the building which I lease to a fourth tenant. The property is at a higher elevation than the adjacent Albertson's property and does not have any alternative access. Additionally, the existing eleven parking spaces on the property are barely sufficient to serve the tenants, and none can be eliminated.

When I pointed out the above deficits in the MovingAhead plan to Andrew and Chris, I was told that the engineers preparing the plans DID NOT go out to the properties affected to ascertain that their plans and drawings would accommodate the needs of property owners. I was told AFTER approval of the plans they'd be reassessed and might be altered to accommodate individual property owners' needs. I find both of these assertions to be outrageous and unacceptable. That any plans would be proposed without visiting the sites impacted is preposterous and cannot yield plans that are realistic, and perhaps not even feasible. The approach that was taken to make plans impacting my property makes me suspect the plans for the rest of the MovingAhead proposal may not be appropriate either. Not only are they unlikely to reflect what actually might be done, but they make it impossible to build and apply a realistic budget for the proposal and, in my opinion, make the MovingAhead plans impossible to approve. Needing to redesign what has been poorly planned will be timely and expensive. Visiting the sites impacted and consulting with property owners before presenting the plans for public comment could have avoided additional costs.

What is it exactly that the MovingAhead initiative wants approval of? It appears to be the right to do as they please to expand and alter LTD routes, bike and walking paths. **I strenuously object to the proposed changes to my property.**

I suggest that ALL PROPERTY OWNERS IMPACTED BY THE MOVINGAHEAD PLANS SHOULD BE CONSULTED AND SHOWN THE PLANS FOR THEIR SEGMENTS BEFORE ANY APPROVALS ARE GIVEN. Changes should be made as necessary and reviewed with property owners **before** the LTD Board or Eugene City Council gives their endorsement to MovingAhead.

Very truly,

Meta L. Maxwell

questions@movingahead.org

From: HENRY Chris C <CHenry@eugene-or.gov>
Sent: Monday, November 4, 2019 4:53 PM
To: questions@movingahead.org; MARTIN Andrew (SMTP)
Cc: MovingAheadProject (MovingAheadProject@ltd.org)
Subject: FW: Public Comment on Moving Ahead
Attachments: Moving Ahead Letter.pdf

From: FORREST Beth L <BForrest@eugene-or.gov>
Sent: Monday, November 4, 2019 4:17 PM
To: HENRY Chris C <CHenry@eugene-or.gov>
Subject: FW: Public Comment on Moving Ahead

FYI -

From: Mark Johnson <Mark.Johnson@ltd.org>
Sent: Monday, November 04, 2019 4:15 PM
To: *Eugene Mayor, City Council, and City Manager <MayorCouncilandCityManager@eugene-or.gov>
Subject: FW: Public Comment on Moving Ahead

[EXTERNAL ⚠]

Please see attached letter to enter in to the public record on Moving ahead,.

Thanks.

Mark Johnson

Dear City Council,

I appreciate all of your time and consideration on the options for Moving Ahead. I would like to offer my input, not only as a citizen of Eugene but also a 38 year transit professional. I have heard all of the reasons and thoughtful comments from BEST and other community members as to why they believe the enhanced corridor option is the best approach to improving transportation in Eugene. I think that for the most part the enhanced corridor option makes sense on some of the corridors as the final solution but on other corridors it does not make the most sense. River Road is a corridor where the target should be full EmX not enhanced corridor. It is an already congested corridor and making enhancements to the transit options will help move buses through the corridor in the short term it will not help in the long term. They will get held up in traffic congestion as the community grows as it is expected to do. So while the enhanced corridor option will present better pedestrian and bike access it will not help transit in a meaningful way for the long term on River Road. Buses are the best way to move the most people and they are the best way to get people out of their cars. Fast, frequent, and reliable service is what gets people out of their cars and on to buses the enhanced corridor option on all corridors does not set the community up for a successful transportation system in the future.

Mediocrity is an easy goal and that's what we are shooting for with the enhanced corridor option, it lacks vision for the future and will not result in a world class transportation system. This decision will have an impact on the community for the next 50 years. It is much better to aim high and reach for the best system that we can have, it may be that we will have to settle for enhanced corridors because of lack of funding or other factors but that should not be the end goal as growth and the related traffic consume our roadways.

BEST used Portland as an example of a city that settled on an enhanced corridor for their bus system. What they failed to mention was that Portland has invested heavily in rail to the tune of billions of dollars, buses are secondary to their transit system. There are at least 50 other cities in the North America that have decided BRT systems are the long term solution for their public transportation systems. Many of them are modeled after our EmX system.

So while some in the community think that all of the questions about future growth need to be answered prior to making infrastructure decisions that will alleviate traffic, increase bus ridership, and improve pedestrian and bike access, I think we know enough to step out and aim for the best transportation system that we can. That means EmX on some corridors, particularly River Road and leaving the option open on some others.

There have been a lot of cities that have missed the opportunity to build world class transportation systems because they did not want to spend the money or they did not think they needed it. Seattle is a prime example. They decided in the seventies not to invest in transit infrastructure including light rail. It was a decision that set them back 35 years and they will never catch up.

This is an important decision, it is a legacy decision. The future of transportation in our region depends on the outcome. Don't settle for average, be bold, be visionary and ensure that we have a world class transportation system that will provide fast, reliable bus service as well as increased bike and pedestrian access for decades to come.

Sincerely,

Mark Johnson
Ward 5

questions@movingahead.org

From: Becky Riley <beckyriley2@gmail.com>
Sent: Monday, November 4, 2019 10:19 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Becky Riley <beckyriley2@gmail.com>

Message:

I always imagined I would support EmX on River Road, for the transit service improvements as well as the streetscape improvements to make the street more pleasant for walking and biking, and to attract positive neighborhood development along the corridor. However, I am unhappy about the hundreds of large street trees slated to come down to accommodate current EmX designs, and also to see that even optimistic modeling suggests the project will increase greenhouse gas emissions. I also am unhappy about how long the planning and implementation will take. I find myself hoping we can find a way to enhance the corridor much faster, possibly even using "tactical urbanism" (quick, temporary changes) to widen and better protect the existing bike lanes, improve ped. crossings, slow traffic, improve bus stops and streetscape generally, provide dedicated transit lanes and queue jumps where possible to achieve improved bus service—and that we can also keep the mature trees and the huge ecological and streetscape value they provide. Possibly these things could be achieved while an EmX planning process continues...but getting faster changes would be very helpful and perhaps point a way forward for an EmX that can fit within the existing right-of-way and without impacting so many existing trees. I do support removal and replanting of a few of the smaller trees that are failing to thrive and that are not native and not providing valuable habitat. Thank you for your consideration of these comments.

Relevant Corridors:
River Road

Contact Options:

questions@movingahead.org

From: Meta Maxwell <metam@comcast.net>
Sent: Tuesday, November 5, 2019 9:18 PM
To: questions@movingahead.org
Subject: Detailed plans

How does a property owner get detailed plans showing impact of the plans on their individual properties?

Sent from my iPhone

questions@movingahead.org

From: John F. Quilter <jquilter@peoplepc.com>
Sent: Friday, November 8, 2019 2:07 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: John F. Quilter <jquilter@peoplepc.com>

Message:

I have read your Updated Investment Packages for Community Consideration and the five packages proposed. The capital costs range from $148M to $335M. Some of this will likely be additional property owner bond funding with yet another property tax increase. With a recent increase in my property taxes of 6% am very concerned with the additional property taxes that I would incur with most of the packages with the exception of Enhanced Corridor. Approaching 45% of Eugene residents are renters do not directly see a property tax bill so any survey you do that includes them is going to be heavily distorted as they erroneously believe their landlord will pay this tax increase due to additional bond debt on the property tax bill. So of course there is big support for EMx package at a $335M capital cost. You flyer calls out a No Build Alternative that states "only currently planned investments would be implemented" but there is no listing of what these are to provide a good comparison to what we are already slated to receive. So enter my preference for no more than an Enhanced Corridor Package that still has substantial benefits but at a more reasonable price tag. While there will be the argument that some of the capital costs will be paid by federal grants I am unwilling to lean on the Feds and taxpayers all over the nation, to pay for our projects. The EMx routes require massive reconstruction of the streets with lanes of 12 inches of highly CO2 producing concrete due to the excessive axle loadings of the massive EMx vehicles. I understand that the recently completed W 11th EMx route is underutilized compared to projections. With that I would advocate extreme caution on building another costly EMx route when there are less expensive alternatives. So run standard 40 foot buses (or even smaller vehicles at lower occupancy times) on a more frequent basis on routes where there is sufficient demand for bus travel.

Relevant Corridors:
30th Avenue/LCC, Highway 99, Coburg Road, MLK Jr. Boulevard, River Road

Contact Options:
I would like a response, I would like to receive email updates

Andrew Martin

From: Meta Maxwell <metam@comcast.net>
Sent: Friday, November 8, 2019 10:51 PM
To: Andrew Martin
Cc: VARELA Larisa M; HENRY Chris C; Rob Zako; Brittany Quick-Warner; Tiffany Edwards
Subject: Re: [External Sender] MovingAhead Materials for Property Owner

Andrew,

Thank you for sending me a link to the detailed MovingAhead corridor plans. I suggest that you prominently post a link to them on the MovingAhead website so all members of the public may have easy access to them. Additionally, I suggest that you contact all businesses and property owners along the corridors, give them copies of the plans affecting their businesses/properties, and work with them to address any concerns they might have BEFORE a vote is called for by the LTD Board of Directors or the Eugene City Council. Of the other property and business owners/managers I've contacted this week on Coburg Road and on River Road NONE had been shown the detailed plans — everyone I've talked to would be adversely affected if the plans go forward as drafted. I suspect property/business owners on the other corridors have not been shown the plans either. They need to be brought into the planning loop and consulted BEFORE plans are put forward for a vote.

I look forward to learning more from you about the specific NEEDs being addressed by the plans for each corridor, as well as the associated capital and operating costs. These are not covered sufficiently in the master plans you gave me; from what I was given I am unable to understand or convey to others a sense of need or feasibility of the MovingAhead plans.

Again, I appreciate your efforts to accommodate my requests for information about the MovingAhead plans. I hope to get to a place where I can endorse revised plans that will ultimately put to a vote.

Sincerely,
Meta Maxwell

> On Nov 7, 2019, at 3:34 PM, Andrew Martin <Andrew.Martin@ltd.org> wrote:
>
> Hi All,
>
> All of the project designs can be found at this link: http://www.movingahead.org/wp-content/uploads/2018/09/23-CH2M-2017.pdf
>
> Let me know if you need any other information.
>
> Thanks,
>
> **Andrew Martin**
> Lane Transit District
> Development Planner
> P: 541-682-6116
> Contact us at LTD.org

From: VARELA Larisa M [mailto:LVarela@eugene-or.gov]
Sent: Thursday, November 7, 2019 3:28 PM
To: HENRY Chris C <CHenry@eugene-or.gov>
Cc: metam@comcast.net; Andrew Martin <Andrew.Martin@ltd.org>
Subject: [External Sender] MovingAhead Materials for Property Owner

Hi Chris,

I wanted to let you know that Meta Maxwell stopped by the office today to look at the MovingAhead maps. I've CCed her on this e-mail for follow-up. I let her know that we could provide her with copies of the maps/pages. While she was here, Brian Crawford copied the pages she requested and gave them to her. She expressed interest in receiving an electronic version of the maps if there is a way to get her the large file (online cloud, thumb drive, etc). I'm assuming all of the corridor maps together are too big to email. She's primarily interested in Coburg Rd.

Thanks,
Larisa

Larisa Varela (*she/her/hers*)
Associate Transportation Planner
City of Eugene
Public Works, Engineering
Office Phone: (541)682-6887
Work Mobile: (541)501-0351
LVarela@eugene-or.gov

questions@movingahead.org

From: Brandon <bvaughan198739@gmail.com>
Sent: Monday, November 11, 2019 2:51 AM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Brandon <bvaughan198739@gmail.com>

Message:

Find a recent reading of your proposal I no see you're like eliminating routes and you're trying to hurt your tribe was even more make them more make it a tighter squeeze on them and as writer I cannot support a company who would alien aped passengers and eliminate routes from which those passenger of riders.

Rain I find it so ironic that moving ahead means telling other passengers you need to walk to the nearest bus stop whether it's miles away or just a few blocks.

And you got people in wheelchairs and they're gonna have to put their wheelchairs make sure they're charged and go blocks of down the road before they can even catch a bus I would say that a company who does that represents a transportation issue.

I've been reading ltd and now I see why people leaving the bus system because ltd is willing to rip off the taxpayers to do their own thing and you get paid V our tax dollars because it shows up every year our property tax as a public transportation option.

Maybe that's the thing I don't like it when a company rips off taxpayers to get money you don't service have the areas it says you do you don't do your job to show appreciation to the drivers so you rip off the people instead.

I don't know what else to say I mean I've tried to be nice or tried to point out things you guys could do differently but all you say is will take it under advisement well if you say that about this statement I will continued to criticize your decision making and once again prove that management doesn't know what they're talking about.

I have 2 questions and they're both for the planning committee and management of lane transit district.

How do you plan to reassure customers that are in a wheelchair bound and that ride your service because you're the easiest transportation there is how do you show us customers that they're still have the bus service without having to go blocks down the road?

My 2nd question is would again till attacks pair when they are pain for your service and your not providing it to some of these hills of South Eugene and Lane County?

I just thought of my 3rd question what would happen if there is a petition circulating around link county calling for ltd to open up its financial books about that new MX line down West 11th when you should have finished the one in Springfield and ran in all the way out of 69th and main?

Relevant Corridors:
30th Avenue/LCC, Highway 99, Coburg Road, MLK Jr. Boulevard, River Road

Contact Options:

I would like a response, I would like to receive email update

Andrew Martin

From: Brad Vaughn <brad@livevmg.com>
Sent: Friday, November 22, 2019 9:39 AM
To: Andrew Martin
Cc: HENRY Chris C; MovingAheadProject
Subject: [External Sender] Re: Coburg Road Bus Line Expansion

Thank you for the info- i would be available for a call the week of 12/1.

What is capacity along those routes where you listed the ridership info?

Also is there an accounting of the 11th street corridor and the costs surrounding that site?

Brad Vaughn
650-347-3552
brad@livevmg.com

On Nov 21, 2019, at 9:46 AM, Andrew Martin <Andrew.Martin@ltd.org> wrote:

Hi Brad,

I was forwarded your email for a response. Chris Henry and I are project managers for MovingAhead. This is a joint project between the City of Eugene and Lane Transit District. We'd be happy to set up a meeting with you at your business or our offices. If a phone call is more convenient, we can arrange that.

I believe the plans you reference are the conceptual designs that were released as part of the project team conducting the work necessary to release the MovingAhead Alternatives Analysis. These drawings areintended to be a high level, conceptual look at different alternatives across five corridors in Eugene. The work we are doing now is intended to help set a high level vision for what transportation investments are appropriate to implement along each corridor. The concept plans were not intended as design drawings, but were intended to help analyze at the planning level what possible impacts may occur under each alternative.

In direct response to your questions:

1. Ridership on routes on Coburg Road are:

Route	Avg. Weekday Boardings
12	1076
66	1362
67	1204
96	93

2. Capital costs for the Enhanced Corridor Alternative are estimated to be $41 million. Capital costs for the EmX Alternative are estimated to be $113 million. Details on these estimates can be found in the Capital Cost Estimating Technical Report (http://www.movingahead.org/wp-content/uploads/2018/09/11-CH2M-2017.pdf).
3. Eminent domain is always a last resort option. LTD and the City of Eugene are bound by the Uniform Relocation Act, which outlines the responsibilities of the agencies engaging in property acquisition and the rights of property owners. Our current plans are conceptual and there are many opportunities to work with property owners and community members to eliminate and reduce impacts as we move from conceptual drawings to detailed designs.
4. The project team has provided many opportunities for input. At each step in the process, the team has sent mailings to potentially impacted property owners, as well as all community members along the corridors.
5. The link you reference is to the conceptual drawings on which our Alternatives Analysis was based. These are not intended to be detailed design and are not construction drawings.
6. Eugene City Council and LTD's Board of Directors will both make a decision about a package of investments to make on all of the corridors in the MovingAhead study.

I would again like to offer to meet with you at your business or at our offices to talk through any concerns you have and answer any questions you have about the work we have done and all of the remaining steps in the process. There are many more places where the City of Eugene and LTD will engage with the community and our decision makers before any construction could take place. The project team is committed to working with the community and particularly with potentially impacted property owners as we evaluate the MovingAhead corridors.

Thanks,

Andrew Martin
Lane Transit District
Development Planner
P: 541-682-6116
Contact us at LTD.org

Christopher C. Henry, PE
Transportation Planning Engineer
City of Eugene Public Works – Engineering
p 541.682.8472
w eugene-or.gov/transportation

Andrew Martin

From: Aurora Jackson
Sent: Monday, November 18, 2019 8:04 AM
To: 'YEH Jennifer K'; Carl Yeh
Cc: Tom Schwetz; Andrew Martin; Jennifer Zankowski
Subject: RE: [External Sender] Fwd: Coburg Road Bus Line Expansion

Jennifer,

We will handle on our end.

Thanks for forwarding.

A.J.

From: YEH Jennifer K [mailto:JYeh@eugene-or.gov]
Sent: Monday, November 18, 2019 8:02 AM
To: Carl Yeh <Carl.Yeh@ltd.org>; Aurora Jackson <Aurora.Jackson@ltd.org>
Subject: [External Sender] Fwd: Coburg Road Bus Line Expansion

Can someone answer this guys questions or let him know if the info is online?

I let him know I'd forward it on.
Thanks,
Jennifer

Jennifer Yeh
Eugene City Council
Ward 4

From: Brad Vaughn <brad@livevmg.com>
Sent: Tuesday, November 12, 2019 7:15:31 PM
To: YEH Jennifer K <JYeh@eugene-or.gov>
Subject: Re: Coburg Road Bus Line Expansion

[EXTERNAL ⚠]

Jennifer- I'd also like more empirical data about the ridership stats? # of riders a day per route? % of the community that rides the bus? How is the bus system funded? Would the new system lose less money than the current? Who plans on making up that shortfall?

Have there been any studies on the impact of the 11th Street bus corridor? Again cost analysis versus property lost? Litigation costs? Empirical Data not subjective if it is available.

All that would be helpful information during the decision making process.

Brad

On Nov 12, 2019, at 2:28 PM, YEH Jennifer K <jyeh@eugene-or.gov> wrote:

Brad,
I will. If that falls through I'm happy to meet independently. I am usually more available on Mondays and Wednesdays.
I'll get back in touch early next week if the tour hasn't been scheduled so we can meet.
Jennifer

Jennifer Yeh
Eugene City Council
Ward 4

From: Brad Vaughn <brad@livevmg.com>
Sent: Tuesday, November 12, 2019 9:27:44 AM
To: YEH Jennifer K <JYeh@eugene-or.gov>
Subject: Re: Coburg Road Bus Line Expansion

[EXTERNAL ⚠]

Keep me posted on the property walk date and I will try to make it. Also let's keep the communication open as this is the first we have heard of moving plans forward.

Brad Vaughn
650-347-3552
brad@livevmg.com

> On Nov 12, 2019, at 9:20 AM, YEH Jennifer K <JYeh@eugene-or.gov> wrote:
>
> Brad,
> I'd love to meet with you. There is a group of Coburg property owners who is going to get together and do a walking tour of potential impacts.
> I would like to share that the plans are not final, they were created to give people an idea of what could be done and have something to discuss.
> When funding is identified, which it has not been and in most cases would need to include grants, final designs would be made along with property owner involvement.
> Coburg is one of our major streets in Eugene with several bus routes that use it.
> My bus route uses Coburg Rd along with at least 2 other routes.
> Our Bus Rapid Transit system is not new here is Eugene and has been very successful.
> I think I can't answer the rest of the questions because we aren't approving specific plans but rather the concept.
> It might be easier to meet in person if you still have questions or concerns.
> Thanks,

Jennifer

Jennifer Yeh
Eugene City Council
Ward 4

From: Brad Vaughn <brad@livevmg.com>
Sent: Monday, November 11, 2019 8:46 AM
To: YEH Jennifer K
Subject: Coburg Road Bus Line Expansion

[EXTERNAL ⚠]

Ms. Yeh- I am the owner of Coburg Station at 440 Coburg Road in Eugene. It has recently come to my attention that there is an expansionary plan for the bus line that would include the use of eminent domain to expand Coburg Road. I have a few questions and would welcome a meeting or a phone call to better understand Eugene's plans and goals.

1. What is the current ridership statistics of the bus line serving Coburg Road? Is it at capacity?
2. Who is funding the project and what are the anticipated costs? What is the budget to purchase the land?
3. If Eminent Domain is used to recapture the corridor and parking is lost in our mall will the parking restrictions with the city be amended? Currently- Every time a tenant in our mall wants to do a project the city requires a parking structure to ensure they have the required spaces per zoning?
4. Has notice been given to the many small business owners who live in Eugene in my mall about this plan? Has there been any studies that this will be a positive economic impact to the businesses on Coburg Road?
5. Are these the most up to date maps to share with our tenants: http://www.movingahead.org/wp-content/uploads/2018/09/23-CH2M-2017.pdf
6. Who else are the key decision makers in this planning process as I would like to connect.

I am obviously concerned for our mall and the current tenants and hundreds of employees who work in the stores and restaurants. I am happy to loop them into the conversation as well as they are just starting to ask questions as it seems there may be an imminent vote.

I look forward to connecting,

Brad Vaughn
Coburg Station LLC
650-347-3552
brad@livevmg.com

Here are my tenants:

Club Pilates

Vitality

InterDent

Complete Nutrition

City Nails

Sleep Train

Barbers

Café 440

Perfect Eyebrow Threading

Chipotle

AT&T

Andrew Martin

From: Aurora Jackson
Sent: Wednesday, November 13, 2019 10:54 AM
To: Rob Zako
Cc: Tom Schwetz; Andrew Martin; Jennifer Zankowski
Subject: RE: [External Sender] WRITTEN RESPONSE REQUESTED: MovingAhead timeline and decision process after selecting a locally preferred alternative?

Rob,

The answer to your question noted below is "No". The governing bodies determine if there is a cart and what that cart will contain.

Hope this helps to clarify any misunderstanding.

Best regards,
A.J.

Aurora Jackson
General Manager
(541) 682-6105
Lane Transit District

From: Rob Zako [mailto:robzako@gmail.com] **On Behalf Of** Rob Zako
Sent: Tuesday, November 12, 2019 3:26 PM
To: Aurora Jackson <Aurora.Jackson@ltd.org>; Tom Schwetz <Tom.Schwetz@ltd.org>; Andrew Martin <Andrew.Martin@ltd.org>
Cc: Mike Eyster <salsamike@comcast.net>; Jon Belcher <jbelcher@efn.org>; Marianne Nolte <marianne@best-oregon.org>; Tiffany Edwards <tiffanye@eugenechamber.com>; Meta Maxwell <metam@comcast.net>; David Davini <davidd@ggroup.com>; Jenny Ulum <julum@ulum.com>; Amy Cubbage <acubbage@cornerstonecommunityhousing.org>; Leah Rausch <lrausch.du@gmail.com>
Subject: Re: [External Sender] WRITTEN RESPONSE REQUESTED: MovingAhead timeline and decision process after selecting a locally preferred alternative?

Dear A.J.

Let's start with a more basic question:

When the Eugene City Council and the LTD Board of Directors (joined by the Central Lane MPO?) select a locally preferred alternative for each corridor, will that action satisfy federal requirements for an environmental review?

I ask only because BEST has received conflicting verbal answers to this question.And I do not recall seeing clarity on this point in the agenda item summary for the public hearing on October 21, 2019.

If, as you suggest, that there is a cart following the horse, all we are asking is for you to describe that cart, who will decide on the details of the cart, and to provide assurances that the community will have future opportunities to check out the cart before committing to hitching our wagon.

Rob

On Nov 12, 2019, at 3:14 PM, Aurora Jackson <Aurora.Jackson@ltd.org> wrote:

Rob,

The information below is putting the cart before the horse and it assumes LTD will apply for a Small Starts grant. I have not received any information from our Board that they are ready to start talking about funding. One major criticism was about LTD seeking funding and then shoving a project down the community's throat.

I will be more than happy to work with the City of Eugene to provide any information they need to make decisions including graphics. I am also happy to provide the LTD Board of Directors any information they request I provide. If the decision making is going to be based on funding and not around community input, I do see the need for a funding graph but until now, all of the efforts have been focused on evaluating the investment packages based on community input.

Best regards,
A.J.

Aurora Jackson
General Manager
(541) 682-6105
<image004.png>

From: Rob Zako [mailto:robzako@gmail.com] **On Behalf Of** Rob Zako
Sent: Tuesday, November 12, 2019 2:46 PM
To: Aurora Jackson <Aurora.Jackson@ltd.org>; Tom Schwetz <Tom.Schwetz@ltd.org>; Andrew Martin <Andrew.Martin@ltd.org>
Cc: Mike Eyster <salsamike@comcast.net>; Jon Belcher <jbelcher@efn.org>; Marianne Nolte <marianne@best-oregon.org>; Tiffany Edwards <tiffanye@eugenechamber.com>; Meta Maxwell <metam@comcast.net>; David Davini <davidd@ggroup.com>; Jenny Ulum <julum@ulum.com>; Amy Cubbage <acubbage@cornerstonecommunityhousing.org>; Leah Rausch <lrausch.du@gmail.com>
Subject: Re: [External Sender] WRITTEN RESPONSE REQUESTED: MovingAhead timeline and decision process after selecting a locally preferred alternative?

Dear A.J. … Tom & Andrew,

Thank you for your prompt response.

BEST is *NOT* suggesting that LTD or the City of Eugene would pursue funding for a project that has not yet been approved by policymakers.

Rather we are asking for standard information in any major effort to explore a possible transportation project in the future. Policymakers and the public alike benefit by a clear understanding of what comes next: a timeline of where we are in the process, and what future decisions would likely need to be made by whom — of course assuming that approvals are obtained along the way.

For example, should LTD and the City of Eugene gain approval that led to pursuing Small Starts funding, FTA lays out the process for doing so. (See attached graphic.) They outline several key decisions:

- Complete environmental review process

- Select LPA
- Adopt into fiscally-constrained RTP
- Gain commitments of all non-small Starts funding
- Complete sufficient design & engineering
- Apply for Small Starts funding
- Construction (including right-of-way acquisition)

Showing each of these steps on a timeline, who needs to decide what to complete each step, what opportunities for public engagement are anticipated, and a rough estimate of timing would go a long way to providing the kind of clarity and transparency the public seeks.

And if there are other sources of funding or processes, it would be helpful to see how these might align with or differ from the Small Starts process.

As it is without a solid understanding of where we are in the process, the public is left to wonder and speculate. City of Eugene officials are telling concerned business that MovingAhead and the selection of a LPA is just a conceptual planning exercise. But in various settings, some staff have suggested the opposite, that November 4, 2019, was the last chance for the public to comment, and that FTA could accept the current alternatives analysis as a sufficient level of environmental analysis, in which case perhaps after getting MPC to amend the RTP, the following steps would lead to construction.

If our email of July 29, 2019, was not sufficiently clear in what we seek, we are happy to provide more clarity on what at least BEST and as far as we can tell others in the community are looking for.

Regardless, we are looking for a formal memo (possibly with a graphic) to the Eugene City Council and LTD Board of Directors providing them with this information prior to their being asked to select a LPA.

Thank you.

Rob

<image003.jpg>

On Nov 12, 2019, at 2:19 PM, Aurora Jackson <Aurora.Jackson@ltd.org> wrote:

Rob,

There are no scheduled upcoming meeting for MovingAhead on either LTD's or the City of Eugene's calendar.

After the last public meeting on MovingAhead, the project team has not confirmed any future public meetings or public engagement opportunities. Once the project team develops a timeline, the information will be publicly available.

As for funding timeline, LTD does not seek funding for projects that have not already been adopted by the Board of Directors. We have no pending funding applications. Should the Board approve a project from MovingAhead, we will seek funding from federal or state grants.

I hope this written communication helps to clarify what we do and do not know.

Please feel free to reach out to me anytime. I am more than happy to provide you with as much information as I have to assist you to understand where we are on any project.

Best regards,

A.J.

Aurora Jackson
General Manager
(541) 682-6105
<image003.png>

From: Rob Zako [mailto:robzako@gmail.com] **On Behalf Of** Rob Zako
Sent: Tuesday, November 12, 2019 1:27 PM
To: Aurora Jackson <Aurora.Jackson@ltd.org>
Cc: Tom Schwetz <Tom.Schwetz@ltd.org>; Andrew Martin <Andrew.Martin@ltd.org>
Subject: Re: [External Sender] WRITTEN RESPONSE REQUESTED: MovingAhead timeline and decision process after selecting a locally preferred alternative?

Dear A.J. … and Tom & Andrew,

Thank you.

BEST looks forward to seeing in writing more clarity on the timeline and decision process following the selection of LPAs for each corridor.

Note that we understand it is not always possible to see the future precisely and that such a timeline likely involves uncertainty about timing and even processes depending on what funding sources are pursued. For example, we have some understanding of what would be required to tap into Small Starts funding, but appreciate that other sources of funding could require other steps.

Our request is not for you to be clairvoyant, but merely to articulate what you do — and do not — know at this time, highlighting especially key decision points and opportunities for future public engagement, The timeline graphic we suggested back in July could be one effective way to communicate this information not only tot he public but also to MovingAhead policymaker.

Best wishes,
Rob

On Nov 12, 2019, at 10:38 AM, Aurora Jackson <Aurora.Jackson@ltd.org> wrote:

Hello Rob,

I will look into your request and have a respond by next week.

Best regards,
A.J.

Aurora Jackson
General Manager
(541) 682-6105
<image002.png>

On Nov 12, 2019, at 9:43 AM, Rob Zako <rob@best-oregon.org> wrote:

***** WRITTEN RESPONSE REQUESTED — PLEASE FORWARD TO APPROPRIATE STAFF *****

Dear LTD Board President Carl … and FYI to other LTD board members and to Eugene Mayor Lucy Vinis,

Carl, thank you for your years of service to our community.

As LTD's leading representative of the public, I am writing in the hopes that you can obtain an answer to a question that BEST and members of the public have been asking but to date have not yet received a satisfactory answer:

> **After selecting a locally preferred alternative (LPA) for each of the MovingAhead corridors, what is the timeline of major decisions and actions still needing to happen before the launch of new service?**
>
> **In particular, is selecting a LPA a final decision after which construction is pretty much approved? Or rather will there be an additional round of more detailed analysis looking at potential impacts, including financial costs for construction and operations, and impacts on individual property and business owners? For example, will there be a follow up environmental impact statement or environmental assessment (as was conducted for West Eugene EmX)?**

In May, BEST asked this question. (Attached see our May 13, 2018, memo of questions — question #6.)

In July, BEST suggested staff answer the question by producing a complete graphic timeline showing the steps leading from today to the launch of new service. (Below see our July 29, 2019, follow up email to staff — suggestion #1.)

But we have yet to receive a response **in writing**. And different staff have offered conflicting answers verbally, preventing us from relying on any of these as solid assurances.

To be clear, what BEST and the broader public seek is assurance. River Road neighbors might be more willing to provisionally support EmX if they were confident they would be learning more and could change course based on more detailed information. In September at a meeting of the River Road Community Organization when I suggested the idea of provisional support, a staff person suggested that the Alternatives Analysis might already be sufficient and there might not be a need for further environmental review prior to construction. Alas, at this time many do not feel they have enough information to support EmX with finality.

And in your own Ferry Street Bridge neighborhood, some property and business owners are organizing now to stop the City of Eugene and LTD from making any decisions on MovingAhead until every single owner along Coburg Road is contacted. They have uncovered detailed plans that show sections of existing properties slated to be condemned for construction, even for the less ambitious Enhanced Corridor alternative. (See detailed plans developed by CH2M Hill in 2017.) At least one staff person suggested that November 4, 2019, was their last chance to object to potential taking of their properties, causing them to understandably panic that the City of Eugene and LTD might proceed with construction before they even knew what was planned to happen to them.

Please forward our request to appropriate LTD and/or City of Eugene staff.

We look forward to a response **in writing** — not only to us but also to the public and especially to the Eugene City Council and LTD Board of Directors before any more work sessions are scheduled. BEST does not see how it would be responsible for policymakers to select a LPA before understanding the consequences of that decision.

And, as always, BEST is available to discuss in person if that might be useful to you.

Best wishes,
Rob

<BEST - LTD MovingAhead 2019-05-13.pdf>

Andrew Martin

From: Aurora Jackson
Sent: Thursday, November 14, 2019 10:54 AM
To: Tom Schwetz; Jennifer Zankowski; Andrew Martin
Subject: Fwd: Forward Email response to AJ - Aurora Jackson, General Manager, LTD - Re: [External Sender] Community Input to MovingAhead plans

Sent from my iPhone

Begin forwarded message:

> **From:** Meta Maxwell <metam@comcast.net>
> **Date:** November 13, 2019 at 7:13:22 PM PST
> **To:** Aurora Jackson <Aurora.Jackson@ltd.org>
> **Cc:** Carl Yeh <Carl.Yeh@ltd.org>, Brittany Quick-Warner <brittanyw@eugenechamber.com>, "lvinis@eugene-or.gov" <lvinis@eugene-or.gov>, Rob Zako <rob@best-oregon.org>, Tiffany Edwards <tiffanye@eugenechamber.com>, "jphammer@nu-world.com" <jphammer@nu-world.com>, Rick Oakes <rickpegoakes@gmail.com>, "melissa.gillian@usbank.com" <melissa.gillian@usbank.com>, "pfarrington@cdcmgmtcorp.com" <pfarrington@cdcmgmtcorp.com>, YEH Jennifer K <JYeh@eugene-or.gov>, Mike Clark <mclark@eugene-or.gov>, David Davini <DavidD@giustina.com>, Jenny Ulum <jenny@obie.com>, RICHARD ABRAHAM <ricabr@comcast.net>, "bvaughn@gmail.com" <bvaughn@gmail.com>, Hytrek's Jewelers <hytreksjewelers@gmail.com>, Todd Torrey <TJTorrey@comcast.net>, Mike Hoppe <michael.hoppe@cellularmekanix.com>, Timothy Hoppe <timothy.hoppe@cellularmekanix.com>
> **Subject: Forward Email response to AJ - Aurora Jackson, General Manager, LTD - Re: [External Sender] Community Input to MovingAhead plans**
>
> I appreciate your willingness to meet with me and the other stakeholders. I will contact the others to discuss a date that will work for all to meet. I know some will be out of town until week after next, but I will be back to you with workable dates as soon as possible- it may not be until after Thanksgiving. Please confirm that no votes or progress on the MovingAhead plans will occur in the interim.
>
> Thank you!
>
> Meta Maxwell
> Owner, 315 Coburg Road (Tenants: Hytrek's Jewelers, Cellular Mekanix, Oregon Man Clinics, Torrey Meadows Outdoor Advertising)
> 541-731-9161
>
> > On Nov 13, 2019, at 12:06 PM, Aurora Jackson <Aurora.Jackson@ltd.org> wrote:

Ms. Maxwell.

I appreciate you reaching out to me and I welcome the opportunity to meet with you and the stakeholders you identified below.

Please provide a list of dates and times that work best for you and other stakeholders. If you would please indicate a preferred location also.

I look forward to your continued communication as we coordinate a meeting.

Best regards,

A.J.

Aurora Jackson

General Manager

(541) 682-6105

-----Original Message-----

From: Meta Maxwell [mailto:metam@comcast.net]

Sent: Tuesday, November 12, 2019 6:58 PM

To: Aurora Jackson <Aurora.Jackson@ltd.org>

Cc: Carl Yeh <Carl.Yeh@ltd.org>; Brittany Quick-Warner <brittanyw@eugenechamber.com>; lvinis@eugene-or.gov; Rob Zako <rob@best-oregon.org>; Tiffany Edwards <tiffanye@eugenechamber.com>; jphammer@nu-world.com; Rick Oakes <rickpegoakes@gmail.com>; melissa.gillian@usbank.com; pfarrington@cdcmgmtcorp.com; YEH Jennifer K <JYeh@eugene-or.gov>; Mike Clark <mclark@eugene-or.gov>; David Davini <DavidD@giustina.com>; Jenny Ulum <jenny@obie.com>; RICHARD ABRAHAM <ricabr@comcast.net>; bvaughn@gmail.com

Subject: [External Sender] Community Input to MovingAhead plans

Ms. Jackson-

The community has been lied to by omissions and by representations made about the MovingAhead plans in letters, publications and presentations (including those hosted by the Eugene Area Chamber of Commerce and at the October Open House prior to the joint LTD Board/Eugene City Council meeting). Until last

week, the detailed 2017 plans for each of the five corridors were not shared nor was there any correlation drawn between them and each of the so called “Enhanced Corridors” or EmX Corridors (higher level plans) that the MovingAhead advocates are trying to push forward for votes. A sampling of property owners on Coburg Road, River Road and other corridors confirms that all of the plans have been put forth without their consultation or input.

The sham open houses and community input sessions that have been held without specifically inviting owners of businesses and commercial and residential properties that will be most effected, and without revealing all the planning that has been done, were clearly designed to minimize or eliminate input into the MovingAhead process. The process needs to come to a halt until the stakeholders most affected are consulted, needs are clearly understood, plans are redrafted to address concerns, and both construction and operational budgets are deemed feasible.

I and other stakeholders would welcome the opportunity to participate in a transparent fully informed planning process before anything goes forward.

Meta Maxwell

Owner - 315 Coburg Rd. (Tenants: Hytrek’s Jewelers, Cellular Mekanix, Oregon Man Clinics, Torrey-Meadows Outdoor Advertising) Sent from my iPhone

From:	HENRY Chris C
To:	Andrew Martin
Subject:	[External Sender] FW: Questions about MovingAhead
Date:	Tuesday, December 10, 2019 9:35:48 AM
Attachments:	BEST_Logo_Horizontal-188x75.png

FYI

From: RODRIGUES Matt J <MRodrigues@eugene-or.gov>
Sent: Monday, December 2, 2019 4:59 PM
To: HENRY Chris C <CHenry@eugene-or.gov>; INERFELD Rob <RInerfeld@eugene-or.gov>; HARDING Terri L <THarding@eugene-or.gov>; WILLER Jenifer M <JWiller@eugene-or.gov>
Subject: FW: Questions about MovingAhead

An FYI on Rob's email below and a few thoughts.

Folks, I recommend we sit down with our LTD project team to discuss how to clarify and simplify our messaging for MovingAhead. I am hearing growing concern from the Mayor and Council members, the Chamber of Commerce, BEST and community members that they do not fully understand the differences between options or the implications of decisions. I beleive we can change the narrative if we continue to identify and answer core questions that help clarify the process, alternatives and next steps.

Thank you,
Matt Rodrigues, P.E.
Public Works Director AIC
City of Eugene
Ph: 541-682-6877
mrodrigues@eugene-or.gov

From: Rob Zako <robzako@gmail.com> **On Behalf Of** Rob Zako
Sent: Tuesday, November 26, 2019 11:14 AM
To: MEDARY Sarah J <SMedary@eugene-or.gov>
Cc: RODRIGUES Matt J <MRodrigues@eugene-or.gov>
Subject: Questions about MovingAhead

[EXTERNAL ⚠]

Dear Sarah … and FYI to Matt,

Thank you for the reminder.

After five years of engagement, BEST finds the MovingAhead effort to be frustrating, as we still have a lot of questions — not for lack of asking and trying to get answers. Indeed, we recently asked LTD's board president to get for us the answer to just one question: What comes next after policymakers

select locally preferred alternatives, i.e., what future phases, decisions or milestones? In other words, what is the effect of that decision? Alas, LTD staff was unable or unwilling to provide a satisfactory answer, suggesting that they won't know until policymakers selected LPAs.

So BEST is now contacting Eugene elected officials to see if they might get answers to questions that not only we have but they do as well.

Thus the mayor or perhaps a city councilor might soon ask you as city manager to seek answers to some key outstanding questions.

Best wishes,
Rob

P.S. FYI not as an official list but just to give you a sense of what questions remain, here are questions that BEST still has:

1. Is selecting a locally preferred alternative a "final" decision that directs staff to pursue funding, undertake more detailed design and engineering, and proceed to construction? Or is it an "interim" decision that gives direction to study that alternative in more detail, solicit more public feedback, and gain further direction from decision-makers before fully committing to construction?
2. Alternatively, what is a rough timeline of decisions and milestones that would need to occur after selecting a locally preferred alternative all the way to construction?
3. What are potential federal sources of funding for capital costs for EmX? for Enhanced Corridor?
4. What are expected requirements for local match and what are potential funding sources? Could these result in cuts in transit service or increases in local taxes?
5. Would it be feasible to construct a locally preferred alternative incrementally, for example, using local funding to make pedestrian and bicycle safety improvements sooner and later count such investments as local match funding? Or would it be necessary to line up all local match funding and gain approval for a federal grant before any local funding could be spent?
6. What are potential sources of funding for increases in operating costs? Could these include cuts in transit service or increases in local taxes?
7. In general, the estimated operating costs for EmX alternatives are significantly higher than for Enhance Corridor. Is this because EmX is assumed to operate every 10 minutes? In light of Transit Tomorrow, is that a realistic assumption?
8. If EmX were assumed to operate only every 15 minutes, how would that change estimated operating costs? How would that change estimated changes in ridership and other metrics?
9. Is there an expectation of what Enhanced Corridor is, for example, a report or plan analogous to the City of Portland's Enhanced Transit Corridor Plan? As it is, Enhanced Corridor sounds like such a flexible combination of technologies that it could be almost anything at all.
10. In particular, is Enhanced Corridor a kind of bus rapid transit? If so, would it be eligible for federal funding for bus rapid transit, in particular, Small Starts funding?
11. In particular, is Enhanced Corridor a kind of EmX Lite, i.e., using EmX vehicles and stations but perhaps running in mixed transit, as EmX currently does through Glenwood?

12. In particular, is Enhanced Corridor an “open” form of bus rapid transit, i.e., able to interoperate with regular buses and stations / stops without requiring a transfer between Enhanced Corridor and regular bus segments?
13. Given that EmX is a “closed” form of bus rapid transit, would it be necessary for people to transfer between non-EmX and EmX segments? For example, if EmX were built along River Road but nowhere else, would someone traveling from north Santa Clara to LCC need to take three buses: a regular bus to Santa Clara Station, an EmX bus to Eugene Station, and then a regular bus to LCC Station?
14. Does the Alternatives Analysis estimate the expected increase in motor vehicle travel time in the same way it estimates the expected decrease in transit travel time?
15. Detailed plans developed by CH2M Hill show even some of the Enhanced Corridor alternatives, for example, along Coburg Road, taking parts of existing properties and businesses. Are such plans firm or at this time just conceptual for the purposes of estimating?

--

Rob Zako
Executive Director
Better Eugene-Springfield Transportation (BEST)
541-343-5201 (home office)
541-606-0931 (mobile)
rob@best-oregon.org
www.best-oregon.org
facebook.com/BetterEugeneSpringfieldTransportation

Building a successful community by bringing people together to promote transportation options, safe streets, and walkable neighborhoods.

Comment Letter Number: 117

From: Carleen Reilly
To: Andrew Martin
Subject: [External Sender] MovingAhead comment
Date: Friday, December 13, 2019 7:03:28 PM
Attachments: MovingAhead comment.docx

Hello, Andrew:

Attached is my comment for the MovingAhead project to be forwarded to Eugene Councilors and LTD Board. Thank you for your assistance with this.

Carleen

To: Eugene City Councilors and Lane Transit District Board
From: Carleen Reilly, 395 Marion Ln, Eugene, OR 97404
RE: MovingAhead
Date: December 13, 2019

Currently, our LTD ridership is good, but congestion on River Road, particularly at Beltline has been increasing over the decade, with rising complaint in equal measure from drivers. This is only one of a multitude of reasons why EmX should be chosen for the River Road Corridor.

River Road is the aorta of River Road and Santa Clara neighborhoods, according to Santa Claran Jerry Finigan. And the bloodstream must be kept flowing to keep our neighborhoods alive. Neighbors have testified at meetings, attended open houses, filled out surveys, and lobbied Rep. Peter DeFazio's office for a decade or more to bring bus rapid transit to River Road. More people are moving to Eugene and our neighborhoods, and how will we move them? Transportation must be designed to be efficient as people's time is valuable to them.

As congestion across the metropolitan area increases, vehicles are slowed. That includes buses on standard routes. Over time, bus routes have taken longer to complete, except with EmX. With dedicated lanes for EmX, one could expect their bus to reliably arrive at a scheduled time, no matter how much congestion is around them.

For current bus riders in wheel chairs, they are sometimes left behind on River Road because wheelchair bays are filled. Because EmX would make more frequent trips along River Road, it would provide more wheelchair bays per hour than regular bus service or Enhanced service. Also, the level boarding on EmX for wheelchairs, strollers, walkers, and people less able bodied is a very attractive feature that reduces stress when boarding and exiting.

This congestion creates greater auto emissions, from vehicles and buses, as they are stuck in traffic or going slowly. EmX would not make congestion go away, but dedicated bus lanes would allow EmX to continue traveling during congestion, making the trip more efficient.

The environment and carbon footprint is very important to River Roaders. Although it has been said that Enhanced service would emit fewer emissions, that is because the buses would run less frequently. EmX would greatly offset the increased emissions by taking more cars off the road. As LTD transitions to more fuel efficient buses in the next 10 years, such as hybrid and electric, we can expect this to be a radical reduction in emissions. As stated earlier, with a dedicated lane, EmX makes more efficient use of fuel than Enhanced service.

Having just returned from a trip to Spain and New York City, I became painfully aware of our need to get people out of cars and into public transit. Providing efficient, reliable buses—like EmX—is one incentive for people to choose to leave their cars at home. Another incentive is the pain of being caught in congestion, and it is believed that congestion will get worse before it gets better.

As the River Road corridor builds out to provide sufficient housing for an increasing population in 10 years or more, we will need an adequate transportation system to take people to school, work, grocery shopping, doctor visits, meetings in town, visits to friends, and excursions to lectures and ball games. The River Road Corridor will also fill out with commercial services to take care of some of our basic needs, and people from other neighborhoods will want to access our distinct eateries and amenities like parks along the Willamette River. And bus service will bring customers to business's doors, helping them thrive. Our corridor has an adequate right of way to accommodate bus rapid transit and dedicated lanes. It

is our obligation to build the service we need for that future population. Enhanced would provide half-way measures that would later need to be expanded. Let's do it right in the first place.

Many other attributes of EmX are:

- the provision of business access lanes,
- the safety that bus lanes provide to buffer bike lanes and sidewalks,
- increased safety measures installed at intersections,
- replacement of underground utilities—a long-term investment, providing many maintenance-free years,
- the connection of neighborhoods on east and west that are currently bisected by River Road as it is currently unsafe to cross,
- the installation of more sidewalks,
- the additional attention to the needs of people of varying capabilities and underrepresented populations,
- the provision of active transportation which keeps people healthier,
- the improvement of traffic flow with a well-engineered corridor,
- the planting of more appropriate street trees than we have now,
- the increased beauty of the street, improvement of pride and overall care of the neighborhoods,
- the installation of artwork tailored to the neighborhood.

Andrew Martin

From: Michele O'Leary <micheleoleary@comcast.net>
Sent: Tuesday, December 31, 2019 3:07 PM
To: Andrew Martin
Subject: [External Sender] Moving Ahead feedback

Hi Andrew:

I am writing to you today about the Moving Ahead project, specifically regarding the River Road Corridor. I am a retired ODOT Transportation Safety professional, with over 10 years of experience in the traffic safety field. I am currently the main transportation contact on the River Road-Santa Clara Neighborhood plan. I also sit on the City of Eugene's Active Transportation Committee and am a former board member of BEST. That being said, the feedback below comes from me and does not represent a policy or position of any of the organizations I am or have been affiliated with.

The River Road-Santa Clara Neighborhood plan (NP) has actively involved neighbors in how we want the area to look for the next decade. There has been a large amount of feedback received from our neighbors, particularly from the standpoint of transportation. The great majority of it has been in favor of an EMX line for River Road and Santa Clara.

I offer the following points in support of Moving Ahead proposing an EMX line to our neighborhood:

- The neighborhood supports EMX;
- The is a large opportunity for mode shift in the area:
    - The area is currently car-centric and EMX would offer an attractive alternative to driving;
    - mode shift would help the city meet climate recovery goals;
- There is a current corridor study of the area;
- The areas' average income is one of the lower in the city;
- The window of opportunity will close and no consideration for EMX will be taken up again for at least a decade;
- The area just north of Beltline (in the Santa Clara neighborhood) is home to multiple independent and assisted living complexes as well as nursing homes and medical offices. Ambulatory residents as well as employees could use EMX instead of driving.

I fully support an EMX line for the River Rd and Santa Clara neighborhood and not enhanced bus service. EMX is easy, more frequent and convenient. There is support from the community. River Rd and Santa Clara seem to always end up getting a "cheaper" option than other, higher socioeconomic areas of the city. EMX is simply the right thing to do for our neighborhood.

Sincerely,

Michele O'Leary
1943 Debra Sue Ct.
Eugene, OR 97404
micheleoleary@comcast.net

Andrew Martin

From: Paula Thonney <thonneyp@lanecc.edu>
Sent: Friday, January 3, 2020 3:22 PM
To: Andrew Martin
Subject: [External Sender] Re: FW: 30th to LCC corridor

Hi Andrew,
I'd love to have the following included as appropriate for the public comment:
I teach at LCC and live in South Eugene. I teach math literacy in the context of climate change. In response the global climate situation, I encourage my students to look at their lifestyle and carbon footprints. When I dream of a carbon neutral world, a bike trail connecting south Eugene to LCC is part of that dream. I have biked to campus before but it is not a pleasant ride. My students and I would be far more likely to bike to campus if the bike trail through Amazon park continued and connected next to 30th or else somehow through the golf course, sheltered from car & truck traffic.

Of course it would be great also to have a way for bikes to travel to downtown Springfield as well!

Thank you for your work on this. There is a group of faculty and staff at LCC who strongly support movement towards a carbon free future. Please let us know how we can support your work. Thank you!
Paula

Paula Thonney
Mathematics Instructor
Lane Community College

On Thu, Dec 19, 2019 at 10:34 AM Andrew Martin <Andrew.Martin@ltd.org> wrote:

> Hi Paula,
>
> We are in the midst of closing out our comment period with a final report of comments. We will include the email you sent us. If you wish to send us an additional comment to be included in the report, please do so by January 7th or we may not be able to include it before the report is complete. We have also added you to our email list so that you will receive notifications about the project in the future.
>
> Thank you,
>
> **Andrew Martin**

Lane Transit District

Development Planner

P: 541-682-6116

Contact us at LTD.org

From: questions@movingahead.org [mailto:questions@movingahead.org]
Sent: Friday, December 13, 2019 9:40 AM
To: Adrienne DeDona
Subject: FW: 30th to LCC corridor

A new comment came in today from Moving Ahead. I think the project team will want to see it. Thanks!

From: Paula Thonney <thonneyp@lanecc.edu>
Sent: Friday, December 13, 2019 9:31 AM
To: questions@movingahead.org
Subject: 30th to LCC corridor

Hello,

I just became aware that your group may be working on creating an enhanced corridor for bikes on 30th to LCC.

I teach at LCC and would like to support this endeavor in any way possible. I'm a math instructor but also a member of the Lane Climate Action Team.

I realize you have been working on this for some time and it's not a quick process. Anyway I would like to be in the loop or to be able to express support.

Thank you!

Paula

Paula Thonney

Mathematics Instructor

Lane Community College

Andrew Martin

From: Adrienne DeDona <adrienne@jla.us.com>
Sent: Wednesday, January 8, 2020 2:23 PM
To: Andrew Martin; Lynda Wannamaker (lynda@wannamaker-consulting.com)
Cc: MovingAheadProject
Subject: [External Sender] FW: MovingAhead Website Contact Form Message

Hi Andrew and Lynda,

Here is a new comment we received. I don't think it requires a response other than our generic one. Let me know if you have any questions or concerns.

Thanks,

Adrienne

-----Original Message-----
From: questions@movingahead.org <questions@movingahead.org>
Sent: Wednesday, January 08, 2020 1:35 PM
To: Adrienne DeDona <adrienne@jla.us.com>
Subject: FW: MovingAhead Website Contact Form Message

New Moving Ahead email for the project team.

-----Original Message-----
From: devon gregory <devong923@gmail.com>
Sent: Tuesday, January 7, 2020 10:16 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: devon gregory <devong923@gmail.com>

Message:

I think I would like to support what you want to support on which option is the best for the community. And for the future of the cities. We all care about the safety of the transportation system the community and the safety of the streets of the cities of the Eugene and Springfield community and you all. I hope you can make smart choices for the community and to make the transportation system safer and to make the buses more safer for everyone. We can't wait to see what which option you picked and what design of platforms of the stations and which draft design for the future of the routes. I thank you for the hard work you put in a lot of effort for these routes and I would like to thank the community for there effort and for helping the city and moving ahead and ltd and transit tomorrow to make this project move forward. We hope that you had a great new year and have a great day. Thank you for your help. I hope you have a great day.

Relevant Corridors:
30th Avenue/LCC, Highway 99, Coburg Road, MLK Jr. Boulevard, River Road

Contact Options:
I would like a response, I would like to receive email updates