



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

July 15, 2019

**5:30 p.m. CITY COUNCIL AND LANE TRANSIT DISTRICT BOARD OF DIRECTORS
JOINT WORK SESSION
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**Meeting of July 15, 2019;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Betty Taylor, President
Mike Clark
Chris Pryor
Jennifer Yeh

Emily Semple, Vice President
Greg Evans
Claire Syrett
Alan Zelenka

**5:30 p.m. CITY COUNCIL AND LANE TRANSIT DISTRICT BOARD OF DIRECTORS
JOINT WORK SESSION
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

1. WORK SESSION: MovingAhead Project Update

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AGENDA ITEM SUMMARY

Work Session: MovingAhead Project Update

Meeting Date: July 15, 2019
Department: Public Works, Planning and Development
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Chris Henry
Contact Telephone Number: 541-682-8472

ISSUE STATEMENT

The City of Eugene and Lane Transit District, 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. Building on years of long-range planning in the community, MovingAhead is an implementation effort that will result in prioritized investments in transit, walking and biking projects in each of five corridors that are identified in Envision Eugene, LTD's Long-Range Transit Plan, and the Eugene 2035 Transportation System Plan.

This work session is an opportunity for the Eugene City Council and LTD Board of Directors to learn about proposed corridor investment packages, provide feedback and ask questions. The Eugene City Council and LTD Board of Directors will be asked to affirm the proposed corridor investment packages at this meeting, in advance of a Public Hearing in the fall of 2019.

BACKGROUND

In 2015, the MovingAhead project kicked off with public workshops held along the corridors under consideration. At each workshop, local residents were asked to design their ideal street to accommodate people walking, biking, using mobility devices, driving and using transit. After gathering that public input, the project team developed conceptual designs on which the formal technical analysis was conducted. These conceptual designs include Enhanced Corridor and Emerald Express alternatives, as well as a No-Build alternative (descriptions may be found in the Executive Summary, Attachment A).

Comprehensive bus rapid transit—known as EmX locally—is a recognizable transit service in the community. A No-Build alternative assumes maintaining the current service on a street in the short term (5-10 years). On a continuum of transit service investments, the Enhanced Corridor alternatives fall between the other two alternatives, thereby providing improved transit service and reliability through less intensive infrastructure investments compared to EmX. These may include traffic signal prioritization for buses or additional lanes near intersections to create a

“queue jump,” which allows buses to bypass points of congestion. There are complementary pedestrian and bicycle infrastructure investments in both the EmX and Enhanced Corridor alternatives.

The Eugene City Council and LTD Board of Directors have received project updates and twice taken action to focus the MovingAhead analysis on five major corridors. In October 2015, the City Council and LTD Board advanced the following MovingAhead corridors for further study to evaluate an EmX alternative, an Enhanced Corridor alternative, and a No-Build alternative:

- Highway 99 Corridor
- River Road Corridor
- Coburg Road Corridor
- 30th Avenue/Lane Community College Corridor

Also, the City Council and LTD Board recommended that the Martin Luther King, Jr. Boulevard Corridor advance with an Enhanced Corridor alternative and a No-Build alternative. This direction was reaffirmed in April 2016 by a joint action of the two bodies.

With City Council and LTD Board direction to proceed, MovingAhead is developing the groundwork for five transportation corridors simultaneously instead of one-by-one, as has been the past practice for other EmX projects. This system-level approach readies projects for funding and construction. It also gains efficiencies in the environmental analysis and reduces the time to deliver important transportation services to the community. It’s a responsible approach to understand the complexities of environmental impacts and benefits of the EmX, Enhanced Corridor, and No-Build alternatives.

The MovingAhead project has performed an Alternatives Analysis that was prepared to support the federal National Environmental Policy Act process. In 2018, the Alternatives Analysis was released for public comment. Comments received shaped the proposed corridor investment packages being considered for further public review and comment.

Locally, Lane Transit District and the City of Eugene are committed to a public engagement process that supports informed decision-making that considers effects on people, the planet and economic prosperity (the triple-bottom-line). Taken together, these efforts are a comprehensive approach to make investment decisions that support the community now and as it grows into the future.

Preliminary Results of the Technical Analysis

The results of the technical analysis are summarized for each corridor in an Executive Summary (Attachment A) and Alternatives Analysis report (also available on the project website at www.MovingAhead.org). Staff will provide a brief overview of the results during the work session.

Multifaceted Public Involvement

When the technical analysis was complete, the project shifted into a more intense period of public involvement, comprised of several activities. First, letters were distributed to property owners whose properties are potentially affected by the concept designs, with an invitation to meet and

discuss. The project team also attended community events to inform people of the process schedule, opportunities to review, and ways to provide feedback on the technical analysis. In late summer 2018, the draft analysis was released for an initial round of public review and feedback.

The public review period is divided into two phases. The initial public review period in September and October 2018 allowed community members to provide corridor-specific feedback on the investments in their neighborhood, near their business or place of employment, or the streets where they travel most. This review period included four large open houses as well as listening sessions with under-represented stakeholder groups. A concurrent online open house was also available (on the project website at www.MovingAhead.org). The corridor-specific feedback allowed the project team to correct any inaccuracies in the technical analysis and compile several investment package options for the next phase of public review.

In spring 2019, during the second round of public review, residents provided feedback on packages that contain different combinations of proposed alternatives. With five corridors under evaluation, there are abundant options for aligning different corridor investments in a package. One of the three alternatives will be advanced for each corridor, either EmX, Enhanced Corridor, or No-Build. Each combination will be evaluated based on (1) the MovingAhead project criteria and (2) the comprehensive benefits across the LTD system. This second public review period included one large open house as well as an online open house.

Today, the project team will now share the public review feedback on the proposed packages and offer modified packages for consideration in advance of a public hearing in fall of 2019.

Decision-Making Process

The MovingAhead project includes an Oversight Committee and a Sounding Board. The Oversight Committee is comprised of elected and appointed officials and executive staff from the City, LTD, the Oregon Department of Transportation, and Lane County, while the Sounding Board members come from and represent numerous City of Eugene and LTD committees and commissions. Both entities review project proposals, offer critical feedback to the project management team, and act as conduits back to their constituencies and fellow committee/commission members. Both bodies will continue to meet throughout 2019 to ensure broad distribution of project information and preparation for the final decision-making process. A process schedule is included here as Attachment D.

In 2018, the MovingAhead project team finalized the technical analysis and conducted extensive public engagement to gather feedback on the analysis and potential corridor investments. Following that outreach, the project team developed a range of potential investment packages planned for public review and comment in March and April 2019.

Following that outreach, staff will report what was heard from the community at this work session. Both the Oversight Committee and LTD's Strategic Planning Committee met and separately made identical recommendations to the Eugene City Council and LTD Board as follows.

Proposed Investment Packages as Recommended by Oversight Committee and LTD Strategic Planning Committee

Package	Highway 99	River Road	30th Ave to LCC	Coburg Road	MLK, Jr Blvd
Enhanced Corridor	EC	EC	EC	EC	EC
Original Package C	EC	EmX	EC	EC	EC
Modified Package C	EC	EmX	EC	EmX	EC
EmX	EmX	EmX	EmX	EmX	EC

The formal decision-making process by the Eugene City Council and LTD Board of Directors is planned for fall 2019. At that time, the Eugene City Council and LTD Board of Directors will hold a joint public hearing, deliberate, and will be asked to select a preferred package of investments for people walking, biking, using mobility devices, and using transit. The decision by Eugene City Council and LTD Board of Directors will select a preferred package of transportation investments (e.g., EmX, Enhanced Corridor, or No-Build alternatives) to be completed within 10 years.

The selected package will be advanced to the next MovingAhead project phase, which will include seeking design and construction funding, preparing final NEPA environmental reviews, and initiating the Federal Transit Administration project development process for qualifying projects. This future phase will also include design refinements, which will be based on feedback received during the public review period this year and subsequent outreach to stakeholders along the corridors where projects are advanced. The selected package will include designs that reflect community priorities and enable the City and LTD to make smaller, strategic investments such as safer pedestrian crossings within the larger corridor visions. This type of incremental implementation allows investments today that address the community's needs without precluding the ability to later construct a larger project.

PREVIOUS COUNCIL DIRECTION

The MovingAhead project is in alignment and consistent with policy direction contained in Envision Eugene, the Eugene 2035 Transportation System Plan, Eugene's Climate Recovery Ordinance, LTD's Long-Range Transit Plan, and the Regional Transportation Plan. Additionally, the project structure has embraced a triple bottom line approach. This approach is part of the NEPA-required technical analysis. It is further reinforced in the composition of the Sounding Board and the evaluation criteria used to analyze each corridor alternative.

October 12, 2015, Meeting

Move to direct the City Manager to advance the following MovingAhead corridors for further study to evaluate an EmX alternative, an Enhanced Corridor alternative and a no-build alternative during the Level 2 alternative analysis:

- Highway 99 Corridor
- River Road Corridor
- Coburg Road Corridor
- 30th Avenue-Lane Community College Corridor

And, direct the City Manager to advance the Martin Luther King Jr. Boulevard Corridor as an Enhanced Corridor as part of the Level 2 alternative analysis. (Motion Passed)

Lane Transit District Board unanimously passed a similar motion.

April 25, 2016, Work Session

Moved to recommend action to further study the following MovingAhead corridor alternatives for evaluation of an alternative for the Alternative Analysis:

- Highway 99 Corridor
- River Road/30th Avenue/Lane Community College Corridor
- Coburg Road Corridor

And, recommend that the Martin Luther King Jr. Boulevard Corridor alternative advance as an Enhanced Corridor and a No-Build alternative for the Alternative Analysis. (Motion Passed)

Lane Transit District Board unanimously passed a similar motion.

February 19, 2019, Work Session

Move to direct staff to take the MovingAhead Proposed Investment Packages (these have been updated and may be reviewed as new Attachments B and C) out for public review. (Motion Passed)

Lane Transit District Board unanimously passed a similar motion.

COUNCIL AND BOARD OPTIONS

In separate actions, the Eugene City Council and Lane Transit District Board of Directors may choose to:

- A. Affirm the Proposed Investment Packages as presented for a Public Hearing.
- B. Modify the Proposed Investment Packages for a Public Hearing.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends Option A.

SUGGESTED MOTION

Move to direct staff to present the MovingAhead Proposed Investment Packages described in Attachments B and C for a Public Hearing.

ATTACHMENTS

- A. [MovingAhead Executive Summary](#)
- B. MovingAhead Investment Packages Alternatives Supplemental Refinement Report (with Outreach Summary)
- C. MovingAhead Proposed Investment Packages Handout
- D. MovingAhead Project Timeline
- E. Frequently Asked Questions

FOR MORE INFORMATION

Please visit the project website at www.MovingAhead.org.

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MovingAhead

STREETS AND PLACES REIMAGINED

Alternatives Analysis Report **EXECUTIVE SUMMARY**

A joint project of the City of Eugene and Lane Transit District
SEPTEMBER 2018

Acknowledgments

The City of Eugene and Lane Transit District gratefully acknowledge the efforts of every agency, committee, community organization, business and citizen who assisted in the development and evaluation of the MovingAhead project alternatives. A detailed list is included in the Alternative Analysis Report.

Partners



The City of Eugene



Lane Transit District

Agency Partners

Federal Transit Administration

Lane Council of Governments

Lane County

Oregon Department of Transportation

City of Springfield



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What is an Alternatives Analysis?

An Alternatives Analysis is a part of established transportation planning practice that uses in-depth analyses to understand the trade-offs behind different options and how they compare on a variety of criteria. It is also an important first step in securing federal funding for local projects.

An effective analysis answers critical project questions about each investment option, such as:

- What are the current and anticipated problems and opportunities that need to be addressed?
- What are the underlying causes of the problems?
- What changes are needed to achieve future goals?
- What are options for addressing the problems?
- What are the costs, impacts, and benefits of each potential solution?
- How can impacts be avoided or minimized?

The purpose of this alternatives analysis is to:

- Help select the best investments for each corridor that support local plans;
- Prioritize which corridor investments should occur first; and
- Identify realistic funding options.

Locally, the City of Eugene and Lane Transit District have a commitment to a public engagement process that supports informed decision-making that considers effects on people, our planet, and economic prosperity (the triple-bottom-line). Collectively, these efforts are a comprehensive approach to decision-making that support our community now and as we grow into the future.

A man wearing a grey cap and a dark jacket is working on a bicycle. The bicycle has a large metal basket on the front. The image is overlaid with a large white triangle that points towards the top right. The background shows a building and a fence.

WHAT IS MOVING AHEAD?

July 15, 2019, Joint Work Session – Item 1



MovingAhead

BUILDING A BETTER

TRANSPORTATION FUTURE

Eugene is growing – we expect 34,000 new people and 37,000 new jobs in our community by 2032. MovingAhead will help manage growth in a way that enhances our quality of life and reflects our shared community values.

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 was to determine what transportation investments are needed on some of our most important streets.

Driven by community needs and values, MovingAhead is built on community feedback and existing plans. MovingAhead is focused on creating active, vibrant places that are safe and accessible, that serve the community and economy, and that will accommodate future growth.

MovingAhead is about more than just transit: it considers a range of options for getting us where we need to go, whether we ride the bus, bike, drive, use mobility devices, or walk.

This document summarizes the Alternatives Analysis, a key step in the planning process. Based on previous community feedback, the MovingAhead team focused on five key corridors and identified the costs and benefits of various transportation investments for each. This analysis is a tool to help our community determine when and where to focus our investments over the next 10 years.

A funding plan will be developed that outlines how to implement these corridor investments and will consider all potential funding options and the timing of each to deliver the most efficient solution for each corridor.

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 the 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.

Project Goals

MovingAhead's ultimate goal is to create a 10-year investment plan for five key corridors in Eugene that will improve safety and accessibility for all modes of transportation - whether walking, biking, using a mobility device, taking the bus, or driving.

The project is also dedicated to ensuring that these investments help improve the overall quality of life of our community. To achieve this purpose and meet our community's needs and values, the work has been guided by a set of overall Goals and Objectives.

The Purpose, Needs, Goals, and Objectives for MovingAhead were developed based upon community values that were articulated in existing local policies and previous planning efforts and refined through initial project outreach.

Goal 1 Improve multimodal transit corridor service



Improve transit travel time and reliability, minimize transfers, increase ridership, and improve access and safety for people walking, bicycling, and using mobility devices.

Goal 2 Meet current and future transit demand in a cost-effective and sustainable manner



Control costs while increasing transit capacity to meet demand. Leverage funding opportunities that provide a maximum return on investment. Minimize impacts to the environment.

Goal 3 Support economic development, revitalization, and land use opportunities for the corridor



Support and coordinate with other planned development and transportation projects and provide high-capacity transit that is consistent with the community vision. Minimize impacts to businesses and industry and improve transit so as to provide benefits to vehicles, freight, and emergency services.

Built on Past Planning

Envision Eugene is a community-based plan for accommodating new residents and jobs while protecting our quality of life and reflecting our shared values. A key element of Envision Eugene is a multimodal transportation system that provides mobility and transportation options while supporting compact urban development, sustainability, and affordable housing.

MovingAhead supports Envision Eugene by identifying the most important and cost-effective investments in multimodal transportation along our major streets.

MovingAhead also builds on the hard work of past planning efforts, including: Lane Transit District's Long-Range Transit Plan; the Eugene 2035 Transportation System Plan (Eugene 2035 TSP); and the Central Lane Metropolitan Planning Organization Regional Transportation Plan (RTP).



Community Involvement

MovingAhead continues a tradition of proactive public engagement that supported the City's Envision Eugene process.

MovingAhead aspires to implement the collective vision and ideas included in several existing plans, such as Envision Eugene and LTD's Long-Range Transit Plan. These plans are the culmination of decades of community engagement and input. MovingAhead builds off these plans and continues the community conversation set forth from these earlier efforts.

Community involvement for MovingAhead got underway in 2015 with workshops to solicit input that informed the evaluation criteria and explored and identified which corridors should be advanced for further evaluation. During these meetings, the public shared what they knew about important destinations, barriers, desired transportation investments, and the importance of corridor features such as parking, trees, and sidewalks.

Feedback from these workshops, an online open house, and other public comments determined the five corridors and the three levels of investment options that have been evaluated in the Alternatives Analysis.

For more information about public feedback, refer to Chapter 2 of the Alternative Analysis report: "Outreach and Involvement."



*"There should be **more separation of bike lanes and transit** all over to improve safety for all users."*

*"I have concerns about **how access to business will be affected** by transit changes."*

*"I would like to see **improved connectivity** between bike lanes and paved paths."*

*"The **addition of EmX lanes** is good for Eugene and use will increase with growth."*

What we heard

Public comments have generally encouraged further investment to support walking, bicycling, and taking transit. Corridor-specific comments provided detailed information on safety concerns and facility needs within each corridor that were incorporated into the development of each corridor option.



Investment Options

Public feedback and community conversations helped define three investment options that were considered within four of the five corridors (only two options were explored for MLK, Jr. Boulevard).

A low and high investment option looked at varying degrees of improvements, such as pedestrian and bicycle facilities, and transit enhancements, as well as improvements along the street like sidewalks, trees, and lighting. These were compared to what would happen without the MovingAhead project, referred to here as a “No-Build” option.

The “build options” refer to the Enhanced Corridor and EmX Alternatives that would provide for infrastructure or facility upgrades along the corridor. The No-Build Alternative would leave the corridor as it is.

No-Build Alternative

(No new investments at this time)



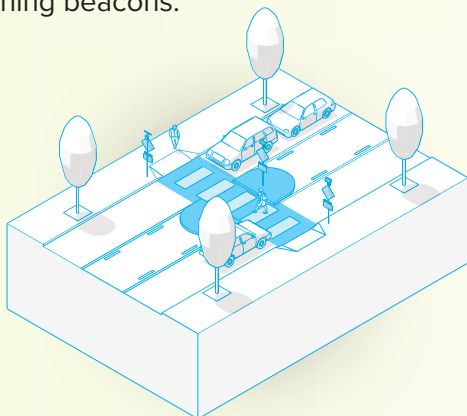
This option is helpful as a reference point to measure the relative benefits, costs, and impacts of the build alternatives. Under the No-Build option, the City and LTD would only make changes that are already planned as part of other projects. No additional investments would be made as a part of the MovingAhead project.



Toolbox for Enhanced Corridor and EmX Options

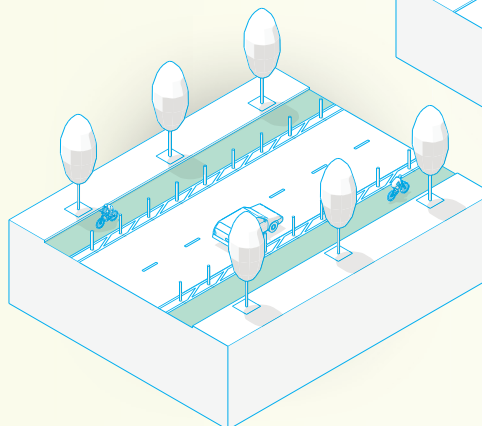
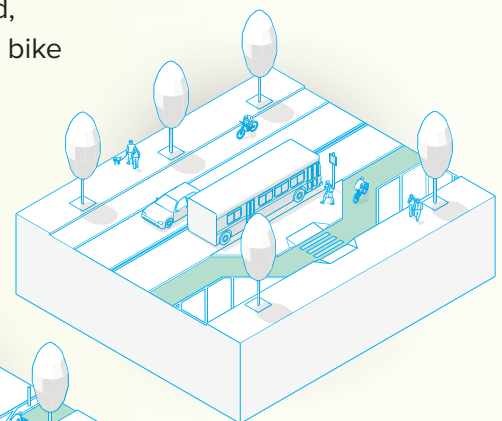
Upgraded and Enhanced Crossings

New crossings would generally be located at mid-block locations away from intersections and may include accessible ramps, pedestrian islands, striping, or flashing beacons.



Bicycle Improvements

Upgrades may include separated, protected bike lanes and routing bike lanes behind transit stations.



Enhanced Corridor Alternative

(Lower investment option)



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.

Key features include:

- Typically a bus every 15 minutes
- Consolidating the number of transit stops
- Transit signal priority at intersections
- Enhancing some bus stops
- Improving or building new pedestrian crossings
- Filling in gaps in the sidewalk network
- Adding accessible sidewalk ramps at intersections
- Improving or building new bicycle facilities
- Streetscape investments such as lighting and landscaping

EmX Alternative

(Higher investment option)



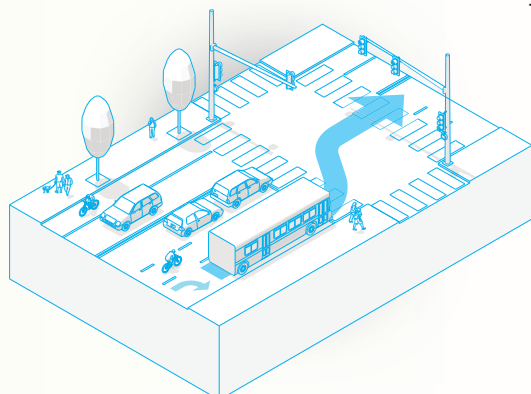
EmX is short for Emerald Express and is LTD's branded Bus Rapid Transit (BRT) service. EmX currently operates between the Gateway area and west Eugene serving downtown Springfield, downtown Eugene, and the University of Oregon.

Key features include:

- Typically a bus every 10 minutes
- Bus-only lanes in key locations
- Higher capacity multi-door transit vehicles
- Enhanced stations with raised platforms
- Off-board fare collection to allow multi-door boarding
- Transit signal priority at intersections
- Longer distances between stops
- More frequent and redesigned service to improve cross-town connectivity
- Greater investment in pedestrian, bicycle, sidewalk, and streetscape improvements than with the Enhanced Corridor options

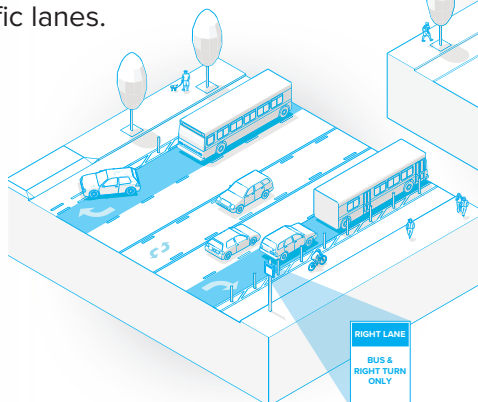
Transit Queue Jumps

Queue jumps reduce transit delay at signals and improve the efficiency of the transit system by allowing buses to proceed through signals ahead of other vehicles.



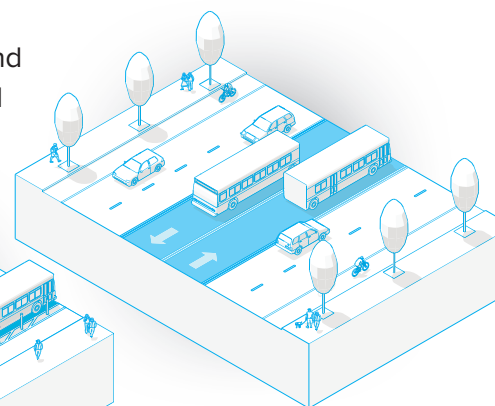
Business Access and Transit (BAT) Lanes

BAT lanes are reserved for buses and turning vehicles. These lanes allow access to businesses, improve transit reliability, reduce travel time, and remove buses and turning vehicles from the general traffic lanes.



Bus-Only Lanes

Bus-only lanes are reserved for transit and may be located in the middle of the street or adjacent to the curb.



Corridor Findings

MovingAhead takes a unique approach by comparing investment options within five corridors at once.

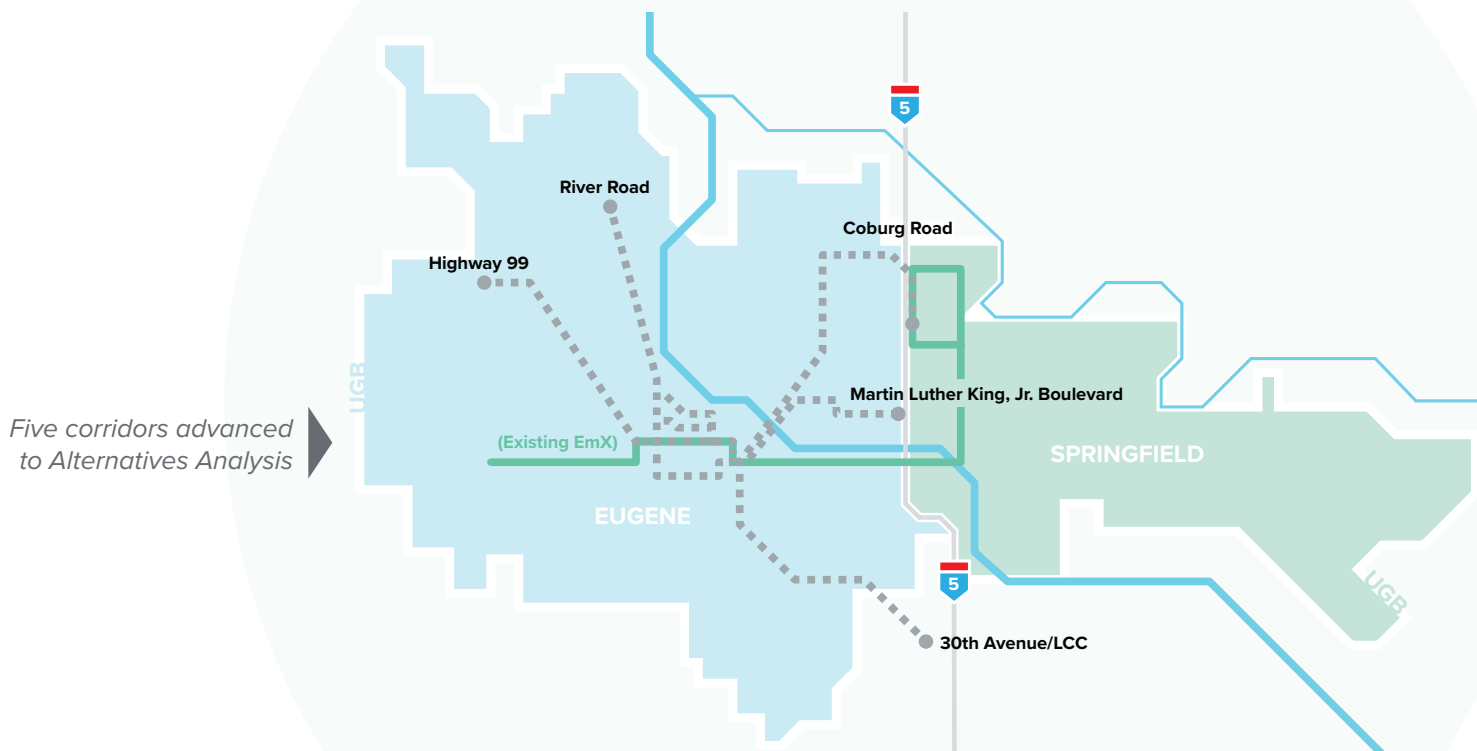
The project started with a list of 10 potential corridors that were then subject to an evaluation process to determine the best options for near-term investment.

An initial review, called a **Fatal Flaw Screening**, removed alternatives that were not a priority for capital investments over the next 10 years. This was followed by a **Level 1 Screening** that more thoroughly evaluated the corridors based on public support and the project's Purpose, Need, Goals, and Objectives.

Based on community input and technical analysis, five corridors and alternatives were deemed the most promising for near-term investment, and were advanced to the **Level 2 Screening** (Alternatives Analysis) described here.

Corridors Considered	Fatal Flaw Screening	Level 1 Screening	Level 2 Screening (Alt. Analysis)	
			Enhanced	EmX
Highway 99	✓	✓	✓	✓
River Road	✓	✓	✓	✓
Coburg Road	✓	✓	✓	✓
30th Avenue to LCC	✓	✓	✓	✓
MLK, Jr. Blvd/Centennial Blvd.	✓	✓*	✓	
Main Street-McVay Hwy	✓	✓*		
Valley River Center	✓	✗		
Randy Papé Beltline	✗			
18th Avenue	✗			
Bob Straub Parkway	✗			

* The Main Street-McVay Highway Corridor and the extension of the Martin Luther King, Jr. Blvd. corridor along Centennial Blvd. were advanced for consideration, but have been deferred pending completion of a separate study of safety improvements on Main Street.



Evaluation Criteria

The alternatives within each of the five corridors were evaluated using various performance measures. The following criteria were determined to be most useful in differentiating between the alternatives.

Environmental Analysis

Seventeen environmental topics were evaluated as part of the Alternatives Analysis, including impacts and benefits to air quality, water quality, and natural resources. Generally, the studies found minimal differences between the corridor alternatives. (For more detail refer to the AA report Chapters 3-8.)

Cost

-  **Capital Cost** → Capital cost includes estimated costs for vehicles, design, construction, right of way, and project management.
-  **Operating Cost** → This is the estimated annual cost to operate and maintain the service. This includes paying operators, vehicle maintenance and fuel, as well as administrative and overhead costs.

Transit Performance

- +  **In Vehicle Transit Travel Time Savings** → This measure estimates how long it would take for someone to travel from the end of the line to Eugene Station during the afternoon peak hour.
- +  **Ridership Increase** → Annual transit ridership as projected for the year 2035 using the regional transportation model.

Bicycling & Walking

- +  **New Bicycle/Pedestrian Access & Safety Improvements** → This criterion is based on the amount of proposed investment in bicycle and pedestrian improvements in each corridor.

Property & Development Impacts

- +  **Support Development & Redevelopment** → This is an assessment of how well the alternative supports development and redevelopment as identified in adopted plans.
-  **Tree Impacts** → This criterion is based on the number of medium and large trees which may need to be removed.
-  **Number/Acreage of Acquisitions** → This criterion is based on the number and total acreage of properties that would potentially need to be purchased.
-  **Potential Property Displacements** → This measure indicates the number of residences or businesses that may be displaced as a result of constructing the project.
-  **Parking Impacts** → This criterion considers the amount of on-street and off-street parking that may need to be removed.

Jobs & Population

- +  **Existing Jobs & Population Served** → These estimates are based on the No-Build and Enhanced Corridor Alternatives providing transit that serves people working and living within ¼ mile of the corridor and the EmX Alternative serving people working and living within ½ mile of the corridor.

Ratings are coded by color to indicate how well they support project criteria.

▲ Supports Project Criteria

▲ Does not Support Project Criteria

Highway 99 Corridor

The Highway 99 Corridor begins at the Eugene Station and overlaps with EmX West, travels through downtown, then extends northwest along Highway 99 to Barger Drive, turning west at Barger Drive to terminate north of the intersection of Barger Drive and Cubit Street, east of the Randy Papé Beltline Highway.

Overview

Compared to the No-Build Alternative, the Enhanced Corridor and EmX Alternatives significantly decrease transit travel time (by 10 and 12 minutes, respectively) and would increase ridership more than any other corridor (by 111,000 and 267,000 annual trips, respectively). Both build alternatives would provide more frequent transit service.

The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and costs, but does not provide the same level of benefits compared to the Enhanced Corridor and EmX Alternatives.

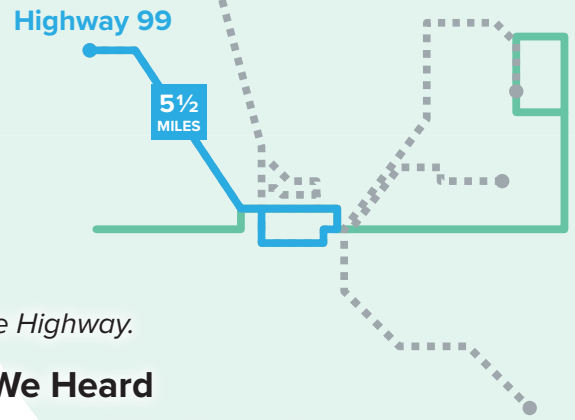
What We Heard

- Pedestrian and bicycle crossings are presently unsafe, make the environment safer.
- Good Enhanced Corridor candidate because of anticipated long-term changes .
- Railroad yards are a major obstacle - Maxwell Road to Roosevelt Boulevard.
- Bus service is not frequent enough.
- Highway 99 is hard to cross for pedestrian/bikes.
- Lack of bike lanes north of Bethel Drive.
- Opposition to EmX Investments within the boundary of the Jefferson Westside Neighborhood (JWN).

Addressing Community Concerns

Both build alternatives provide new investments in bicycle and pedestrian connectivity and safety, including a bicycle and pedestrian bridge connecting the Trainsong Neighborhood to the Highway 99 Corridor. Both build alternatives would also represent an increase in the frequency of transit service along the Highway 99 Corridor.

To address JWN concerns, the EmX Alternative would be routed along 6th and 7th Street and no infrastructure improvements are proposed along 11th and 13th Street as part of the Enhanced Corridor Alternative.



Highway 99 Corridor: Comparison of Alternatives

 Cost	No-Build	Enhanced Corridor	EmX
Capital Cost	\$0.0M	\$38.0M	\$67.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	-\$0.1M	\$2.8M
 Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	10 min	12 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	111,000	267,000
 Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★★★	★★★★★★
 Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★	★★★★★
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 <i>(number of spaces)</i>	0/0	0/50	0/53
 Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	≈29,000
Population	≈34,000	≈34,000	≈50,000

¹Mitigation measures would be used to avoid or reduce impacts

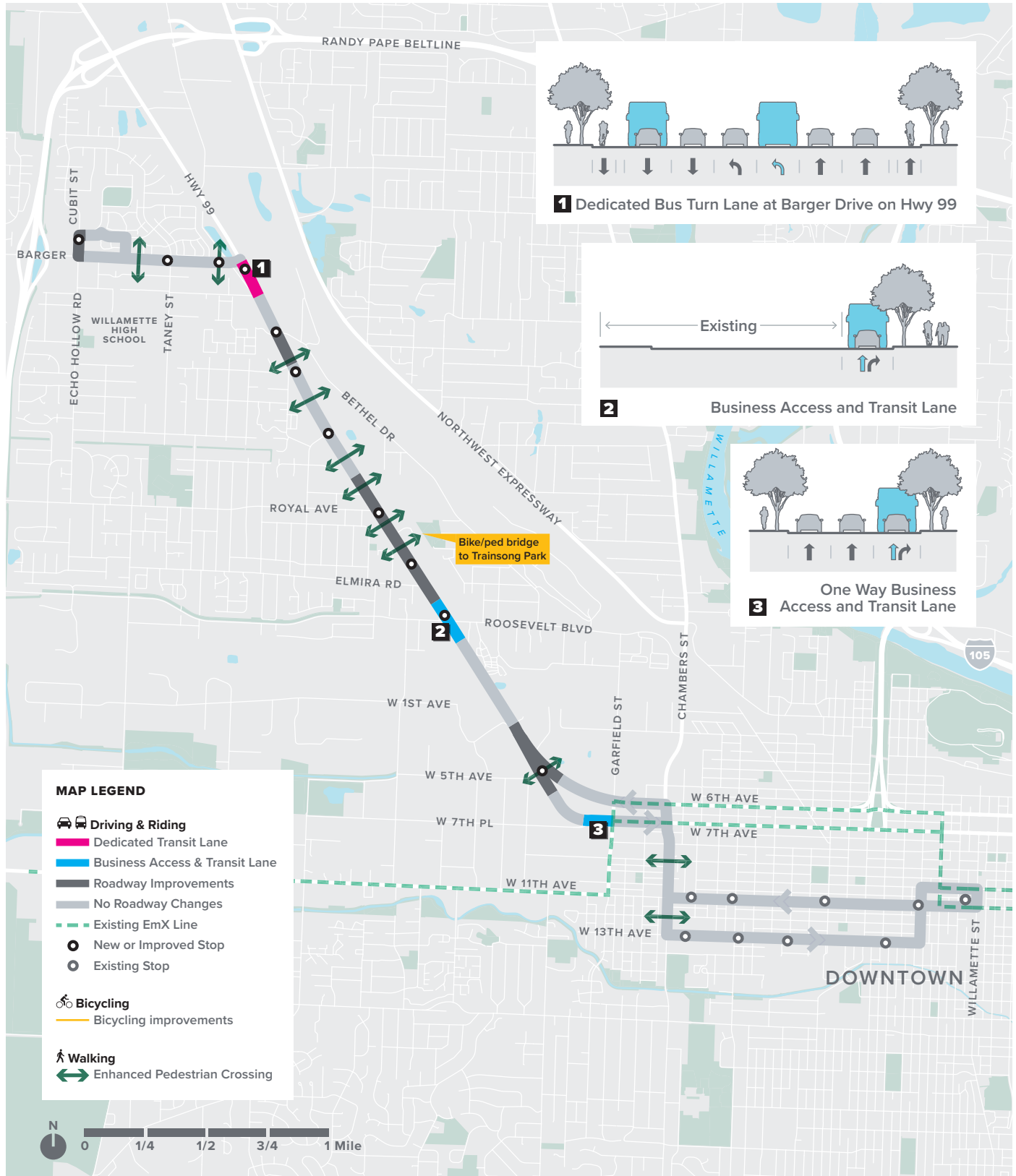
▲ Supports Project Criteria

▲ Does not Support Project Criteria

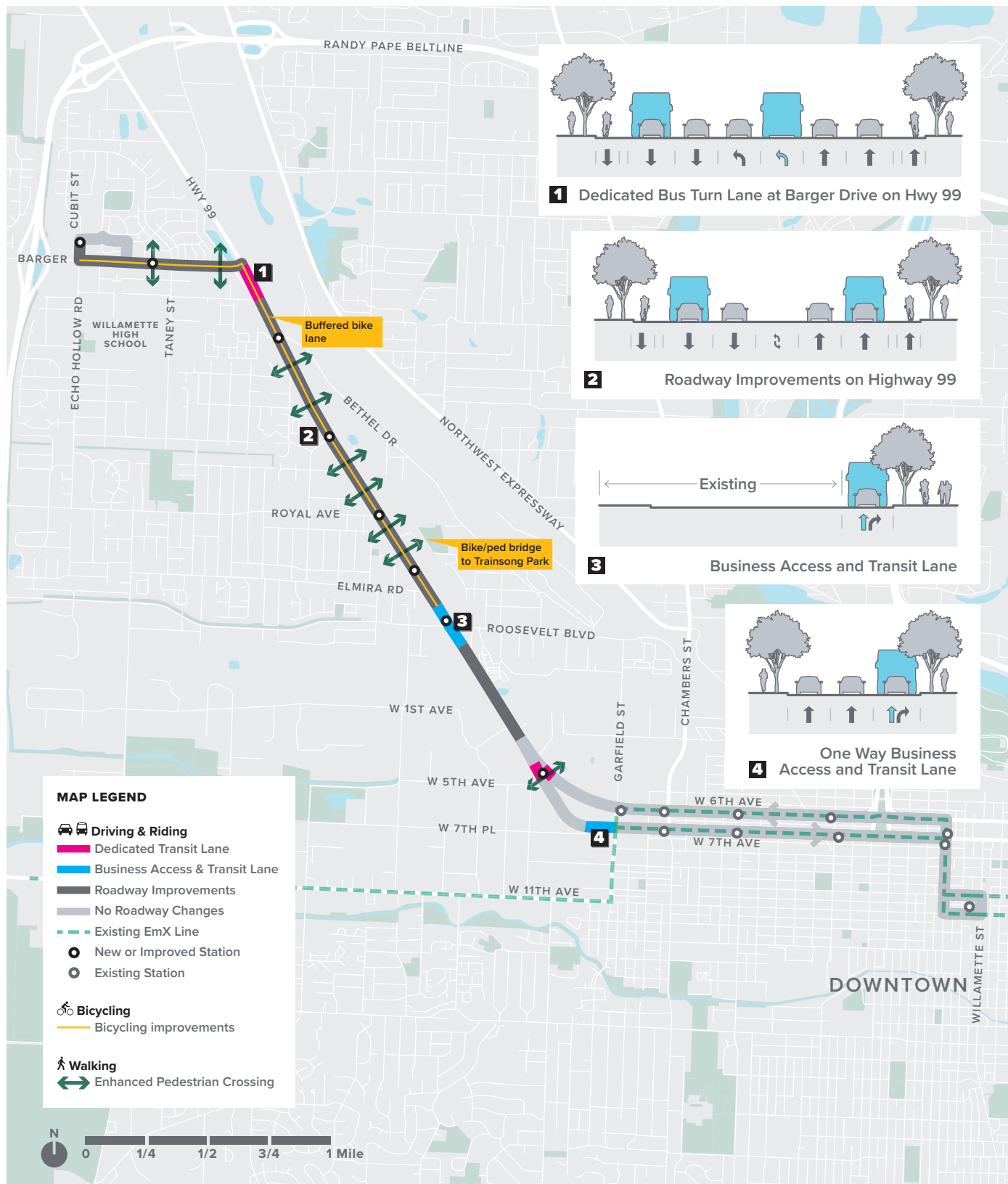
Highway 99 Corridor

These maps show the transit, bicycle, and pedestrian investments included in the Highway 99 build alternatives.

Enhanced Corridor Alternative



EmX Alternative



River Road Corridor

The River Road Corridor begins at the Eugene Station and overlaps with EmX West, travels through downtown and the Whiteaker Neighborhood, and then north to the Santa Clara Community Transit Center (southeast of the intersection of Hunsaker Lane and River Road).

Overview

Of the two build alternatives, the EmX Alternative offers the greatest benefit to bicycle and pedestrian connectivity and safety, as well as the most improved transit service frequency because of repurposed travel lanes to Business Access and Transit (BAT) lanes. The Enhanced Corridor Alternative also provides transit benefits and improvement to bicycle and pedestrian facilities, but to a lesser extent than the EmX Alternative, and would result in a smaller increase in transit ridership.

The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and costs, but does not provide the same level of benefits compared to the Enhanced Corridor and EmX Alternatives.

What We Heard

- Dedicated transit and cycling lanes are needed
- Reduce the speed limit on River Road
- Beltline interchange is a particular area of concern
- Consider safety of all road users in design for River Road
- Avoid tree removal with any transit option
- EmX option 2 [Business Access and Transit Lanes] is preferred because of turn lane in the middle
- There are bus stops on both sides of River Road near Briarcliff but no crosswalks to get across; a crosswalk is critical here

Addressing Community Concerns

The build alternatives would increase transit frequency while providing new investments in bicycle and pedestrian connectivity and safety. Both build alternatives aimed to work within the existing right of way where feasible, to preserve trees along the corridor as much as possible.

River Road

5
MILES

River Road Corridor: Comparison of Alternatives

 Cost	No-Build	Enhanced Corridor	EmX
Capital Cost	\$0.0M	\$24.0M	\$78.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	-\$0.6M	\$2.0M
 Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	5 min	8 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	33,000	246,000
 Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★	★★★★★
 Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★	★★★★★
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 <i>(number of spaces)</i>	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

River Road Corridor

These maps show the transit, bicycle, and pedestrian investments included in the River Road build alternatives.

Enhanced Corridor Alternative

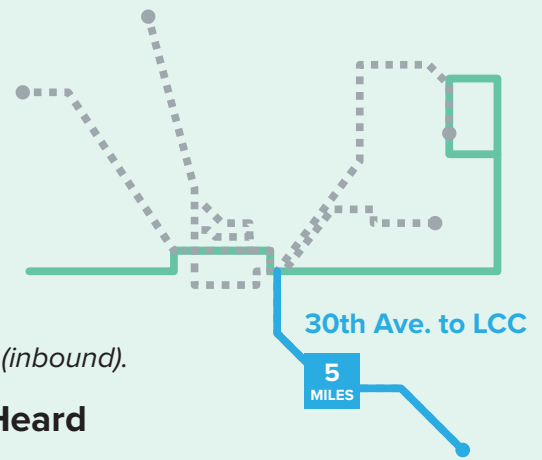


EmX Alternative



30th Avenue (Downtown) to LCC Corridor

The 30th Avenue to LCC Corridor begins at Eugene Station and travels south along Pearl Street to Amazon Parkway, then on E. 30th Avenue to the LCC Station. The return trip travels on Oak Street (inbound).



Overview

Of the two build alternatives, the EmX Alternative offers the greatest potential ridership increase as well as the most bicycle and pedestrian connectivity and safety improvements. The Enhanced Corridor Alternative would provide a lower level of bicycle and pedestrian investment, and fewer transit benefits, including a possible reduction in transit ridership due to the elimination of service on Harris Street and a direct transit connection between LCC and the University of Oregon.

The No-Build Alternative, which would retain existing service, avoids impacts (including property acquisitions, off-street and on-street parking impacts, and potential tree removal) and costs, and offers transit travel times that are similar to the two build alternatives.

Additionally, ridership for the No-Build Alternative is better than estimated ridership for the Enhanced Corridor Alternative due to the assumed elimination of Route 81 service.

What We Heard

- Needs bigger pedestrian improvements from 30th to LCC campus
- Needs evening and weekend bus service to LCC for attending events and meetings
- Oak and Pearl should be for buses along 30th/ LCC and High Street should be a cycle track
- Corridor would complement changes occurring in the South Willamette area
- Crossings along 30th are difficult
- Need more details about how bicycles will be accommodated

Addressing Community Concerns

The build alternatives both provide new investments in bicycle and pedestrian connectivity and safety. Either of the build alternatives or the No-Build (which retains existing service) could extend service hours in the future.

30th Avenue to LCC Corridor: Comparison of Alternatives

 Cost	No-Build	Enhanced Corridor	EmX
Capital Cost	\$0.0M	\$21.0M	\$53.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	-\$0.5M	\$0.5M
 Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	1 min	2 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	-30,000	198,000
 Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★	★★★★★
 Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★	★★★★★
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 <i>(number of spaces)</i>	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

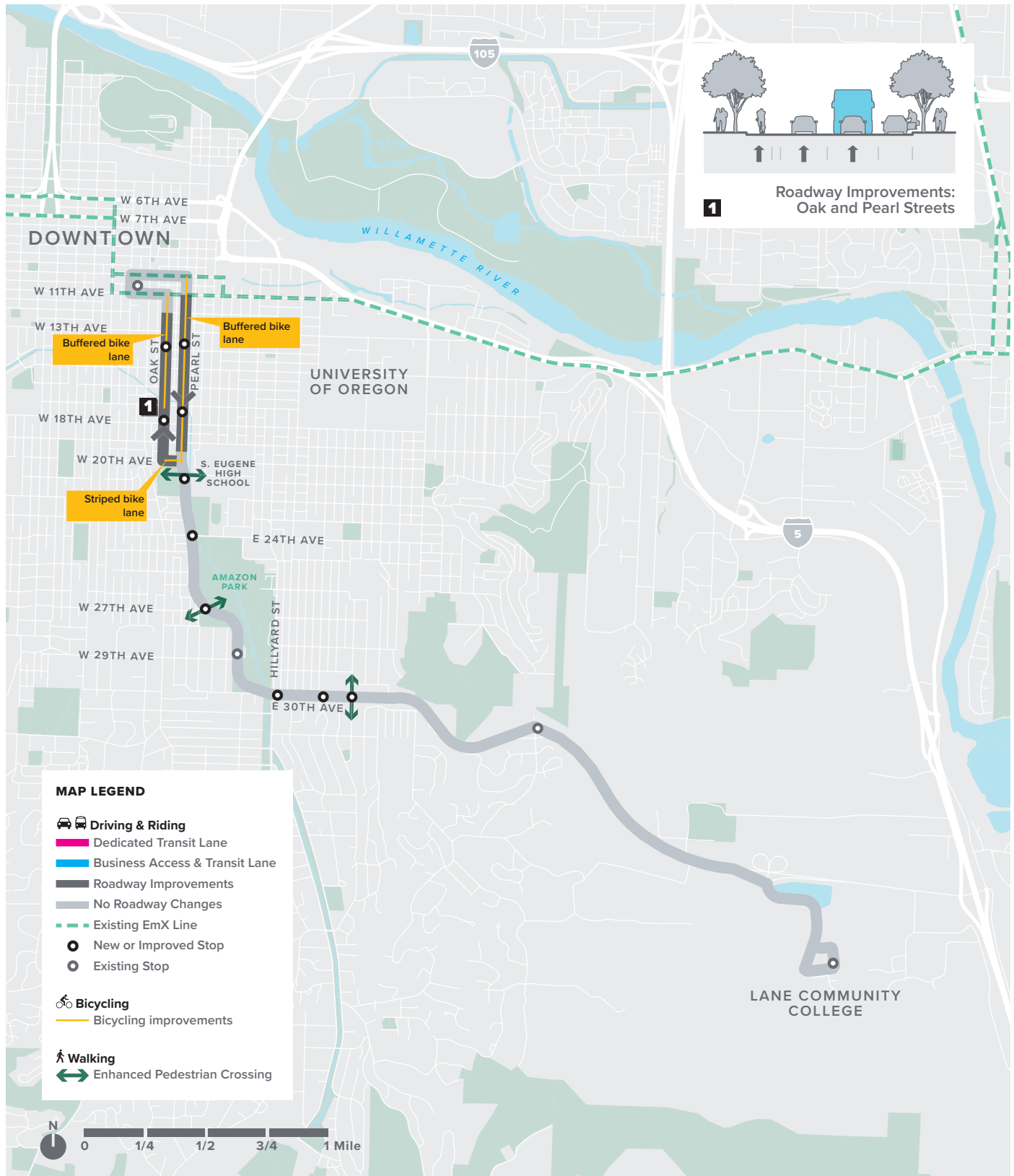
▲ Supports Project Criteria

▲ Does not Support Project Criteria

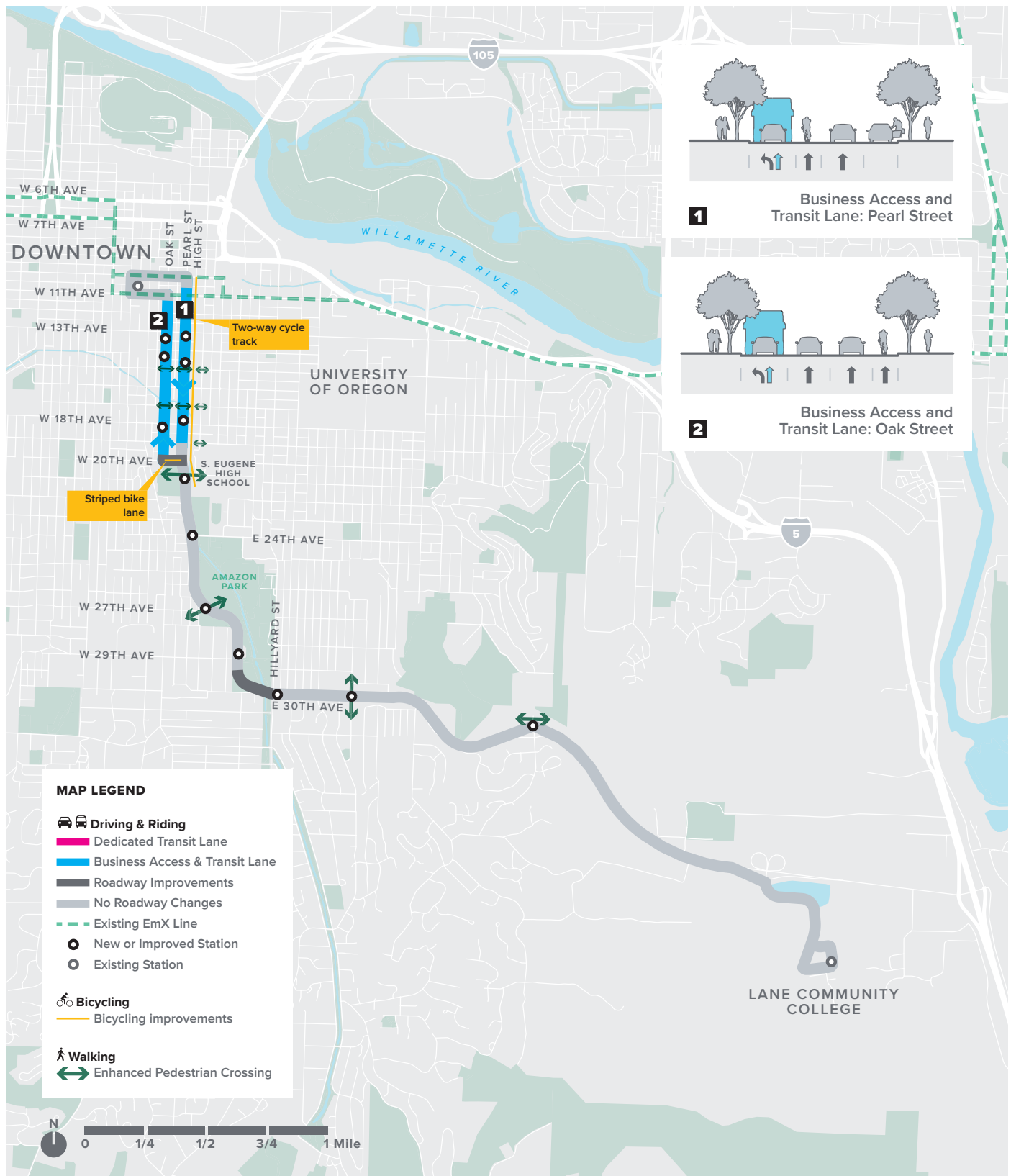
30th Avenue to LCC Corridor

These maps show the transit, bicycle, and pedestrian investments included in the 30th Avenue to LCC Corridor build alternatives.

Enhanced Corridor Alternative



EmX Alternative



Coburg Road Corridor

The Coburg Road Corridor begins at the Eugene Station and continues to Coburg Road using the Ferry Street Bridge. The corridor continues north on Coburg Road to Crescent Avenue, east on Crescent Avenue, south on Shadow View Drive, east on Chad Drive to Old Coburg Road, and south on N. Game Farm Road and Gateway Street to the existing Gateway Station at the Gateway Mall. Although service extends from N. Game Farm Road to the Gateway Station, capital investments proposed as part of the MovingAhead project would terminate at Interstate 5 (I-5).

Overview

Although the two build alternatives are rated more favorably than the No-Build Alternative, the EmX Alternative in this corridor has the highest capital cost of all the corridor alternatives considered and would require the most property acquisition. The Enhanced Corridor Alternative has a lower cost, less impact, and an equivalent improvement in transit travel time than the EmX Alternative, but has lower projected ridership.

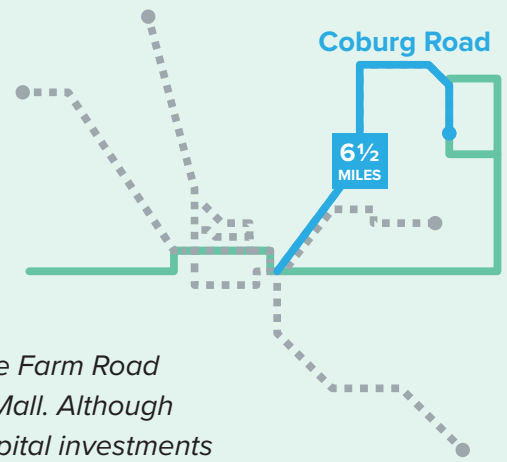
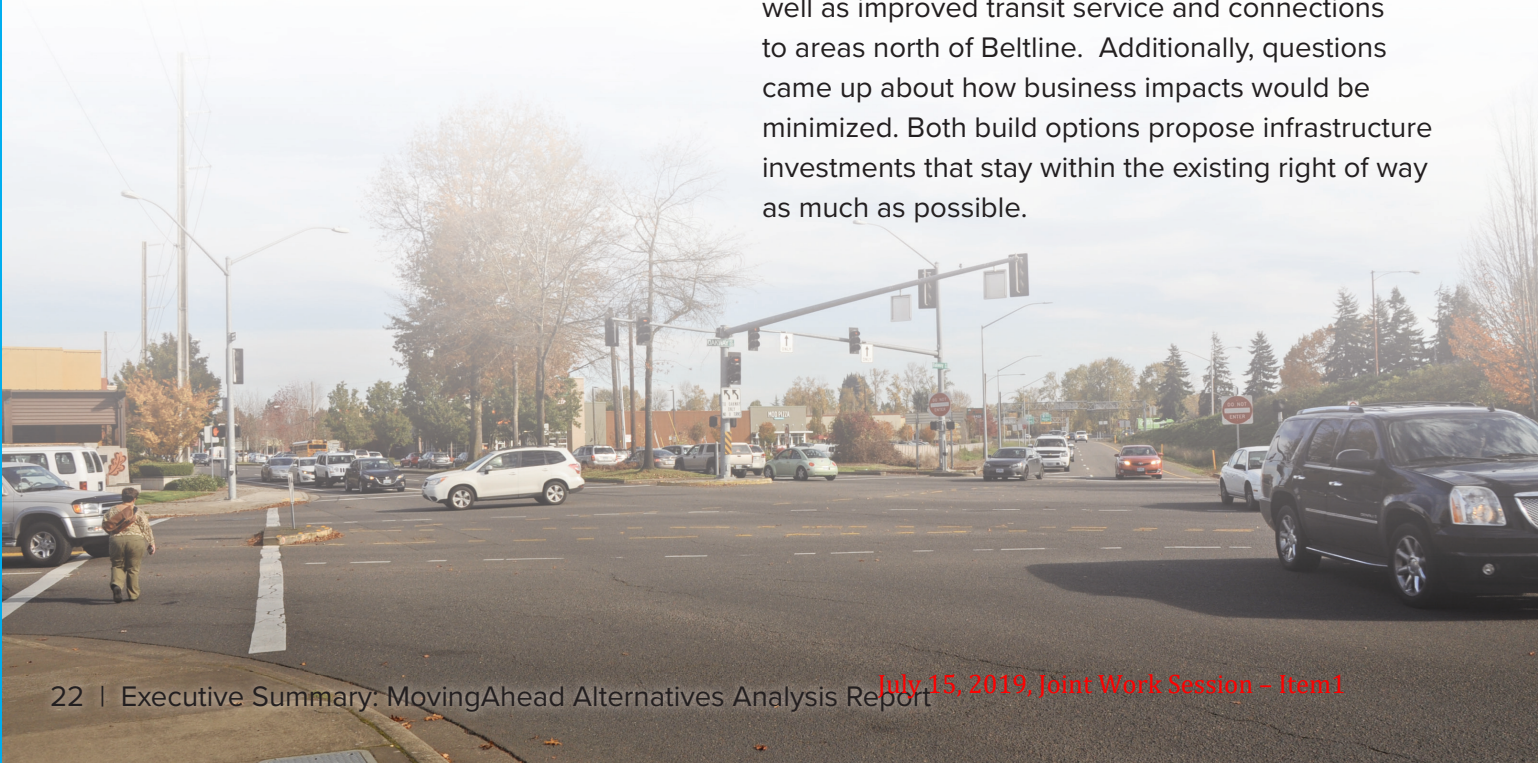
The No-Build Alternative avoids cost and impacts (including property acquisitions, off-street and on-street parking impacts, and potential tree removal).

What We Heard

- The VA clinic and all the new development at Crescent and further north have limited bus service and bikeway options.
- Auto access to businesses must be maintained
- Coburg is scary with fast moving traffic
- Bicycle and pedestrian crossings are difficult
- Bicycling facilities separated from traffic are important
- The corridor is important for autos, given the nature of development and connection to freeways

Addressing Community Concerns

The build alternatives provide investments in bicycle and pedestrian connectivity and safety, as well as improved transit service and connections to areas north of Beltline. Additionally, questions came up about how business impacts would be minimized. Both build options propose infrastructure investments that stay within the existing right of way as much as possible.



Coburg Road Corridor: Comparison of Alternatives

 Cost	No-Build	Enhanced Corridor	EmX
Capital Cost	\$0.0M	\$41.0M	\$113.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	\$0.0M	\$1.8M
 Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	5 min	5 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	63,000	258,000
 Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★	★★★★★
 Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★	★★★★★
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 <i>(number of spaces)</i>	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

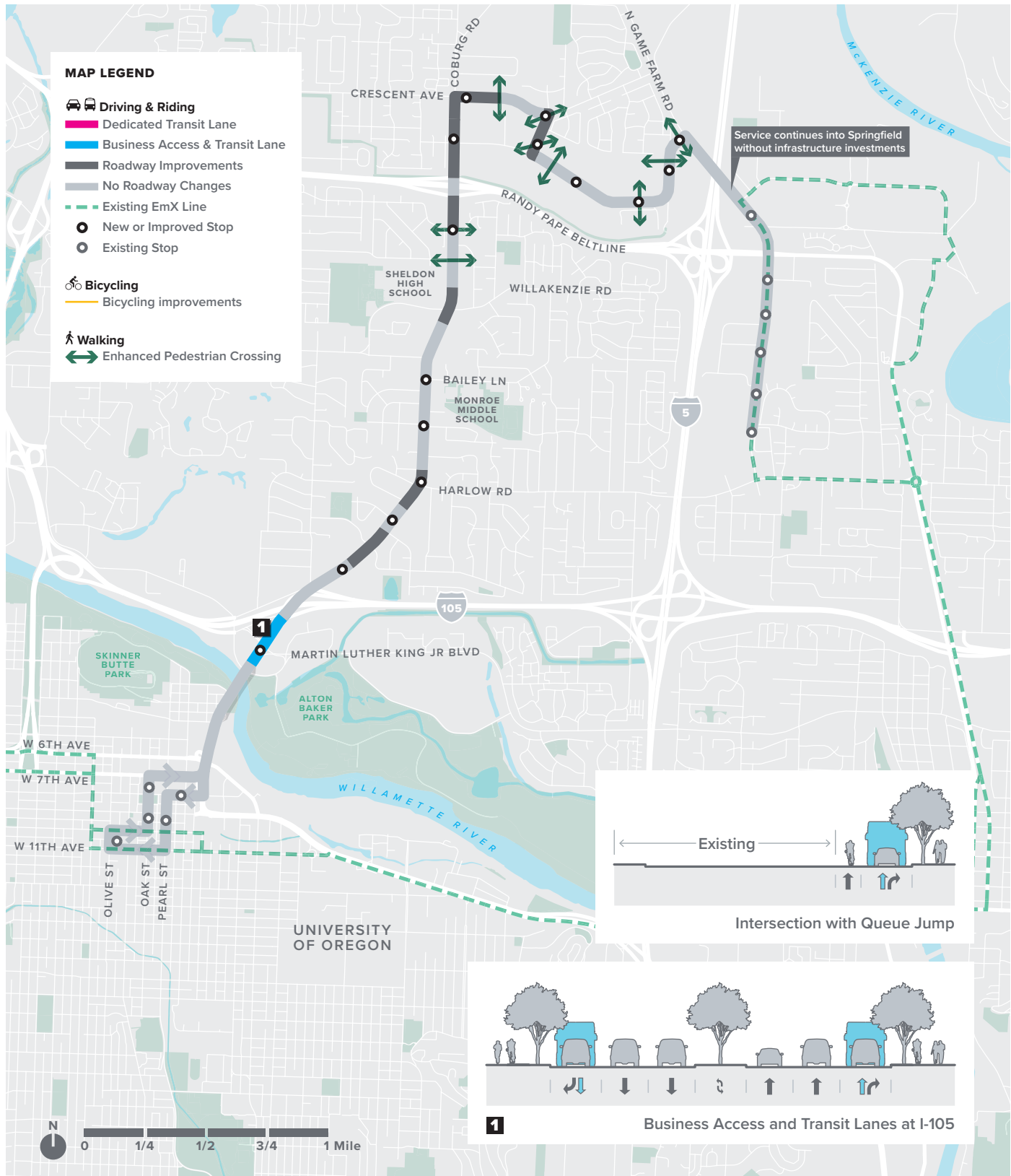
▲ Supports Project Criteria

▲ Does not Support Project Criteria

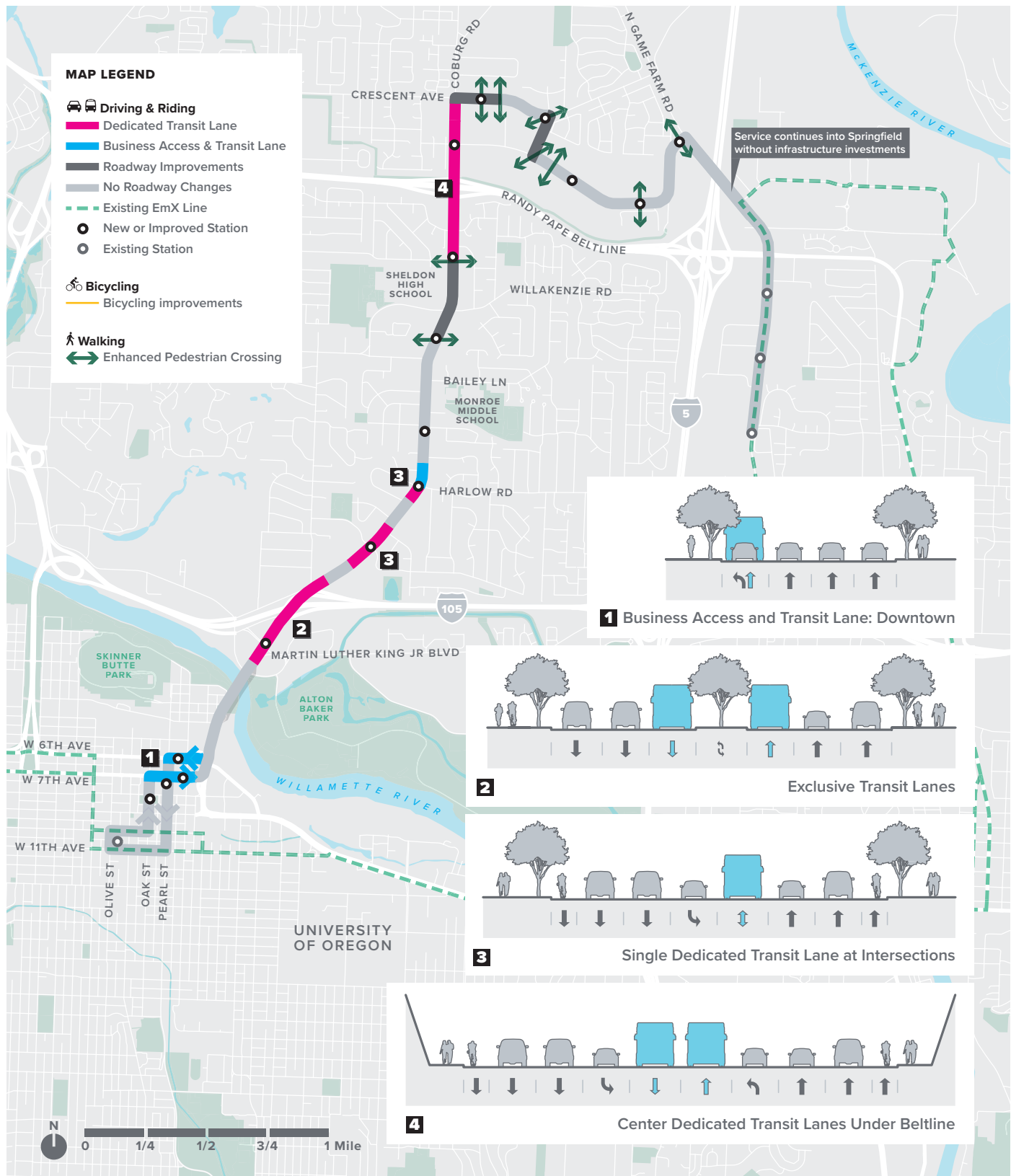
Coburg Road Corridor

These maps show the transit, bicycle, and pedestrian investments included in the Coburg Road build alternatives.

Enhanced Corridor Alternative



EmX Alternative



Martin Luther King, Jr. Boulevard Corridor

The MLK, Jr. Boulevard Corridor begins at Eugene Station and travels through downtown Eugene and uses the Ferry Street Bridge to reach MLK, Jr. Boulevard and continues east on MLK, Jr. Boulevard past Autzen Stadium to Centennial Boulevard where it will intersect with Gateway EmX. Service will continue on Centennial Boulevard without any additional capital investments.

Overview

The Enhanced Corridor Alternative offers the greatest potential ridership increase and more benefits to bicycle and pedestrian connectivity and safety, however estimated travel time savings are relatively small compared to the No-Build Alternative. An EmX option was not considered in the MLK, Jr. Boulevard Corridor due to its shorter length and the lower return on investment potential at this time since proposed infrastructure investments currently end at the Eugene/Springfield boundary. There may be opportunities to reconsider EmX on this corridor in the future.

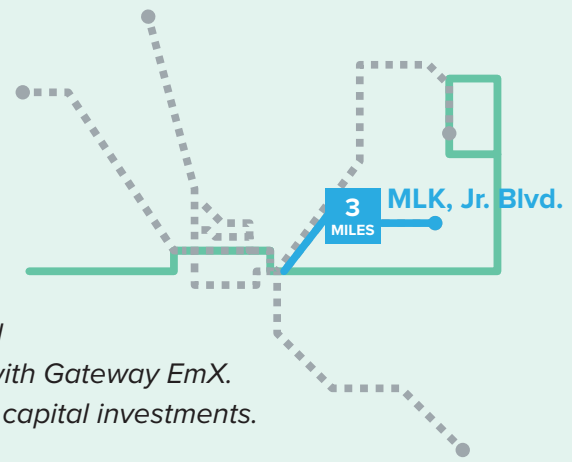
The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and cost.

What We Heard

- Traffic concerns are related to events at Autzen Stadium
- Corridor is an essential connection to student housing, Eugene, and Springfield
- Bicycle and pedestrian improvements are needed
- Do not compromise Alton Baker Park to alleviate Ferry Street Bridge congestion
- MLK without Springfield connection is a waste, connect the corridor to Springfield

Addressing Community Concerns

The build alternative provides investments in a variety of travel options that help address these needs, most notably, the inclusion of BAT lanes to provide transit priority and traffic calming.



MLK, Jr. Boulevard Corridor: Comparison of Alternatives

 Cost	No-Build	Enhanced Corridor	No EmX alternative for this route
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	

¹ Mitigation measures would be used to avoid or reduce impacts

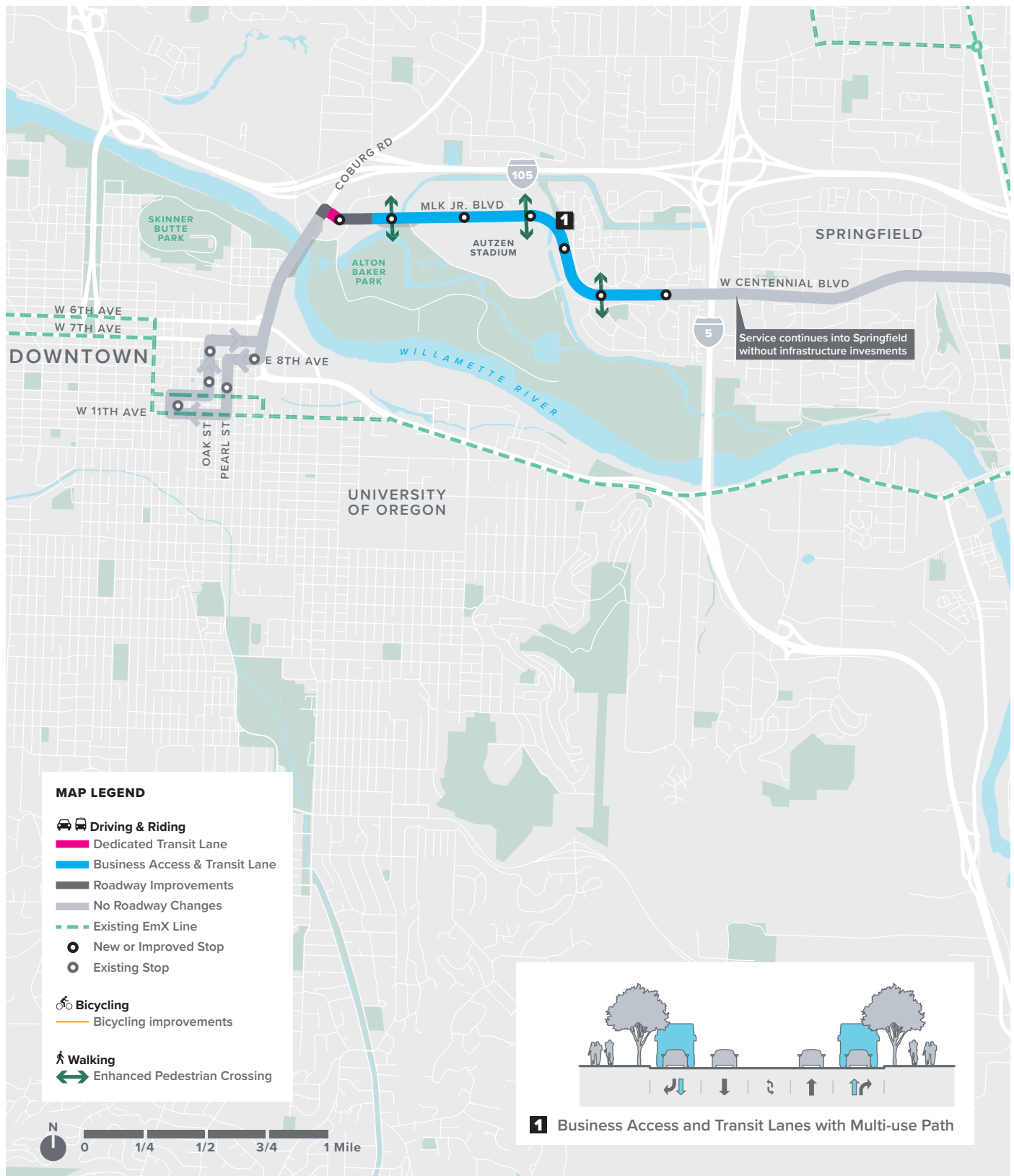
▲ Supports Project
Criteria

▲ Does not Support
Project Criteria

Martin Luther King, Jr. Blvd. Corridor

This map shows the transit, bicycle, and pedestrian investments included in the MLK, Jr. Blvd. build alternative.

Enhanced Corridor Alternative



Funding Plan

As part of the MovingAhead project, a funding plan for implementation of the corridor investments will be developed. The plan will consider potential funding options and the timing of corridor investments, with the goal of using local dollars to leverage state and federal funding to provide the most efficient overall funding strategy. Given the multiple revenue sources and the evolving nature of potential project funding, the funding plan must be nimble, providing flexibility to take advantage of funding opportunities as they arise.

An advantage of the MovingAhead approach of evaluating multimodal transportation investments across multiple corridors at once is that the funding plan can consider creative implementation approaches based upon available funding sources, such as:

- Combining two corridors into a single funded project
- Implementing some initial, lower level investments, such as transit signal priority or sidewalk infill, across all corridors at one time
- Blending a combination of mode-specific funding into an overall funding package

The funding plan will consider both capital costs and operations and maintenance (O&M) costs. Capital costs are one-time investments needed to construct the corridor infrastructure, such as project design and engineering, property acquisition, vehicle purchases, and construction. O&M costs include ongoing operation of the service, such as operator wages, vehicle fuel and maintenance, administrative and supervisory costs, and general upkeep of the infrastructure investments.

Capital Costs

There are many potential sources for funding the implementation of corridor investments. Federal funding may be available to pay for up to 50% of project costs, with the most promising federal funding coming from the Federal Transit Administration's Small Starts Program. While the EmX alternatives clearly qualify for that program, the Enhanced Corridor alternatives may or may not qualify, depending on how those alternatives are developed and defined. State and other federal funding may be available to assist with transit, bicycle, and pedestrian investments.

Possible Capital Funding Sources:

- FTA Small Starts
- FTA Formula Funding
- Better Utilizing Investments to Leverage Development (BUILD) grants (formerly called TIGER grants)
- State Lottery Funds
- ConnectOregon (for bicycle and pedestrian improvements)
- All Roads Transportation Safety (ARTS) (for safety improvements)



Operations and Maintenance (O&M) Costs

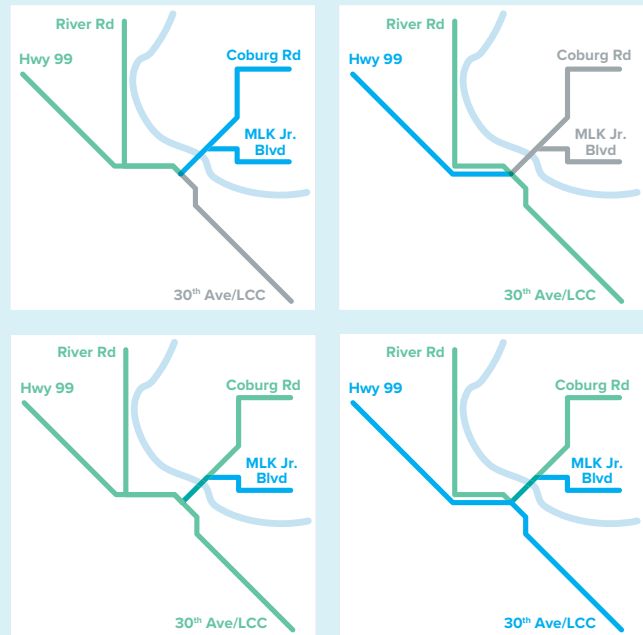
O&M costs are funded through LTD's annual budget. LTD maintains a Long-Range Financial Plan that projects O&M revenues and costs for a rolling 10 year period. That plan will be used to evaluate the system-wide O&M funding needs along with how the MovingAhead investments fit into the overall funding picture. Gaps in O&M funding can be addressed through changes in the corridor service levels, the timing of the implementation of the new service, or by identifying additional funding. It should be noted that most of the Enhanced Corridor Alternatives could result in an overall decrease in O&M costs.



Next Steps

Investment Packages

The most promising corridor options will be combined into a full set of future system improvements for near-term (10 year) investment and implementation based on which options best meet the project goals and garner the community's support. These Investment "Packages", which will include combinations of No-Build, Enhanced Corridor, and EmX alternatives, will be evaluated using criteria that reflect the costs and benefits of the packages as a whole. A key consideration will be the capacity to fund the capital investment (implementation) and the ongoing operations and maintenance (O&M) costs associated with each package.



Decision Making

The LTD Board of Directors and Eugene City Council will review the technical findings included in the Alternatives Analysis report, the evaluation of the Investment Packages, and input from the community before making a decision on a preferred package of multimodal transportation investments for all five corridors. That package of investments will inform how we prioritize projects for near-term funding, design and construction.



Get involved!

Your feedback will help build a better transportation future. Visit the project website to find the latest project information, sign up for email updates, learn about upcoming events, and submit comments.

www.MovingAhead.org



Investment Packages Alternatives Supplemental Refinement Report

MovingAhead Project

May 6, 2019

*Prepared by
MovingAhead Project Development Team*

*Prepared for
Lane Transit District Board of Directors
and
City of Eugene City Council*

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1 Executive Summary

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 was to determine what transportation investments are needed on some of our most important transportation corridors for people using transit, as well as walking, biking and using mobility devices. As part of the MovingAhead project, the LTD Board of Directors and Eugene City Council will select a preferred package of transit, walking, and biking investments along these corridors that can be funded and built in the near-term, the next 10 years.

1.1 Report Purpose

The purpose of this report is to provide:

- A summary of investment package alternatives proposed by the community
- A summary of the community feedback used to refine the range of investment package alternatives recommended for further consideration
- A summary of the criteria-based evaluation of the refined packages

This chapter, Chapter 1, provides a summary of the report. This chapter is followed by the more detailed report.

1.2 MovingAhead

1.2.1 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.

1.2.2 Corridors and Multimodal Investment Concepts

Community members' input was used to select the five most important corridors for investment over the next 10 years:

- Highway 99,
- River Road,
- 30th Avenue to Lane Community College (LCC) via downtown,
- Coburg Road, and
- Martin Luther King, Jr. Boulevard via downtown.

In design workshops, the community developed multimodal corridor concepts that accommodate people who walk, use a mobility device, bike, take the bus, and drive.

Two multimodal concepts and a No-Build (no action) option were developed for study:

- Lower cost investment options intended to improve safety, access, and transit service without major capital costs, called Enhanced Corridor, and
- Higher cost investment options which included EmX service, LTD's bus rapid transit service, and greater investment in pedestrian, bicycle, sidewalk, and streetscape improvements.
- A No-Build option where, in the near term, the City and LTD would only make changes that are already planned as part of other projects.

These mode options are described in more detail in Appendix A. On all of the corridors, except Martin Luther King, Jr. Boulevard, the No-Build, Enhanced Corridor, and EmX options were studied. On the Martin Luther King, Jr. Boulevard Corridor, the No-Build and Enhanced Corridor options were studied.

1.2.3 Studying the Multimodal Investment Concepts

The five corridors and their unique corridor concepts were studied and the findings were published in an Alternatives Analysis (AA) Report in September 2018. Based on the technical analysis, the mode options recommended for the investment packages and further study are summarized in Table 1.1.

Table 1.1 Recommendation on Corridor Alternatives to be Considered for Investment Packages Based on Technical Analysis

Mode Options	Corridor				
	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
No-Build			✓	✓	✓
Enhanced Corridor	✓	✓	✓	✓	✓
EmX	✓	✓	✓	✓	

During fall 2018, the City of Eugene and LTD presented to the community the findings from the AA Report (the beneficial and adverse effects of building the infrastructure upgrades and transit service improvements along each corridor). Based on the MovingAhead project's purpose and need, goals and objectives a set of evaluation criteria were developed and used to aid in selecting recommended mode options to build investment packages. In the months leading up to and following the publication of the AA Report, the City and LTD undertook a robust outreach and engagement program to raise awareness and inform people about the project, help people understand the key findings from the study, and encourage the community to provide feedback.

A number of key themes emerged from the community feedback:

- Strong support for better transit improvements
- Importance of
 - increasing transit ridership,
 - improving bicycle and pedestrian facilities and safety,
 - reducing transit travel time,
 - serving disadvantage populations, and
 - providing service to employment and residential areas
- Support for the build alternatives (either Enhanced Corridor or EmX) on Highway 99, 30th Avenue to LCC, and Coburg Road
- Support for EmX on River Road
- Support for Enhanced Corridor on Martin Luther King, Jr. Boulevard
- Concerns about operating costs and traffic congestion

The community feedback is documented in the MovingAhead 2018 Outreach Summary (October 2018).

1.2.4 Investment Package Options

Based on community feedback and technical analysis, five investment packages were developed. Of the five proposed investment packages, two packages provided low and high investment options: an all Enhanced Corridor package and an all EmX package (except Martin Luther King, Jr. Boulevard had an Enhanced Corridor option because an EmX option was not considered on this corridor). These two packages provided “bookends” to three other options (Packages A, B, and C) which were a combination of No-Build, Enhanced Corridor, and EmX alternatives. The three “mix and match” packages reflected increasing levels of investment, starting from Package A with a relatively low level of investment to Package C with higher investment. The proposed investment packages are shown in Table 1.2.

Table 1.2 Proposed Investment Packages for Community Review, Spring 2019

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 A	Enhanced Corridor	EmX	No-Build	No-Build	No-Build
Package B	Enhanced Corridor	EmX	No-Build	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

The five investment package options were compared using some of the evaluation criteria from the corridor-level evaluation plus some new criteria tailored to help assess systemwide benefits of the packages. The evaluation of the proposed investment packages is documented in the Proposed Investment Packages Technical Memo (December 2018).

During spring 2019, the City of Eugene and LTD presented to the community the proposed five investment package options for implementation over the next 10 years and the findings from evaluating those options. In the months leading up to the public review and comment period, the City and LTD undertook a robust effort to inform and engage the community. During the 30-day public comment period, the community had the opportunity to review the proposed investment packages, the findings from the evaluation of those packages, provide feedback on the proposed investment packages and evaluation criteria, and propose their own ideal investment package. A variety of outreach activities directed people to an in-person and online open house, with total attendance of over 1,000 unique visitors. From these, the project team received 291 survey submissions.

A number of key themes emerged from the community feedback:

- EmX generates both strong support and strong concern.
- Bike/pedestrian access and safety is the leading criterion for ranking packages, ahead of travel time, ridership increase, and both capital and operating costs. *Much of the strong support for the EmX options stems from its bike/pedestrian improvements.*
- Much EmX concern cites cost, along with skepticism that it would be ridden enough to justify the cost. Even EmX supporters stated in open-ended comments that they hoped to see detailed information about funding and return on investment.
- Other packages generate less support, but also less concern. By a narrow margin, Package B has the most favorable ratio.
- Concern about other packages is somewhat similar to EmX concern in that cost and anticipated lack of ridership are often cited. Other concerns include not enough investment in a preferred corridor and in bike/pedestrian safety.
- Support for packages other than EmX is less *enthusiastic*, with open-ended comments implying pragmatic compromise rather than discovery of an ideal combination.

1.3 Recommended Refined Investment Packages for Public Hearing

Based on community feedback, the project team refined the range of investment package options reflecting the range of input but especially the following:

- EmX generated both strong support and strong concern
- Higher ratings for the following criteria:
 - Bike/pedestrian access and safety,
 - travel time,
 - ridership increase,
 - capital costs, and
 - operating costs

- Higher ratings for investment packages with a greater level of investment (Packages B and C, and EmX Package)

Refinements to proposed investment packages are:

- Enhanced Corridor and EmX investment packages remained the same.
- Package A was modified to address community concerns about having a lower level of investment but also having investment spread across more corridors. The overall level of investment in Package A was reduced by changing River Road Corridor EmX to Enhanced Corridor and the number of corridors with improvements was increased by adding Enhanced Corridor investment to the Coburg Road Corridor. A No-Build level of investment was retained for the 30th Avenue to LCC and Martin Luther King, Jr. Boulevard Corridors.
- Package B was refined to address community desire to have a higher level of investment in the Highway 99 Corridor. The Highway 99 Corridor Enhanced Corridor investment was increased to EmX investment and investment levels in all other corridors remained the same.
- Package C was refined to address community desire to have a higher level of investment in the Coburg Road Corridor. The Coburg Road Corridor Enhanced Corridor investment was increased to EmX investment and investment levels in all other corridors remained the same.

The refined investment packages proposed for community review in fall 2019 are summarized in Table 1.3.

Table 1.3 Proposed Refined Investment Packages for Community Review, Fall 2019

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
Modified Package A	Enhanced Corridor	Enhanced Corridor	No-Build	Enhanced Corridor	No-Build
Modified Package B	EmX	EmX	No-Build	Enhanced Corridor	Enhanced Corridor
Modified Package C	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

1.4 Next Steps

The next steps in the MovingAhead project are focused on local decision makers selecting a preferred package of investments:

- Project committees and decision makers review the findings of the investment package evaluation and the project team’s recommended refinements to the range of investment package options to consider in a public hearing
- Project committees recommend any refinements to the range of investment package options
- Decision makers provide direction for refinements to the range of investment package options to consider in a public hearing
- The City and LTD hold a public hearing on the range of investment package options
- Project committees and decision makers review public feedback and recommendations
- The project team and project committees make recommendations on any refinements and a preferred investment package
- Decision makers select a preferred package of investments in the five corridors

After a preferred package of investments is selected, there are a number of steps required before improvements are constructed in any corridor:

- Incorporating the MovingAhead investments into each agency’s capital improvements program
- Seeking funding to develop and construct the preferred investments including determining the most appropriate funding options and strategies
- Initiating project development including additional environmental review (for federally funded projects) and design refinement
- Obtaining approvals for environmental compliance, final design, other development permits, and construction costs

1.5 Project Schedule

Because of the extensive community interest in different investment packages, requiring this supplemental refinement, the project schedule will need to be extended to allow for additional consideration by the community and decision makers (Table 1.4).

Table 1.4 Revised Project Schedule

Spring / Summer 2019	Project committees and decision makers review findings and recommendations, provide direction for refinements to range of investment package options
Summer 2019	Project team refines and evaluates range of investment package options
Fall 2019	Public hearing on range of refined investment package options
Fall / Winter 2019	Project committees and decision makers review public input from the public hearing, project team and committees make recommendations on preferred package of investments
Early Winter 2020	Decision makers select preferred package of investments in the five corridors

2 Community Input – Spring 2019

During the 30-day public comment period, the community had the opportunity to share how well they thought each of the proposed investment packages met community goals and why, as well as which of the evaluation criteria were most important to them. Participants also had the opportunity to propose their ideal investment package and share which three criteria they considered most important in creating their ideal investment package.

Approximately 1,000 people participated in the various outreach activities, which included in-person and online open houses. Of those who participated, 291 surveys were submitted.

Engagement also included more than 300 in person and phone conversations with community members, which ranged from shorter, informational conversations to longer, more intense discussions.

2.1.1 Community Feedback on Proposed Investment Packages

The following themes emerged from the community's preferences about the proposed investment package options:

- More concerns (“Major Concerns” plus “Some Concerns”) were expressed about the lower level investment options: Enhanced Corridor and Package A
- A higher number of people thought that Package B, Package C and the EmX Package “Works Well” or “Works OK”
- 10% to 15% of participants felt “Neutral” or were “Not Sure” about the investment package options
- Depending on the individual investment package, 22% to 34% of the respondents did not rate the packages

Community opinion about how well each of the proposed investment packages work is shown in Figure 2.1.

Key themes about the proposed investment packages that emerged from community feedback are:

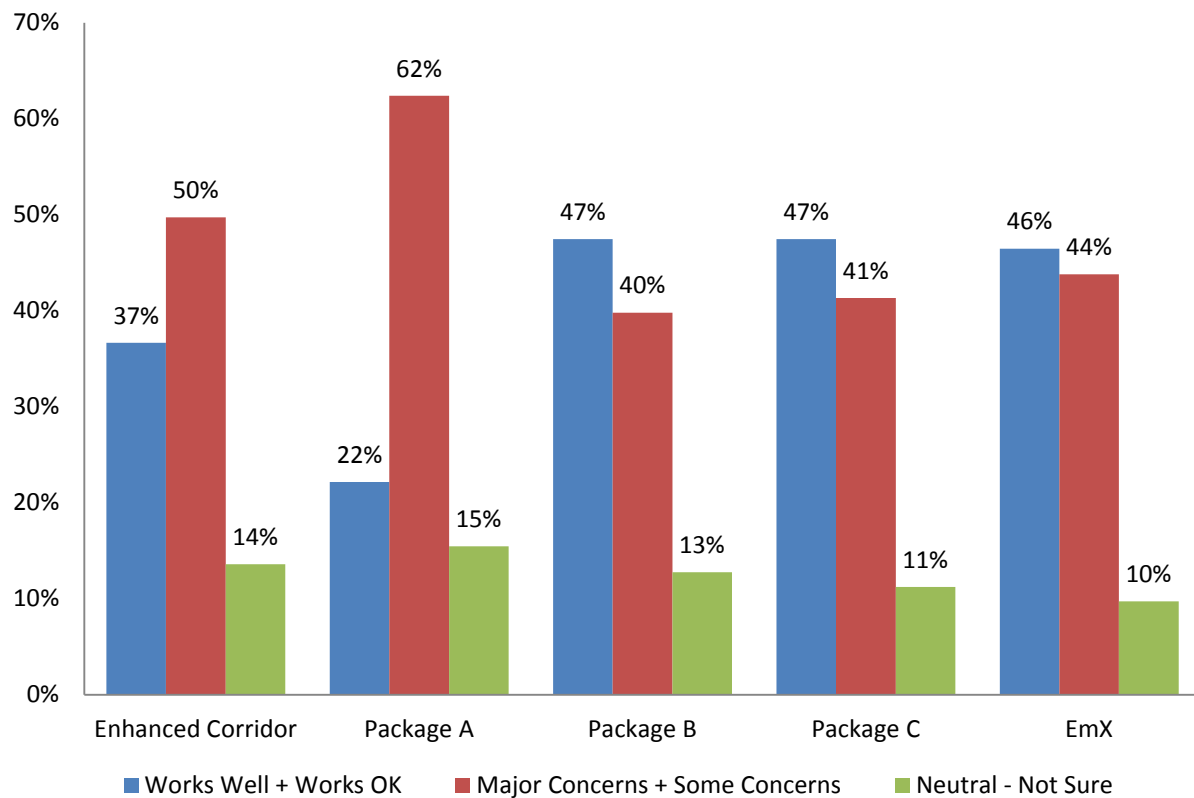
Package B showed a slim advantage over the others in amount of approval (blue) compared to amount of concern (red), even though it was tied with Package C in approval.

The EmX package drew the most polarized response, with the highest numbers in *both* ‘works well’ and ‘major concerns’. In open-ended comments, frequently mentioned concerns included cost and the impact to trees and properties on the corridors. Frequently mentioned benefits included the best accommodation for anticipated population growth and for the safety of people walking and biking.

Responses to **Packages B and C** were polarized as well, but less acutely. Expressions of both concern and approval were clustered around cost (still too high, but more palatable than EmX) and around corridors slated for No-Build (either appropriate or unacceptable, depending on the participant’s perspective).

Enhanced Corridor and especially **Package A** drew more expressions of concern than of approval. For Package A, the emphasis on serving low-income areas was a recurring topic of both concern and approval. For both Enhanced Corridor and Package A, frequently expressed concerns include relatively low improvements in travel time, ridership rates, and safety for people walking and biking.

Figure 2.1 Community Opinion - How Well Proposed Investment Packages Work



Source: JLA, 2019.

In summary, concerns and support expressed about each of the investment packages as well as general comments are summarized below in Tables 2.1 through 2.5.

Table 2.1 Enhanced Corridor Package Summary of Community Concerns and Support

Concerns	Support
<ul style="list-style-type: none"> Capital cost per trip is too high Need more increase in ridership, reduce travel time, improve safety for people walking and biking Not enough investment to help community / growing community Need to stop building mass transit projects Doesn't encourage using alternative transportation options High cost for low benefits Doesn't help people who choose to drive cars Only 56% of investments goes to corridors that have disadvantaged populations / investments not focused on corridors with disadvantage populations 	<ul style="list-style-type: none"> Neutral impact on lifestyle Low impact in displacing families and businesses Low impact in removing trees Low cost means better chance of public support. Low cost with some increase in ridership Extra routes at little cost seems promising Addresses short- and medium-term goals for improving public transit Ride-time improvements and ridership increase seem like a good value Benefits all five corridors Meets biking needs

Table 2.2 Package A Summary of Community Concerns and Support

Concerns	Support
<ul style="list-style-type: none"> Capital cost per trip is too high Need more increase in ridership, reduce travel time, improve safety for bicyclist and pedestrians Not enough investment to help community / growing community Need to stop building mass transit projects Doesn't encourage using alternative forms of transportation High cost for low benefits Doesn't help cars, including at river crossing Not consistent with big-picture plans Could isolate disadvantaged populations Doesn't help Coburg corridor 	<ul style="list-style-type: none"> Good support for disadvantaged (EmX on River Road) Low impact on property, trees and parking

Table 2.3 Package B Summary of Community Concerns and Support

Concerns	Support
<ul style="list-style-type: none"> Capital cost per trip is too high Need more increase in ridership, reduce travel time, improve safety for bicyclist and pedestrians Not enough investment to help community / growing community Need to stop building mass transit projects Doesn't encourage using alternative forms of transportation High cost for low benefits Doesn't help cars Doesn't help LCC students Focuses on North Eugene exclusively Ignores residents in core 	<ul style="list-style-type: none"> A good compromise Improvements in travel time, safety and ridership Has a focus on the river crossing Improves bus service for U of O students Has a focus on disadvantaged populations Will work well if it means greater frequency on Coburg Road Better than Enhanced Corridor and Package A

Table 2.4 Package C Summary of Community Concerns and Support

Concerns	Support
<ul style="list-style-type: none"> • Capital cost per trip is too high • Need more increase in ridership, reduce travel time, improve safety for bicyclist and pedestrians • Not enough investment to help community / growing community • Need to stop building mass transit projects • Doesn't encourage using alternative forms of transportation • High cost for low benefits • Doesn't help cars • Increase in cost, decrease in ridership 	<ul style="list-style-type: none"> • Every route is useful, and the route from 30th to LCC would be very much appreciated • More equitable transit access throughout the community • Getting closer to being consistent with local goals • Bold, progressive, proactive approach • Good balance overall in terms of the enhanced corridors • Easier to implement and maintain (and pay for) • Systemwide Annual Ridership Increase, New Bike/Ped Access and Safety Improvements • The most balanced option • Balancing capital investment against operating cost increases, this seems the best fit

Table 2.5 EmX Package Summary of Community Concerns and Support

Concerns	Support
<ul style="list-style-type: none"> • Capital cost per trip is too high • Need to stop building mass transit projects • High cost • Unclear where the money would come to pay for it • Doesn't help cars • Business impact • Too far between stops • Impact to trees • Seems like overkill • Impact to parking 	<ul style="list-style-type: none"> • Best preparation for the future • Expensive but necessary • Best bike/walk enhancements • Best in improvements to bike/walk safety, ridership and access • Will really make a difference in quality of life and economy • The ridership increase is impressive • Very consistent with local plans • Comprehensive, rapid, and connects well with popular routes and high investment areas • Would run at late hours

General Feedback

- Transit just doesn't make sense at this scale. Disband and give the money to the riders.
- LTD is not close to offering a product that is competitive with cars, especially once door-to door trip time is considered.
- Every plan looks like gridlock and it saddens me.
- Please think long and hard about the plants, animals, families and businesses this will negatively impact.
- More focus on east-west traffic.
- Have an elected transit board. No support without one.
- EMX is intrusive in our community and a waste of taxpayer dollars.

- Use existing ROW widths whenever possible to achieve the goals of installing EmX lanes and bike lanes while also preserving mature trees and existing properties.
- Suggesting that no build zones are against public opinion and safety while insinuating all 5 EmX corridors are supported by the general public, and that it is for the greater good, points to biased positions this City's governing personnel have always taken.
- More frequent buses are more important than faster driving time for the buses.
- Stop pushing EmX. Subscription transport is going to eat your lunch in five years.
- Full EmX, just go as fast as we can fund.
- Where are plans to upgrade sidewalks to the basic level of safety?
- I would love to support the project but do have concerns about the cost.

2.1.2 Investment Criteria

Based on the MovingAhead project's Purpose and Need, and Goals and Objectives a set of evaluation criteria were developed and used to aid in selecting recommended mode options in each corridor to build investment packages.

The five investment package options were compared using some evaluation criteria from the corridor-level evaluation plus some new criteria tailored to help assess systemwide benefits of the packages. The criteria used to evaluate the investment packages are listed in Table 2.6.

Table 2.6 Investment Package Evaluation Criteria

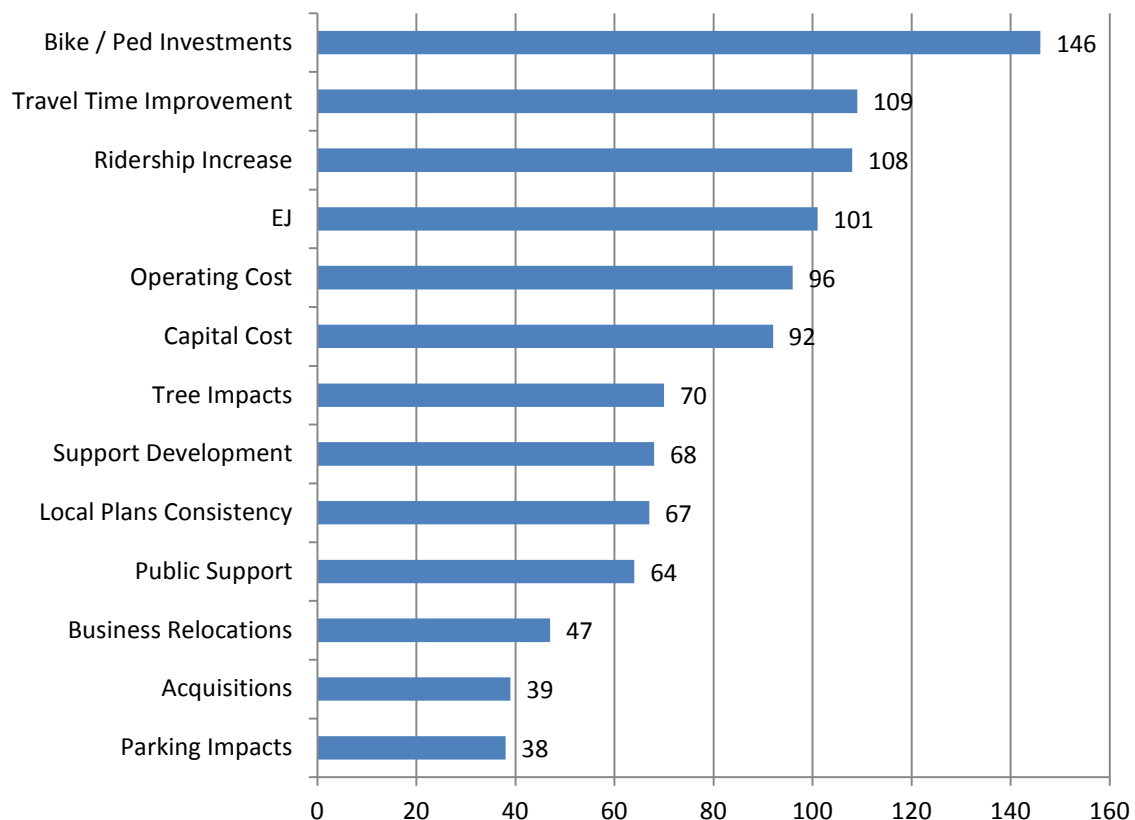
Investment Package Evaluation Criteria
Capital Cost
Systemwide Annual Operating Cost (Change from No-Build)
Transit Travel Time Improvement
Systemwide Annual Ridership Increase (Compared to No-Build)
New Bicycle/Pedestrian Access & Safety Investments
Support Development & Redevelopment
Number of Medium and Large Trees Impacted
Number/Acreage of Acquisitions
Potential Business Relocations
Parking Impacts: On-Street / Off-Street
Percent of Investment in Corridors with Higher Level of Disadvantaged Population
Support from the Public
Consistency with Local Plans and Policies

2.1.2.1 Proposed Investment Packages Most Important Criteria

Participants were asked to choose five criteria (from among 13) that they found most important in evaluating proposed packages.

When looking at the criteria without regard for the investment packages, by a clear margin, the most frequently chosen criterion was New Bike/Ped Access and Safety Investments (Figure 2.2). The Bike/Ped criterion was followed by five criteria which were similarly rated: In-Vehicle Transit Travel Time Improvement, Systemwide Annual Ridership Increase, Percent of Investment in Corridors with Higher Level of Disadvantaged Population, and both Cost criteria (Operating and Capital).

Figure 2.2 Top Five Criteria Most Important in Evaluating Proposed Investment Packages



Source: JLA, 2019

2.1.2.2 Most Important Criteria by Proposed Investment Package Ratings

Enhanced Corridor

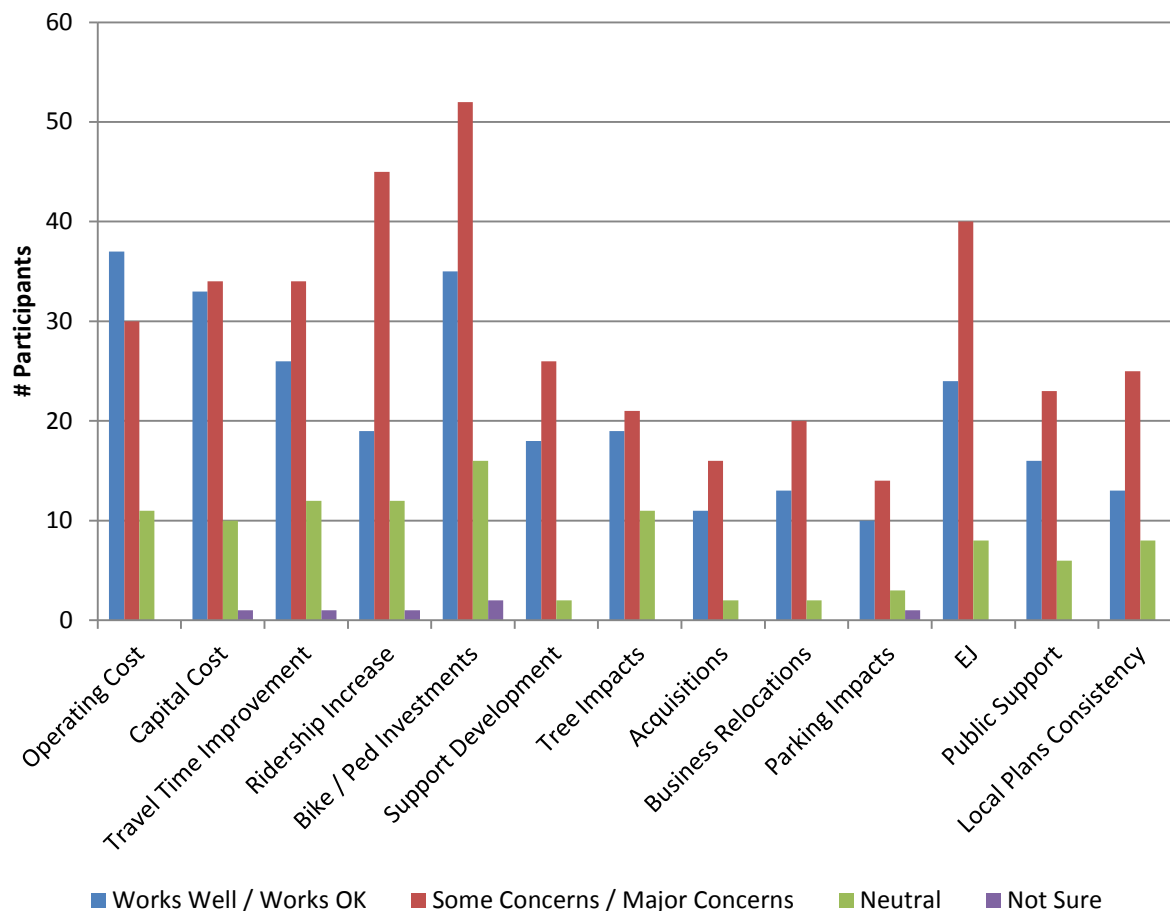
When looking at the top five criteria most important in evaluating proposed packages based on how the participant rated the Enhanced Corridor Package, the list of most important criteria changes (Table 2.7 and Figure 2.3). For the 70 participants who said that the Enhanced Corridor Package “Works Well” or “Works OK”, the most important criteria were Operating Cost followed by New Bike/Ped Access and Safety Improvements, Capital Cost, Travel Time Improvement, and Percent of Investment in Corridors with Higher Level of Disadvantage Population. For the 95 participants who said that they had “Some Concerns” or “Major Concerns” about the Enhanced Corridor Package, the most important criteria were New Bike / Ped Access and Safety Investments followed by Ridership Increase, Percent of Investment in Corridors with Higher Level of Disadvantage Population, Capital Cost, and Travel Time Improvement.

Table 2.7 Top Five Criteria Most Important in Evaluating Proposed Enhanced Corridor Investment Package by Package Rating

	Works Well / Works OK	Some Concerns / Major Concerns	Neutral	Not Sure	Total
# Participants	70	95	23	3	191
Operating Cost	14%	8%	11%	0%	10%
Capital Cost	12%	9%	10%	17%	10%
Travel Time Improvement	9%	9%	12%	17%	10%
Ridership Increase	7%	12%	12%	17%	10%
Bike / Ped Investments	13%	14%	16%	33%	14%
Support Development	7%	7%	2%	0%	6%
Tree Impacts	7%	6%	11%	0%	7%
Acquisitions	4%	4%	2%	0%	4%
Business Relocations	5%	5%	2%	0%	5%
Parking Impacts	4%	4%	3%	17%	4%
EJ	9%	11%	8%	0%	9%
Public Support	6%	6%	6%	0%	6%
Local Plans Consistency	5%	7%	8%	0%	6%

Source: JLA, 2019

Figure 2.3 Top Five Criteria Most Important in Evaluating Proposed Enhanced Corridor Investment Package by Package Rating



Source: JLA, 2019

Package A

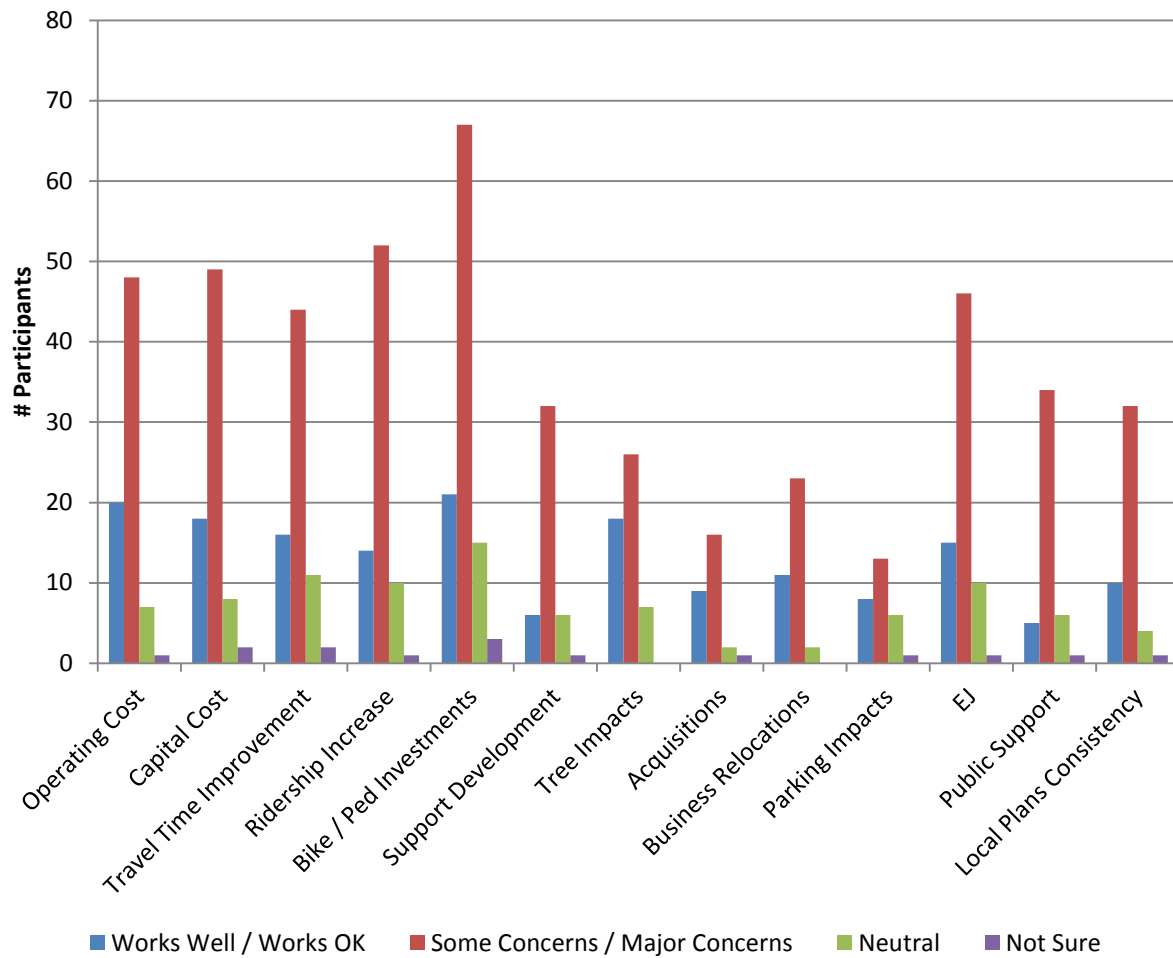
When looking at the top five criteria most important in evaluating proposed packages based on how the participant rated Package A, the list of most important criteria changes (Table 2.8 and Figure 2.4). For the 43 participants who said that Package A “Works Well” or “Works OK”, the most important criteria were New Bike/Ped Access and Safety Improvements followed by Operating Cost, Capital Cost, Tree Impacts, Travel Time Improvement, and Percent of Investment in Corridors with Higher Level of Disadvantage Population. For the 121 participants who said that they had “Some Concerns” or “Major Concerns” about Package A, the most important criteria were New Bike / Ped Access and Safety Investments followed by Ridership Increase, Capital Cost, Operating Cost, and Percent of Investment in Corridors with Higher Level of Disadvantage Population.

Table 2.8 Top Five Criteria Most Important in Evaluating Proposed Investment Package A by Package Rating

	Works Well / Works OK	Some Concerns / Major Concerns	Neutral	Not Sure	Total
# Participants	43	121	24	6	194
Operating Cost	12%	10%	7%	7%	10%
Capital Cost	11%	10%	9%	13%	10%
Travel Time Improvement	9%	9%	12%	13%	10%
Ridership Increase	8%	11%	11%	7%	10%
Bike / Ped Investments	12%	14%	16%	20%	14%
Support Development	4%	7%	6%	7%	6%
Tree Impacts	11%	5%	7%	0%	7%
Acquisitions	5%	3%	2%	7%	4%
Business Relocations	6%	5%	2%	0%	5%
Parking Impacts	5%	3%	6%	7%	4%
EJ	9%	10%	11%	7%	9%
Public Support	3%	7%	6%	7%	6%
Local Plans Consistency	6%	7%	4%	7%	6%

Source: JLA, 2019

Figure 2.4 Top Five Criteria Most Important in Evaluating Proposed Investment Package A by Package Rating



Source: JLA, 2019

Package B

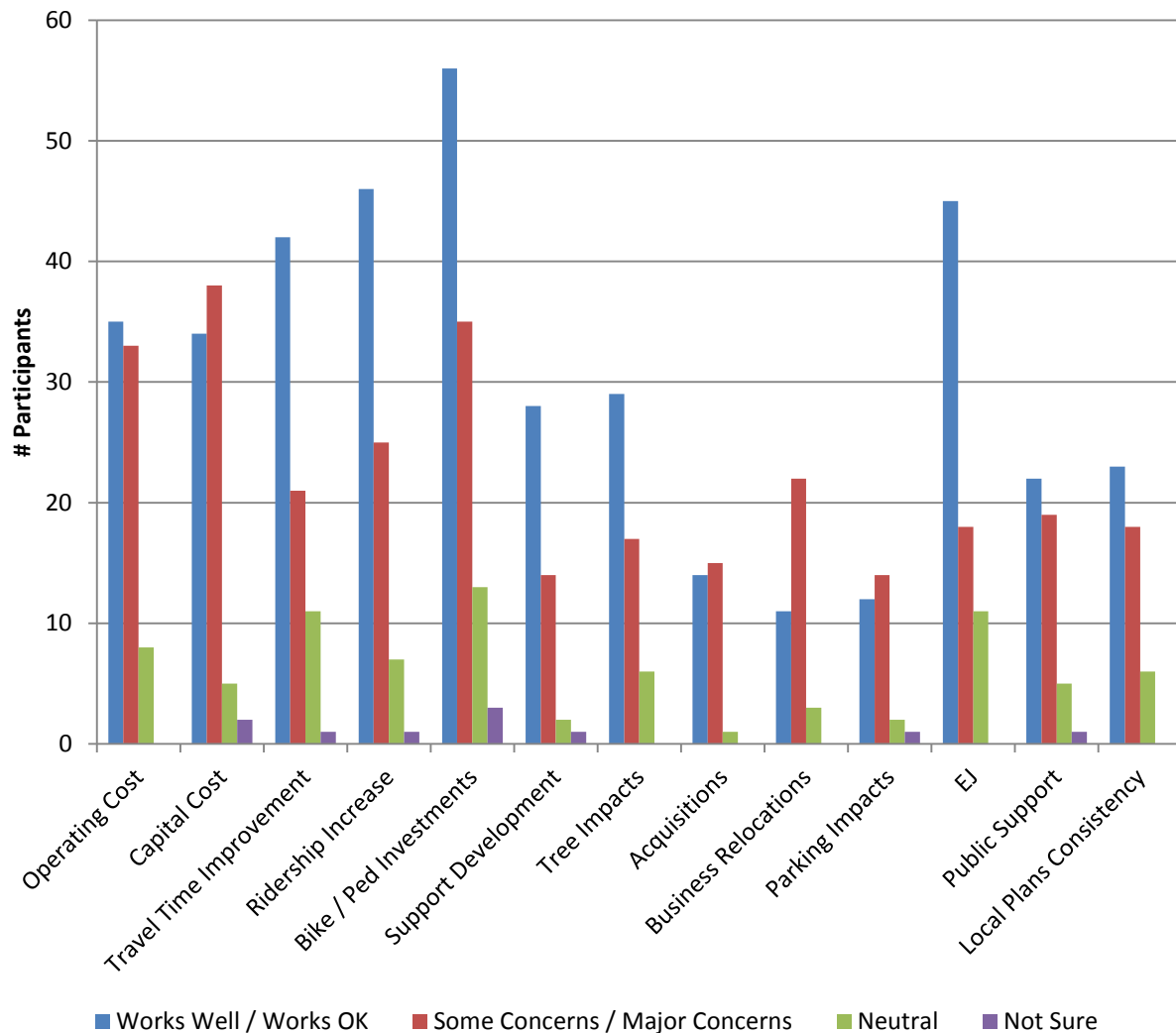
When looking at the top five criteria most important in evaluating proposed packages based on how the participant rated Package B, the list of most important criteria changes (Table 2.9 and Figure 2.5). For the 93 participants who said that Package B “Works Well” or “Works OK”, the most important criteria were New Bike/Ped Access and Safety Improvements followed by Ridership Increase, Percent of Investment in Corridors with Higher Level of Disadvantage Population, Travel Time Improvement, and Operating Cost. For the 78 participants who said that they had “Some Concerns” or “Major Concerns” about Package B, the most important criteria were Capital Cost followed by New Bike / Ped Access and Safety Investments, Operating Cost, Ridership Increase, and Travel Time Improvement.

Table 2.9 Top Five Criteria Most Important in Evaluating Proposed Investment Package B by Package Rating

	Works Well / Works OK 93	Some Concerns / Major Concerns 78	Neutral 21	Not Sure 4	Total 196
# Participants					
Operating Cost	9%	11%	10%	0%	10%
Capital Cost	9%	13%	6%	20%	10%
Travel Time Improvement	11%	7%	14%	10%	10%
Ridership Increase	12%	9%	9%	10%	10%
Bike / Ped Investments	14%	12%	16%	30%	14%
Support Development	7%	5%	3%	10%	6%
Tree Impacts	7%	6%	8%	0%	7%
Acquisitions	4%	5%	1%	0%	4%
Business Relocations	3%	8%	4%	0%	5%
Parking Impacts	3%	5%	3%	10%	4%
EJ	11%	6%	14%	0%	10%
Public Support	6%	7%	6%	10%	6%
Local Plans Consistency	6%	6%	8%	0%	6%

Source: JLA, 2019

Figure 2.5 Top Five Criteria Most Important in Evaluating Proposed Investment Package B by Package Rating



Source: JLA, 2019

Package C

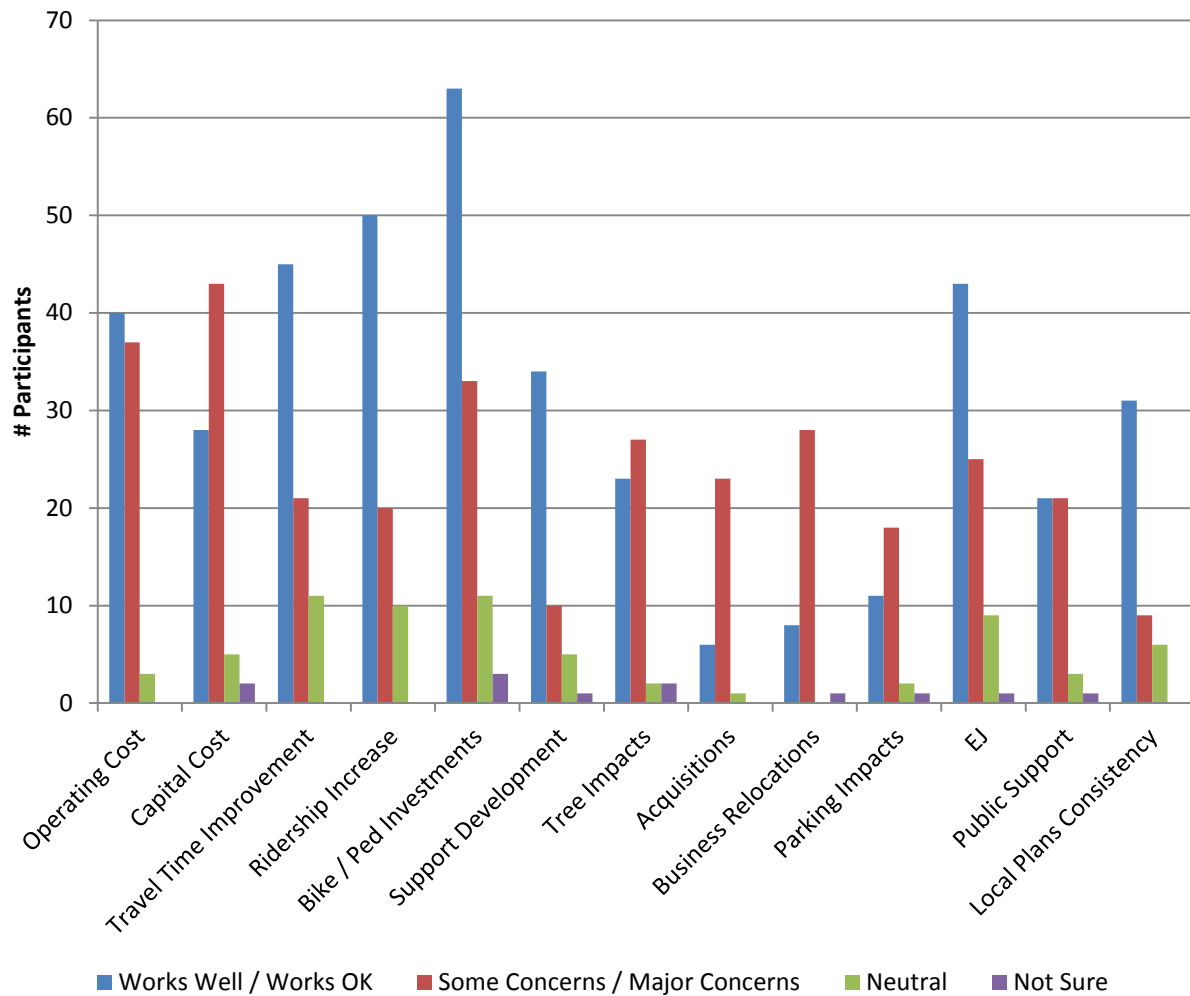
When looking at the top five criteria most important in evaluating proposed packages based on how the participant rated Package C, the list of most important criteria changes (Table 2.10 and Figure 2.6). For the 93 participants who said that Package C “Works Well” or “Works OK”, the most important criteria were New Bike/Ped Access and Safety Improvements followed by Ridership Increase, Travel Time Improvement, Percent of Investment in Corridors with Higher Level of Disadvantage Population, and Operating Cost. For the 81 participants who said that they had “Some Concerns” or “Major Concerns” about Package C, the most important criteria were Capital Cost followed by Operating Cost, New Bike / Ped Access and Safety Investments, Business Relocations, and Tree Impacts.

Table 2.10 Top Five Criteria Most Important in Evaluating Proposed Investment Package C by Package Rating

	Works Well / Works OK 93	Some Concerns / Major Concerns 81	Neutral 17	Not Sure 5	Total 196
# Participants					
Operating Cost	10%	12%	4%	0%	10%
Capital Cost	7%	14%	7%	17%	10%
Travel Time Improvement	11%	7%	16%	0%	10%
Ridership Increase	12%	6%	15%	0%	10%
Bike / Ped Investments	16%	10%	16%	25%	14%
Support Development	8%	3%	7%	8%	6%
Tree Impacts	6%	9%	3%	17%	7%
Acquisitions	1%	7%	1%	0%	4%
Business Relocations	2%	9%	0%	8%	5%
Parking Impacts	3%	6%	3%	8%	4%
EJ	11%	8%	13%	8%	10%
Public Support	5%	7%	4%	8%	6%
Local Plans Consistency	8%	3%	9%	0%	6%

Source: JLA, 2019

Figure 2.6 Top Five Criteria Most Important in Evaluating Proposed Investment Package C by Package Rating



Source: JLA, 2019

EmX Package

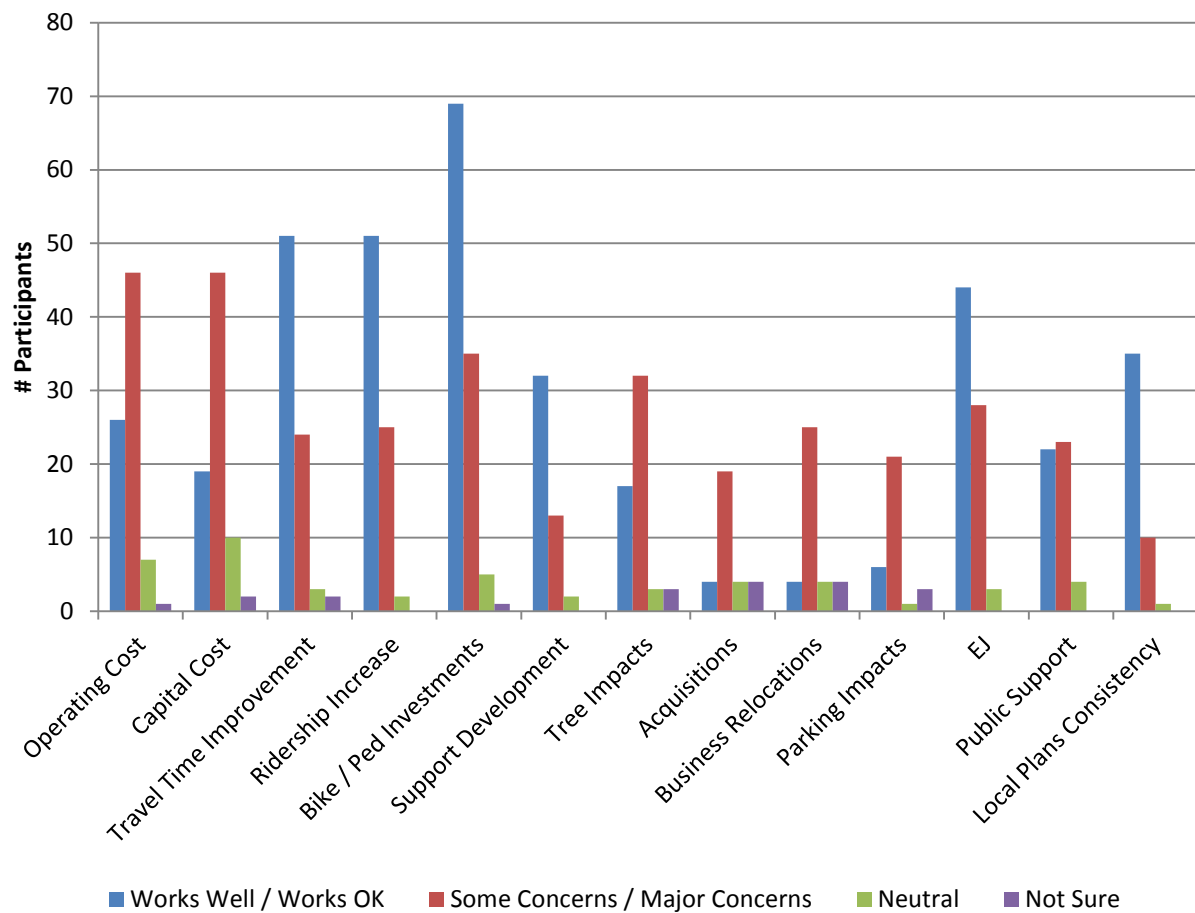
When looking at the top five criteria most important in evaluating proposed packages based on how the participant rated the EmX Package, the list of most important criteria changes (Table 2.11 and Figure 2.7). For the 105 participants who said that the EmX Package “Works Well” or “Works OK”, the most important criteria were New Bike/Ped Access and Safety Improvements followed by Ridership Increase, Travel Time Improvement, Percent of Investment in Corridors with Higher Level of Disadvantage Population, and Consistency with Local Plans. For the 99 participants who said that they had “Some Concerns” or “Major Concerns” about the EmX Package, the most important criteria were Capital Cost and Operating Cost (tied) followed by New Bike / Ped Access and Safety Investments, Tree Impacts and, Percent of Investment in Corridors with Higher Level of Disadvantage Population.

Table 2.11 Top Five Criteria Most Important in Evaluating Proposed EmX Investment Package by Package Rating

	Works Well / Works OK	Some Concerns / Major Concerns	Neutral	Not Sure	Total
# Participants	105	99	17	5	226
Operating Cost	7%	13%	14%	5%	10%
Capital Cost	5%	13%	20%	10%	10%
Travel Time Improvement	13%	7%	6%	10%	10%
Ridership Increase	13%	7%	4%	0%	10%
Bike / Ped Investments	18%	10%	10%	5%	14%
Support Development	8%	4%	4%	0%	6%
Tree Impacts	4%	9%	6%	15%	7%
Acquisitions	1%	5%	8%	20%	4%
Business Relocations	1%	7%	8%	20%	5%
Parking Impacts	2%	6%	2%	15%	4%
EJ	12%	8%	6%	0%	9%
Public Support	6%	7%	8%	0%	6%
Local Plans Consistency	9%	3%	2%	0%	6%

Source: JLA, 2019

Figure 2.7 Top Five Criteria Most Important in Evaluating Proposed Investment EmX Package by Package Rating

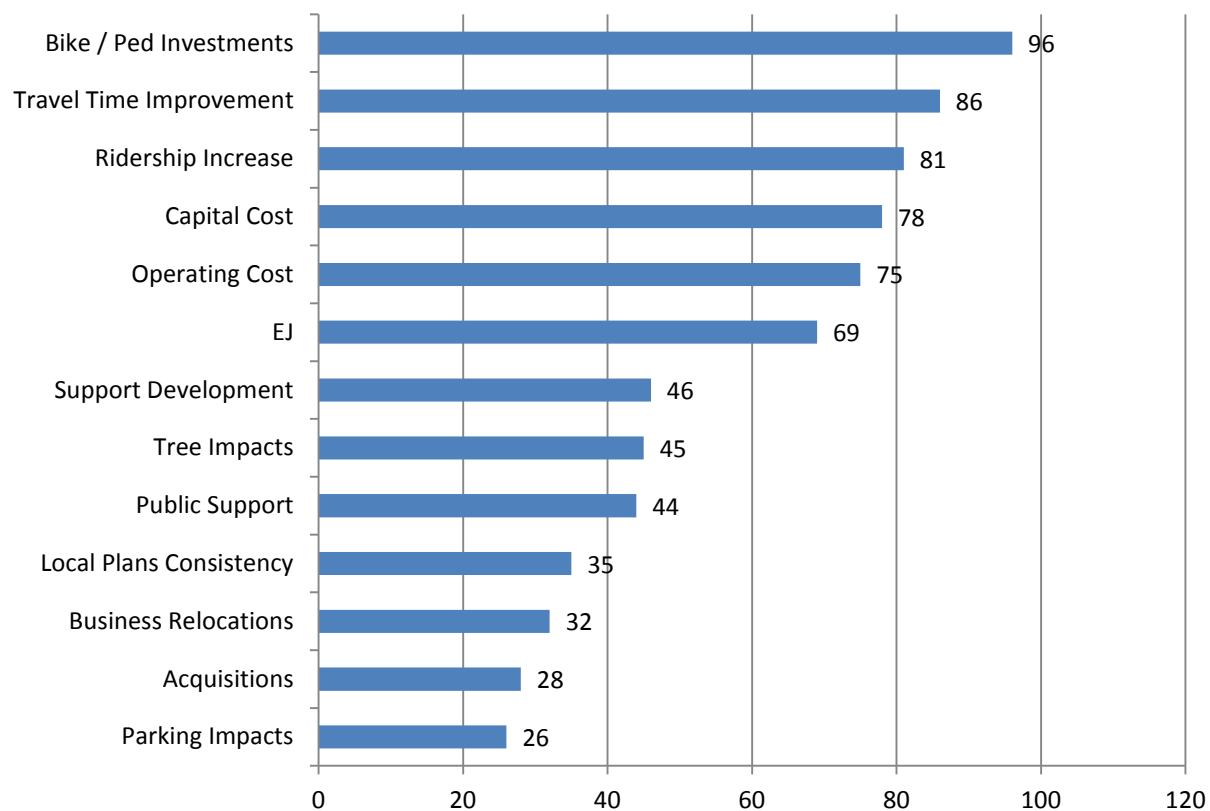


Source: JLA, 2019

2.1.2.3 Build-a-Package Criteria

Participants were asked which five criteria (from among the same 13 used to rate the proposed packages) most influenced the ideal investment packages they built. The ratings for the most influential Build-a-Package criteria were nearly the same as the ratings for the most important criteria used to evaluate the proposed packages, except that the New Bike/Ped Access and Safety Investments criterion held a slightly smaller lead over the next closest criterion (Figure 2.8).

Figure 2.8 Top Five Criteria That Most Influenced Build-a-Packages



Source: JLA, 2019

2.1.2.4 Most Important Criteria by Level of Investment

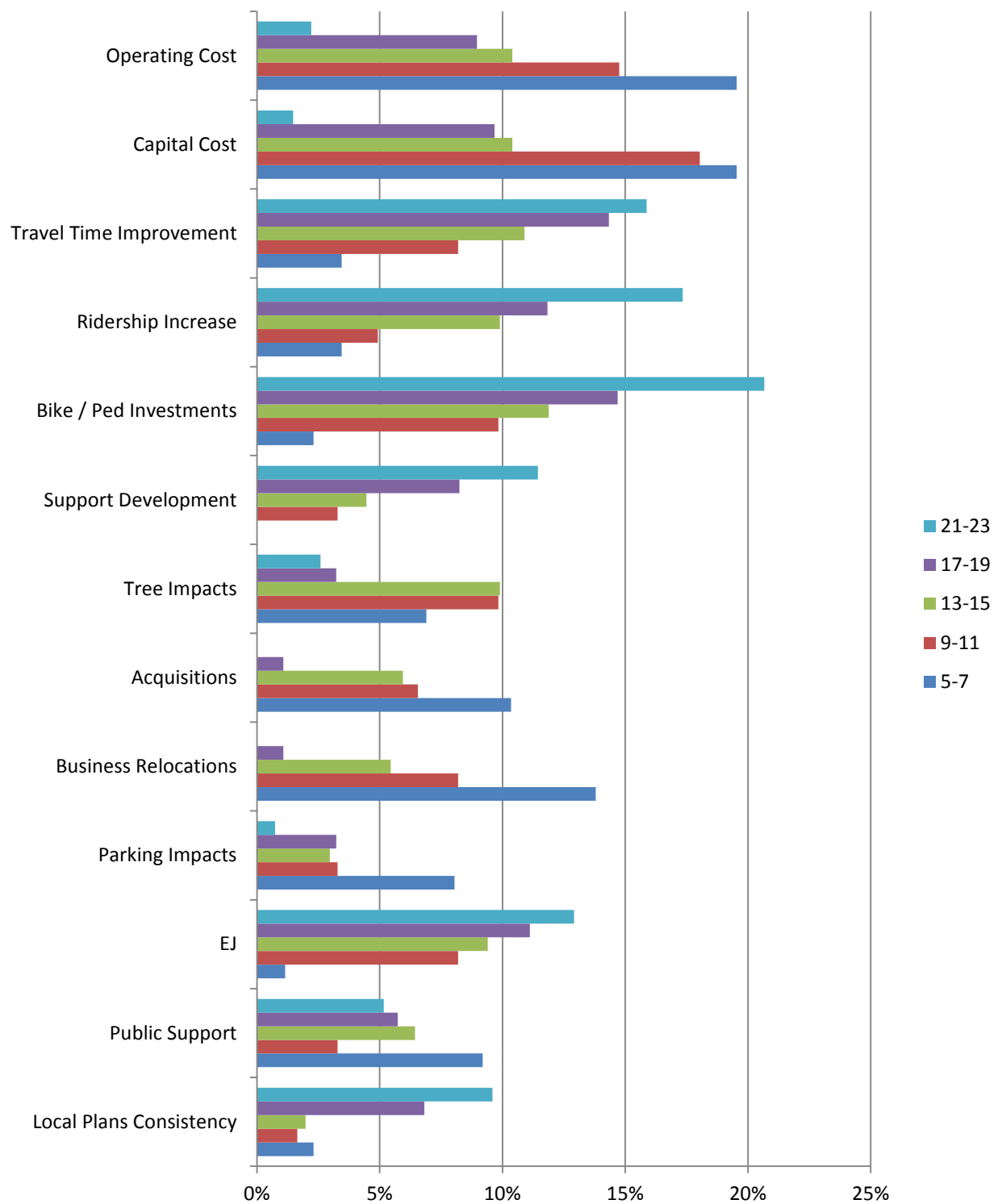
Community proposed Build-a-Packages were grouped by the total level of investment proposed in the package; Section 2.1.3 provides a more detailed explanation of how the total level of investment was calculated. This method of tabulating investment resulted in five investment groups with the lowest level of investment having a range of 5-7 and the highest level of investment having a range of 21-23. Based on the level of investment groups, the most important criteria to participants who built packages with a lower level of investment (5-7 and 9-11) were Operating and Capital Costs, Business Relocations, Acquisitions, Public Support, Tree Impacts, and New Bike / Ped Access and Safety Investments (Table 2.12 and Figure 2.9). Participants who built packages with a moderate level of investment (13-15) were influenced by New Bike / Ped Access and Safety Investments, Travel Time Improvement, Operating and Capital Costs, Ridership Increase, and Tree Impacts. Participants who built packages with high levels of investments (17-19 and 21-23) considered the following criteria most important: New Bike / Ped Access and Safety Investments, Ridership Increase, Travel Time Improvements, Percent of Investment in Corridors with Higher Level of Disadvantage Population, Capital Cost, and Support Development.

Table 2.12 Most Important Criteria by Level of Investment

Level of Investment	# Participants Selecting Criteria as Most Important				
	5-7	9-11	13-15	17-19	21-23
Operating Cost	17	9	21	25	6
Capital Cost	17	11	21	27	4
Travel Time Improvement	3	5	22	40	43
Ridership Increase	3	3	20	33	47
Bike / Ped Investments	2	6	24	41	56
Support Development	0	2	9	23	31
Tree Impacts	6	6	20	9	7
Acquisitions	9	4	12	3	0
Business Relocations	12	5	11	3	0
Parking Impacts	7	2	6	9	2
EJ	1	5	19	31	35
Public Support	8	2	13	16	14
Local Plans Consistency	2	1	4	19	26

Source: JLA, 2019

Figure 2.9 Top Five Most Important Criteria for Community Proposed Build-a-Packages by Level of Investment



Source: JLA, 2019.

2.1.3 Alternatives Proposed by Community

During the in-person and online open houses, participants had the opportunity to build their ideal investment package. The following is a summary of the results of the investment packages built by the community.

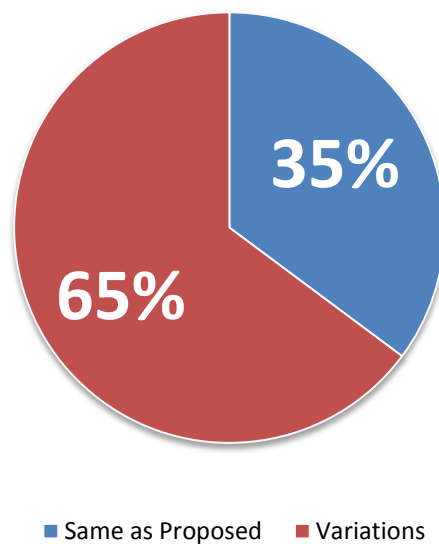
- 291 people from the in-person and online open houses submitted surveys
- Of the 291 survey participants, 249 people proposed a “Build-a-Package” option
 - Although a No-Build investment package was not proposed, 8% of respondents built a No-Build package
- 35% of respondents proposing an ideal package built packages that were the same options as those proposed in the investment packages (Figure 2.10)
 - 7% of respondents built an investment package that was the same as the proposed Enhanced Corridor Investment Package
 - 1% of respondents built an investment package that was the same as the proposed Investment Package A
 - 1% of respondents built an investment package that was the same as the proposed Investment Package B
 - 5% of respondents built an investment package that was the same as the proposed Investment Package C
 - 20% of respondents built an investment package that was the same as the proposed EmX Investment Package
- 65% of respondents proposed ideal investment packages that were generally close variations of the proposed investment packages (Figure 2.10)

General community feedback submitted with the community’s ideal investment packages was varied:

- Externalities: Who benefits from what and why is that a good thing?
- No effort has been made to identify who will pay the bills and how that group will somehow benefit
- I don't understand how any of the long-term costs will be paid for
- Focus on using public transport to help alleviate major points of traffic congestion such as the bottlenecks over the rivers
- Helping the most people overall is important
- Determine where the money would best be spent and focus on those areas
- How will people get to/from EmX (last mile)?
- What about reduction of pollution and greenhouse gases?
- What about auto travel times and congestion?
- Why not just put money into the 20-minute concept and not into EMX?
- This entire project is not necessary
- Aesthetics of bus stops, including overhangs to keep passengers dry

- don't understand why cross town buses are apparently not an option
- Keep the River Road station where it is
- Safety comes first
- Community involvement is great, but you should also share your expertise and reasoning for your preferred option
- Come up with a 50 year vision of the transportation system and build slowly toward that vision
- Purchase land for turnouts for all bus stops so the buses do not impede traffic

Figure 2.10 Community Proposed Build-a-Packages – Same as Proposed vs Variations



Source: JLA, 2019.

The investment packages built by the community were grouped by the total level of investment which was calculated using a scale of 1 – 3 - 5 for each level of investment in each corridor with 1 = No-Build, 3 = Enhanced Corridor, and 5 = EmX. For each corridor proposed, the level of investment in each corridor was assigned a value then totaled for the entire proposed package (see examples in Table 2.13). The level of investment in the community proposed Build-a-Packages ranged from 5 to 21. The level of investment in the original proposed investment packages ranged from 11 to 23 with the Enhanced Corridor Package and Package B both scoring a 15. The Enhanced Corridor Package scores a 15 because it has investments in all five corridors, but the investments are more moderate levels. Package B scores a 15 because it has a mix of high and moderate levels of investment across four corridors.

Table 2.13 Examples Community Proposed Build-a-Packages Tabulated Level of Investment

Hwy 99	River Road	30th Ave – LCC	Coburg Road	MLK, Jr Blvd	No-Build = 1	Enhanced Corridor = 3	EmX = 5	Invest Total
Examples of Investment Packages Proposed by Community								
No-Build	No-Build	No-Build	No-Build	No-Build	5	0	0	5
Enhanced Corridor	No-Build	No-Build	No-Build	No-Build	4	3	0	7
No-Build	Enhanced Corridor	No-Build	Enhanced Corridor	No-Build	3	6	0	9
Enhanced Corridor	Enhanced Corridor	No-Build	Enhanced Corridor	No-Build	2	9	0	11
EmX	EmX	Enhanced Corridor	No-Build	No-Build	2	3	10	15
Enhanced Corridor	EmX	EmX	Enhanced Corridor	No-Build	1	6	10	17
Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor	0	9	10	19
EmX	EmX	Enhanced Corridor	EmX	Enhanced Corridor	0	6	15	21
Original Proposed Investment Packages								
Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	0	15	0	15
Enhanced Corridor	EmX	No-Build	No-Build	No-Build	3	3	5	11
Enhanced Corridor	EmX	No-Build	Enhanced Corridor	Enhanced Corridor	1	9	5	15
Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	0	12	5	17
EmX	EmX	EmX	EmX	Enhanced Corridor	0	3	20	23

Source: JLA, 2019.

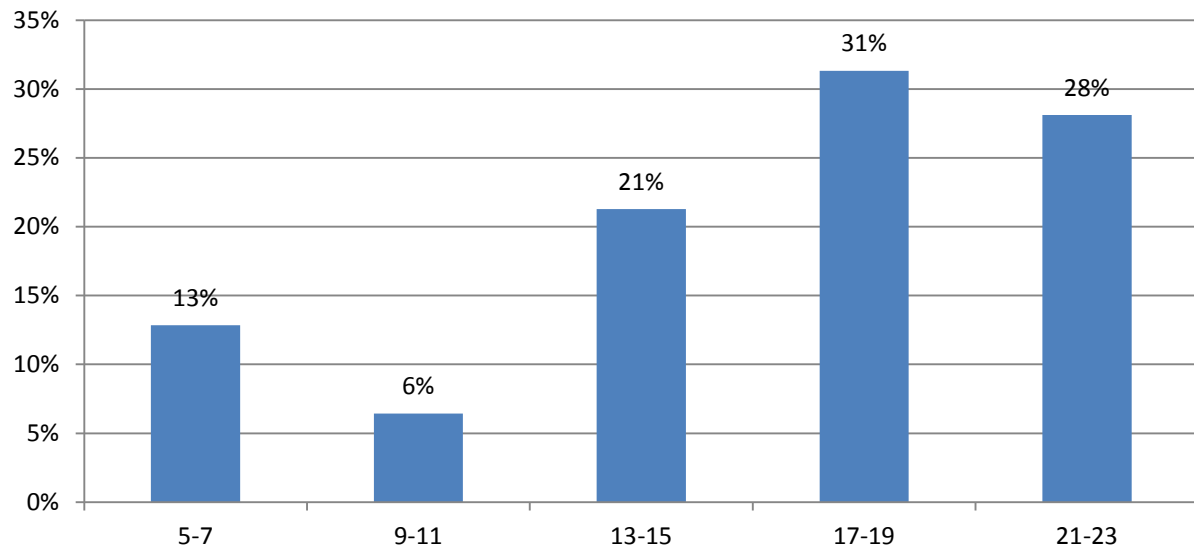
The resulting total levels of investment for the packages (both the original proposed packages and those built by community members) ranged from 5 to 23. These levels of investment were grouped as follows:

Low Level of Investment	Low – Moderate Level of Investment	Moderate Level of Investment	Moderate – High Level of Investment	High Level of Investment
5-7	9-11	13-15	17-19	21-23

Using this method of tabulating level of investment, the technical team was able to better gauge the level of investment that participants were interested in and correlate participants' most important criteria and comments with a package of investments. Of the 249 participants who built a package, 31 percent built a package in the 17-19 range of investment level and 28 percent built a package in the 21-

23 range of investment level (Figure 2.11). The least built level of investment was in the 9-11 range of investment level (6%).

Figure 2.11 Community Proposed Build-a-Packages by Level of Investment



Source: JLA, 2019.

2.1.3.1 What Else Should the Team Know

Participants were asked what more they wanted the project team to know as they refined the final investment package. Beyond the range of opposition or advocacy statements for specific outcomes on specific corridors, a deeper trend emerged: People asking for facts and data, most often about cost, to ensure community support for what they feel is necessary change. An example:

Of course I want the best possible investment in our future and it looks like EmX offers the very best in safety, accessibility, and redevelopment. What I don't understand is how any of the long-term costs will be paid for. Please explain this to the economically clueless (people like me) so that we can get the most community support for this necessary evolution.

In the final part of the survey, participants were asked what else they would like to tell the project team. Many responses were statements for or against public transit or the Lane Transit District in general, or EmX more specifically. Other submissions included an extensive, alternative view of climate-change science.

3 Recommended Packages of Investment Options

3.1 Refinement Framework

Because the proposed investment packages (Build-a-Package options) were the same as the original proposed packages or variations of the original proposed packages, community feedback was used to refine the originally proposed package; no additional investment package options were proposed.

The project team reviewed the comments associated with the survey question selecting a preferred investment package from the proposed investment packages as well as the comments associated with the Build-a-Package options proposed by the community. The project team also reviewed the overall rating of the most important evaluation criteria and the top three evaluation criteria that influenced the proposed Build-a-Package options.

Although most public comments asked for greater levels of investment, the project team believed that it was prudent to provide the decision makers with a range of investment options. Additionally, because some segment of the community asked for no investment or a lower level of investment the project team modified the low investment option (Package A) to further reduce investments – giving decision makers an investment option with a lower level of investment than the originally proposed investment options.

3.2 Recommended Refined Investment Packages

The following sections summarize how the original proposed investment package options were modified.

3.2.1 Enhanced Corridor

- Remains the same as originally proposed (Table 3.1)
- Serves as a bookend to the “mix and match” packages
- 37% of respondents indicated that they thought this package worked well or okay in meeting the community’s goals
- 50% of respondents indicated that they had major concerns or some concerns about this package meeting the community’s goals

Table 3.1 **Enhanced Corridor Package**

	Corridor				
	Highway 99	River Road	30th Ave to LCC	Coburg Road	MLK, Jr Blvd
Before	EC	EC	EC	EC	EC
Modified	EC	EC	EC	EC	EC

3.2.2 Package A

- Originally the lowest investment option of all of the investment package options

- On the low end investment packages, a minority of public comments leaned toward further reducing the amount of investment
- 22% of respondents indicated that they thought this package worked well or okay in meeting the community's goals
- 62% of respondents indicated that they had major concerns or some concerns about this package meeting the community's goals
- Many respondents stated that they did not like this low level of investment and instead commented that they wanted investment in more places
- A number of people asked for an increase in investments on Coburg Road
- This alternative was refined by (1) reducing the level of investment and (2) spreading the investments into more corridors (Table 3.2)
- EmX on River Road was reduced to Enhanced Corridor
- Investments on Coburg Road were changed from No-Build to Enhanced Corridor

Table 3.2 Modified Package A

	Corridor				
	Highway 99	River Road	30th Ave to LCC	Coburg Road	MLK, Jr Blvd
Before	EC	EmX	NB	NB	NB
Modified	EC	EC	NB	EC	NB

3.2.3 Package B

- Originally the middle investment option of the three “mix and match” investment package options
- 47% of respondents indicated that they thought this package worked well or okay in meeting the community's goals
- 40% of respondents indicated that they had major concerns or some concerns about this package meeting the community's goals
- The community expressed interest in a higher level of investment (EmX) on Hwy 99
- This alternative was refined by increasing the Highway 99 investments from Enhanced Corridor to EmX (Table 3.3)
- All other corridor investments stayed the same as the original investment package option

Table 3.3 Modified Package B

	Corridor				
	Highway 99	River Road	30th Ave to LCC	Coburg Road	MLK, Jr Blvd
Before	EC	EmX	NB	EC	EC
Modified	EmX	EmX	NB	EC	EC

3.2.4 Package C

- Originally the highest investment option of the three “mix and match” investment package options and the second highest investment of all of the investment package options
- 47% of respondents indicated that they thought this package worked well or okay in meeting the community’s goals
- 41% of respondents indicated that they had major concerns or some concerns about this package meeting the community’s goals
- The community expressed interest in a higher level of investments on Coburg Road
- This alternative was refined by increasing the level of investment on Coburg Road but not changing the level of investments along the Highway 99 and 30th Avenue to LCC Corridors because those levels of investment were already represented by the EmX Package level of investment (Table 3.4)

Table 3.4 Modified Package C

	Corridor				
	Highway 99	River Road	30th Ave to LCC	Coburg Road	MLK, Jr Blvd
Before	EC	EmX	EC	EC	EC
Modified	EC	EmX	EC	EmX	EC

3.2.5 EmX

- Remains the same as original proposed (Table 3.5)
- Serves as a bookend to the “mix and match” packages
- 46% of respondents indicated that they thought this package worked well or okay in meeting the community’s goals
- 44% of respondents indicated that they had major concerns or some concerns about this package meeting the community’s goals

Table 3.5 EmX Package

	Corridor				
	Highway 99	River Road	30th Ave to LCC	Coburg Road	MLK, Jr Blvd
Before	EmX	EmX	EmX	EmX	EC
Modified	EmX	EmX	EmX	EmX	EC

3.2.6 Proposed Refined Investment Packages for Community Review

The technical team proposes the following range of refined investment packages for community review in fall 2019 shown in Table 3.6. This refined range of investments packages reflects community feedback received in spring 2019.

Table 3.6 Proposed Refined Investment Packages for Community Review, 2019

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
Modified Package A	Enhanced Corridor	Enhanced Corridor	No-Build	Enhanced Corridor	No-Build
Modified Package B	EmX	EmX	No-Build	Enhanced Corridor	Enhanced Corridor
Modified Package C	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

3.2.7 Comparison of Refined Investment Packages

This section summarizes the evaluation of the five investment packages. The evaluation summary is followed by Table 3.7, which shows the scores for the criteria for each investment package, and Table 3.8, which shows these scores converted into ratings.

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. While that is a close approximation of the package ridership, a more accurate ridership projection is to model the package of corridor improvements since that provides for the system impacts of multiple corridor investments. 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.

Ratings for the Enhanced Corridor and EmX Packages remained the same because these bookend packages were not modified. Key changes resulting from the refinement of Packages A, B, and C are as follows:

- Bike/Ped Access and Safety ratings worsened for the Modified Package A and improved for Modified Packages B and C

- The order of capital costs remained the same with Modified Package A having the lowest capital cost followed by the Enhanced Corridor Package, Packages B and C, and the EmX Package with the highest capital cost
- Capital costs improved for one modified package and worsened for two modified packages:
 - Modified Package A dropped from \$119M (Original Package) to \$106M (Modified Package)
 - Modified Package B increased from \$181M to \$210M
 - Modified Package C increased from \$202M to \$274M
- Consistency with local plans and policies improved for all three modified packages
- Investment in corridors with a higher level of low income and minority populations
 - Significantly worsened for the Modified Package A (dropping from 98% for the Original Package to 59% for the Modified Package),
 - Slightly improved for Modified Package B (increasing from 76% to 79%), and
 - Worsened for Modified Package C (decreasing from 68% to 50%)
- The number and acreage of acquisitions worsened for all three modified packages with
 - Modified Package A increasing from 84/3.5 ac to 96/3.6 ac,
 - Modified Package B increasing acquired acreage over fewer parcels (from 137/4.6 ac to 131/4.9 ac), and
 - Modified Package C (from 150/5.0 ac to 176/8.0 ac)
- The systemwide operating cost change from No-Build improved for one modified package and worsened for two modified packages:
 - Modified Package A decreased from \$1.9M to -\$0.7M
 - Modified Package B increased from \$3.0M to \$5.9M
 - Modified Package C increased from \$2.5M to \$4.3M
- Parking impacts worsened for all three modified packages:
 - Modified Package A increased from 81 to 119 spaces
 - Modified Package B increased from 148 to 151 spaces
 - Modified Package C increased from 217 to 285 spaces
- Potential property displacements improved slightly for Modified Packages A and C
- As noted above, “Annual Systemwide Increase in Ridership” has not been modeled for any modified package and, therefore, cannot be compared to the original proposed investment packages. 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.
- Supporting corridor development and redevelopment improved for Modified Packages B and C

- Transit travel times improved for Modified Package A (from 13% to 16%) and Modified Package B (from 22% to 23%) while Modified Package C remained the same as the Original Package (23%)
- Support from the public is based on the average of the individual ratings for each mode that makes up the investment package (input from the AA comment period):
 - Modified Package C and the Enhanced Corridor and EmX Packages would all receive the same (3.6) as the original packages, which is also the highest rating of the packages
 - Modified Package A would receive the lowest overall rating (3.2) which is a slight improvement from the original proposed Package A
 - Modified Package B would receive a middle range rating (3.4) which is the same as the rating for the original proposed package

Table 3.7 Scores for Each Investment Package

Evaluation Measure	Enhanced Corridor Package	Modified Package A	Modified Package B	Modified Package C	EmX Package
Bike/Ped Access and Safety Investments (1-5 rating)	3.0	2.3	3.3	3.9	4.4
Capital Cost (millions)	\$148	\$106	\$210	\$274	\$335
Consistency with Local Plans and Policies (1-5 rating)	3.2	2.6	3.4	3.6	4.4
Investment in Corridors with Higher Level of Low Income and Minority Population	56%	59%	79%	50%	50%
Number/Acreage of Acquisitions	115 / 4.1	96 / 3.6	131 / 4.9	176 / 8.0	177 / 8.4
Operating Cost: Systemwide Change from No-Build (millions)	-\$0.1	-\$0.7	\$5.9	\$4.3	\$8.2
Parking Impacts: Corridor On-Street and Off-Street Parking Impacts (number of spaces lost)	188	119	151	285	375
Potential Property Displacements	4	4	6	8	8
Ridership: Estimated Annual Systemwide Increase Compared to No-Build*	389,000	207,000	762,000	771,000	1,327,000
Support Corridor Development and Redevelopment (1-5 rating)	3.0	2.2	3.4	3.8	4.6
Support from the Public (1-5 rating)	3.6	3.2	3.4	3.6	3.6
Transit Travel Time Improvement	21%	16%	23%	23%	25%
Trees: Number of Medium and Large Trees Impacted	103	36	190	362	432

* 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.

Table 3.8 Ratings for Each Investment Package

Evaluation Measure	Enhanced Corridor Package	Modified Package A	Modified Package B	Modified Package C	EmX Package
Bike/Ped Access and Safety Investments					
Capital Cost					
Consistency with Local Plans and Policies					
Investment in Corridors with Higher Level of Low Income and Minority Population					
Number/Acreage of Acquisitions					
Operating Cost					
Parking Impacts					
Potential Property Displacements					
Ridership					
Support Corridor Development and Redevelopment					
Support from the Public					
Transit Travel Time Improvement					
Trees Impacted					

4 Next Steps

The next steps in the process for selecting a preferred investment package are summarized in this section.

4.1 Refinement Range of Investment Packages

The next steps in the MovingAhead project are focused on local decision makers selecting a preferred package of investments:

- Project committees and decision makers review the findings of the investment package evaluation and the project team's recommended refinements to the range of investment package options to consider in a public hearing
- Project committees recommend any refinements to the range of investment package options
- Decision makers provide direction for refinements to the range of investment package options to consider in a public hearing

4.2 Revised Schedule

Because the number of investment packages proposed by the community is so large, requiring this supplemental refinement, the project schedule will need to be extended slightly from the last published schedule to allow for additional consideration by the community and decision makers (Table 4.1).

Table 4.1 Revised Project Schedule

Spring / Summer 2019	Project committees and decision makers review findings and recommendations, provide direction for refinements to range of investment package options
Summer 2019	Project team refines and evaluates range of investment package options
Fall 2019	Public hearing on range of refined investment package options
Fall / Winter 2019	Project committees and decision makers review public input from the public hearing, project team and committees make recommendations on preferred package of investments
Early Winter 2020	Decision makers select preferred package of investments in the five corridors

4.3 Community Input – Fall 2019

During summer 2019, it is anticipated that decision makers will determine the refined range of investment package options to advance to a public hearing in fall 2019. The project team will evaluate the refined range of investment package options and publish that information in advance of the public hearing. The City and LTD will hold a public hearing on the range of refined investment package options to gather community feedback.

4.4 Selecting Preferred Investment Package

During the fall and winter of 2019, project committees and decision makers will review community feedback and recommendations on the range of refined investment package options. The project team and project committees will make recommendations on any refinements and a preferred investment package. In early winter 2020, City and LTD decision makers will consider the technical analysis, community feedback and committee recommendations. The decision makers will then select a preferred package of investments in the five corridors that will be implemented or initiated over the next 10 years.

4.5 Implementation

Once City Council and LTD's Board have selected the package of preferred investments along each corridor, there are a number of steps required before improvements are constructed in any corridor:

- The MovingAhead investments are incorporated into each agency's capital improvements program and updates to those CIPs
 - Agency program managers will set initial priorities for investments based on anticipated funding (from funding analysis work) and community needs
 - Agency program managers will coordinate to incorporate investments into CIPs or other projects or programs
 - The starting date of each of the selected multimodal improvements could be staggered over the 10-year investment window according to the coordinated capital improvements programming.
 - CIPs are reviewed and approved by each agency's decision makers
 - Capital projects continue to go through regional (MPO) vetting process
- Partner agencies will seek funding – individually and jointly – to develop and construct the preferred improvements
 - Agency program managers will coordinate and determine best funding opportunities for each of the projects including:
 - Researching funding sources and match opportunities to determine those applicable to the investment packages
 - Reviewing how other communities are funding both enhanced corridor and bus rapid transit projects to determine which of those methods, if any, may be applicable to the investment packages
 - Identifying strategies to fund either an enhanced corridor or EmX project as a Small Starts project (including a range of match opportunities) and strategies to take a more incremental approach towards improvements by leveraging local funding to construct

elements of these projects and contributing towards the enhanced corridor vision over time

- Consideration of funding through the Program of Interrelated Projects (included within the Fast Act), which is designed to fund multiple Small Starts projects as a package
- Improvements could be advanced wholly or incrementally, for example, smaller capital improvements proposed as part of a larger project could be identified and funded ahead of the larger project such as intersection improvements
- Consideration of funding options that advance some common corridor elements, such as Transit Signal Priority, throughout all corridors
- Investment priorities may be adjusted if there changes in funding sources or timing
- Once funding is identified, the projects will begin the project development phase which includes additional environmental review (for federally funded projects) and design refinement
 - The project team will make changes, where possible, to minimize impacts or create greater benefits
 - Some improvements may require additional corridor community outreach
 - Some improvements will require one-on-one conversations with property owners and business owners whose property could be affected by the proposed improvements
- After design refinement, partner agencies will seek approvals for environmental compliance, final design, other development permits, and construction costs

After completing all of those steps, the final stage of the improvements is construction.

Appendix A: Project Background

For more than 2 decades, the Eugene-Springfield region has identified and implemented improved transit strategies and programs. In that time, the region has advanced its vision for multimodal corridors, completing several projects that included a coordinated set of bicycle, pedestrian and transit improvements. These investments have focused on cost effective measures to provide a safe, reliable, and well-connected transit system supporting the region's land use and transportation goals. LTD was among the nation's first transit agencies to implement BRT as a preferred transit strategy. Over time, the BRT concept has progressed in meeting the region's changing needs. The concept of a Frequent Transit Network (FTN) has been adopted into LTD's Long-Range Transit Plan. A new transit mode (Enhanced Corridor) has evolved to bridge the gap between BRT and fixed-route service.

Purpose and Need, Goals and Objectives

The MovingAhead project's Purpose and Need, and Goals and Objectives were reviewed by the Eugene City Council and LTD Board of Directors on May 11, 2015 and referred back to the MovingAhead Oversight Committee for approval on June 29, 2015. The project's statement of Purpose and Need, and Goals and Objectives have been used to guide project evaluations and decisions.

Purpose and Need Statement

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.
 - Balance desired multimodal transit corridor improvements with the community's financial resources.
 - Ensure the timely and coordinated construction of multimodal transit corridor infrastructure.
 - Eliminate unanticipated, poorly planned, or unnecessary capital expenditures.
- Identify the most economical means of financing multimodal transit corridor capital improvements.
- Establish partnerships between LTD, the City, and other local agencies that prioritize multimodal transit infrastructure needs and promote interagency cooperation.
- Ensure that multimodal transit corridor investments are consistent with local comprehensive land use and transportation plans and are supported by community members in the corridor.

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 BRT in the next 20 years consistent with the Regional Transportation Plan (RTP) that provide the best level of transit service in a cost effective and sustainable manner.
- Need for streamlined environmental reviews to leverage system-wide analysis.

- Selection of the next EmX/ FTN corridors is based on long-range operational and financial planning for LTD's service.

Goals and Objectives

Goal 1: Improve multimodal transit corridor service

Objective 1.1: Improve transit travel time and reliability

Objective 1.2: Provide convenient transit connections that minimize the need to transfer

Objective 1.3: Increase transit ridership and mode share in the corridor

Objective 1.4: Improve access for people walking, using mobility devices, and bicycling to transit

Objective 1.5: Improve the safety of pedestrians, mobility device users, and bicyclists accessing transit, traveling in and along the corridor, and crossing the corridor

Goal 2: Meet current and future transit demand in a cost-effective and sustainable manner

Objective 2.1: Control the increase in transit operating cost to serve the corridor

Objective 2.2: Increase transit capacity to meet current and projected ridership demand

Objective 2.3: Implement corridor improvements that provide an acceptable return on investment

Objective 2.4: Implement corridor improvements that minimize impacts to the environment and, where possible, enhance the environment

Objective 2.5: Leverage funding opportunities to extend the amount of infrastructure to be constructed for the least amount of dollars

Goal 3: Support economic development, revitalization, and land use redevelopment opportunities for the corridor

Objective 3.1: Support development and redevelopment as planned in other adopted documents

Objective 3.2: Coordinate transit improvements with other planned and programmed pedestrian, mobility device users, and bicycle projects

Objective 3.3: Coordinate transit improvements with other planned and programmed roadway projects

Objective 3.4: Minimize adverse impacts to existing businesses and industry

Objective 3.5: Provide high-capacity transit that is consistent with community vision for the corridor

Objective 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

Objective 3.7: Improve transit operations in a manner that is mutually beneficial to vehicular traffic flow for emergency service vehicles

Fatal Flaw Screening 2015

The project team conducted a fatal flaw screening in February 2015 to identify which of the 10 corridors should not move forward to the Level 1 Screening Evaluation (Table A-1). This high-level evaluation used criteria based on MovingAhead's Purpose, Need, Goals, and Objectives (LTD, 2015, Amended 2015, June) and existing data to determine which corridors were not ready for capital investment in BRT or multimodal infrastructure in the next 10 years. The screening was conducted with local, regional, and state agency staff. Of the 10 corridors identified, the following 3 corridors were not advanced from the fatal flaw screening to the Level 1 Screening Evaluation: 18th Avenue, Bob Straub Parkway, and Randy Papé Beltline Highway. Table A-1 shows the results of the fatal flaw screening.

Although originally advanced from the fatal flaw screening, the Main Street-McVay Highway Corridor was also not advanced to the Level 1 Screening Evaluation because the Springfield City Council (on May 18, 2015) and LTD Board of Directors (on May 20, 2015) determined that the corridor is ready to advance to a study to select a locally preferred transit solution ahead of the MovingAhead Project schedule. Subsequent to that decision, in summer 2016, the City of Springfield received an award from the Oregon Department of Transportation allowing the City to focus on ways to improve the safety of the Main Street. The study of transit improvements in the Main Street-McVay Highway Corridor has been delayed and will be reconsidered when the safety project is further along.

Table A-1 Results of the Fatal Flaw Screening

Corridor	Advanced to Level 1	Consider Later
Highway 99	✓	
River Road	✓	
Randy Papé Beltline		✓
18th Avenue		✓
Coburg Road	✓	
MLK, Jr. Boulevard / Centennial Boulevard	✓	
30th Avenue to LCC	✓	
Main Street-McVay Highway*	✓	
Valley River Center	✓	
Bob Straub Parkway		✓

Source: LTD and City of Eugene. (2015).

* Although the Main Street-McVay Highway Corridor was advanced ahead of the MovingAhead project, it was later delayed due to the City of Springfield receiving an award to study safety improvements along Main Street.

The six remaining multimodal corridors were advanced to the Level 1 Screening Evaluation to determine how they compared with each other in meeting the Purpose, Need, Goals, and Objectives.

Mode Alternatives Considered

No-Build

Under the No-Build option, LTD and the City would only make improvements that are already planned as part of other projects for the next ten years. No additional investments would be made as a part of the MovingAhead project. A No-Build alternative is included and evaluated in the context of the federal environmental review. While the No-Build alternatives are shown to have no negative effects in the federal context, doing nothing now to enhance walking, biking, and transit use does not help achieve locally adopted policy goals. In the local context, the no-build alternative does have consequences. It should be noted corridors designated for No-Build in the MovingAhead investment packages would be considered for Enhanced Corridor or EmX investment in the future.

Enhanced Corridor

The Enhanced Corridor option is intended to improve safety, access, and transit service without requiring major capital investments. This alternative is very flexible and can range from limited improvements to a relatively high level of investments that approach an EmX treatment. Enhanced Corridor service may or may not be branded. While Enhanced Corridor investments have been designated for each corridor as part of the MovingAhead planning process, those decisions can be revisited as part of the later more detailed planning that occurs during project development.

EmX (Bus Rapid Transit)

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

Level 1 Screening Evaluation

The Level 1 Screening Evaluation assessed how each corridor would perform according to the Purpose, Need, Goals, and Objectives of MovingAhead. The Level 1 Screening Evaluation used existing studies and readily available data to evaluate each corridor. Based on community input and technical analysis, the following corridors and alternatives were advanced from the Level 1 Screening Evaluation to the Level 2 Alternatives Analysis (Table A-2):

- No-Build Alternatives: all corridors
- Enhanced Corridor and EmX Alternatives:
 - Highway 99 Corridor
 - River Road Corridor

- 30th Avenue to LCC Corridor
- Coburg Road Corridor
- Enhanced Corridor Alternative:
 - MLK, Jr. Boulevard Corridor

The Valley River Center Corridor received the least public support during outreach and was not carried forward to the Level 2 Alternatives Analysis.

Table A-2 Corridors and Transit Alternatives Advanced to the Level 2 Alternatives Analysis

Corridor	No-Build	Enhanced Corridor	EmX
Highway 99	✓	✓	✓
River Road	✓	✓	✓
30th Avenue to LCC	✓	✓	✓
Coburg Road	✓	✓	✓
MLK, Jr. Boulevard	✓	✓	

Source: CH2M. (2016).

Alternatives Analysis – Fall 2018

An Alternatives Analysis is a part of established transportation planning practice that uses in-depth analyses to understand the trade-offs behind different options and how they compare on a variety of criteria. It is also an important first step in securing federal funding for local projects.

The purpose of the alternatives analysis was to:

- Help select the best investments for each corridor that support local plans;
- Prioritize which corridor investments should occur first; and
- Identify realistic funding options.

Locally, the City of Eugene and Lane Transit District have a commitment to a public engagement process that supports informed decision-making that considers effects on people, our planet, and economic prosperity (the triple-bottom-line). Collectively, these efforts are a comprehensive approach to decision-making that support our community now and as we grow into the future.

The technical analysis that was completed for each corridor is detailed in the 2018 Alternatives Analysis Report and summarized in the Alternatives Analysis Executive Summary.

Based on the technical analysis, the technical recommended mode options for each corridor to be considered in developing the Investment Packages (Table A-3).

Table A-3 Recommended Corridor Alternatives to be Considered for Investment Packages Based on Technical Analysis

Mode Options	Corridor				
	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
No-Build			√	√	√
Enhanced Corridor	√	√	√	√	√
EmX	√	√	√	√	

Community Input – Fall 2018

Outreach efforts and the feedback from those efforts are documented in the MovingAhead Outreach Summary (October 2018). This section is a summary of community from fall 2018.

Feedback on Criteria

Open House attendees were asked to indicate their top five most important criteria. The following figure reflects the number of responses received by each criterion.

Participants on the Online Open House were asked to allocate a limited number of points to the evaluation criteria based on what they perceive to be the most important. Figure 2 indicates the number of responses for each criterion.

There was considerable agreement regarding the criteria between the online respondents and the open house attendees. The top five rated criteria as rated by the two groups were the same, although the order varied. For both groups, the criteria which consider potential benefits, such as bike/pedestrian investments, transit travel time savings, and ridership, were generally rated as more important than the criteria which consider potential adverse impacts, such as acquisitions, property impacts, or parking and tree loss. Operating cost was deemed to be a more important criterion than capital cost by both online and open house survey respondents.

Feedback on Alternatives

Feedback on the corridor alternatives was solicited from both the open house attendees and those participating in the online survey. The following is a summary of the feedback received, which is detailed in the 2018 Outreach Summary Report.

Highway 99: There is strong support for the build alternatives, with the Enhanced Corridor Alternative rated most favorable. The rating for No-Build was the second lowest for all the corridors.

River Road: River Road is the only corridor with EmX rated as the most preferred options. In addition, the No-Build Alternatives was the lowest rated among all the corridors.

30th Avenue to LCC: This corridor had the greatest balance between the three alternatives, with Enhanced Corridor rated singly better than EmX. The No-Build Alternative is rated relatively high compared to the other corridors.

Coburg Road: The Enhanced Corridor Alternative was the highest rated option for Coburg Road, although both build alternatives were generally rated lower than on other corridors.

MLK, Jr. Boulevard: The Enhanced Corridor Alternative was rated more highly than the No-Build Alternative (this corridor does not have an EmX alternative). There is a possibility that the City of Eugene will proceed with the installation of Business Access Transit (BAT) lanes on MLK, Jr. Boulevard, which is a key element of the planned Enhanced Corridor Transit improvements. Additional improvements as part of the Enhanced Corridor Alternative could be minimal.

Investment Packages

Based on community feedback and technical analysis, the technical team developed five investment packages. Of the five proposed investment packages, two packages provided low and high investment options: an all Enhanced Corridor package and an all EmX package (except Martin Luther King, Jr. Boulevard had an Enhanced Corridor option because an EmX option was not considered on this corridor). These two packages provided “bookends” to three other options (Packages A, B, and C) which were a combination of No-Build, Enhanced Corridor, and EmX alternatives. The three options “mix and match” packages reflected increasing levels of investment, starting from Package A with a low investment to Package C with higher investment. The proposed investment packages are shown in Table X.

Table A.4 Proposed Investment Packages for Community Review, Spring 2019

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 A	Enhanced Corridor	EmX	No-Build	No-Build	No-Build
Package B	Enhanced Corridor	EmX	No-Build	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

The five investment package options were compared using some evaluation criteria from the corridor-level evaluation plus some new criteria tailored to help assess systemwide benefits of the packages. The

evaluation of the proposed investment packages is documented in the Proposed Investment Packages Technical Memo (December 2018).

Criteria

When considering investment packages that involve improvements to multiple corridors, the evaluation criteria needed to be tailored to those that help assess the systemwide benefits of the packages. The criteria for the investment packages are listed below. Many of these were used for the corridor-level evaluation, and some are new criteria.

- **Acquisitions:** The number of properties potentially displaced as a result of the project.
- **Bicycle/Pedestrian Improvements:** The proposed investment in bicycle and pedestrian access and safety improvements in each corridor.
- **Capital Cost:** Capital cost includes estimated costs for vehicles, design, construction, right-of-way, and project management. Cost includes \$2.5 million for expansion of the LTD maintenance facility.
- **Consistency with Local Plans and Policies:** An assessment of the consistency of the investment package with comprehensive land use and transportation plans and policies and its support for local energy, sustainability and greenhouse gas policies and community safety programs, including Vision Zero.
- **Investment in Corridors with Disadvantaged Populations:** The percentage of the total investment in corridors with greater numbers of low-income and minority people. This is a new measure that only applies to the packages (not individual corridors), since it documents the percentage on the investment for a combination of corridors.
- **Number/Acreage of Acquisitions:** The number and total acreage of properties that would potentially need to be purchased.
- **Operating Cost:** Operating cost is the estimated annual cost to operate and maintain the service. This includes paying operators, vehicle maintenance and fuel, as well as administrative and overhead costs.
- **Parking Impacts:** The number of on-street and off-street parking spaces that may need to be removed.
- **Potential Property Displacements:** The number of properties potentially displaced as a result of the project.
- **Ridership:** Annual transit ridership as projected for the year 2040 using the regional transportation model.
- **Support for Corridor Development:** An assessment of how well the alternative supports corridor development and redevelopment and encourages transit-oriented development.
- **Support from the Public:** The level of public support for the package as determined through community feedback on the Alternatives Analysis.
- **Transit Travel Time:** Estimate of how long it would take for someone to travel from the end of the line to Eugene Station during the afternoon peak hour (in-vehicle time).
- **Tree Impacts:** The number of medium and large trees which may need to be removed.

Community feedback during the comment period for the Alternatives Analysis indicated that the “Number of Jobs and Population Served” was an important criterion. That measure assumed that the catchment area for jobs and people is ¼ mile from a stop/station for conventional bus service (No-Build) and Enhanced Corridor service, and ½ mile from a station for EmX service. That measure is not included as one of the Investment Package criteria because it does not provide significant differentiation between the different packages. Since the No-Build and Enhanced Corridor options use the same catchment area assumptions, Investment Packages A, B, and C, as described later in this memorandum, would have virtually the same totals for numbers of jobs and population served.

Return on Investment: ROI Return on Investment (ROI) is a financial/economic measure that is intended to determine the benefit of an investment relative to its cost, and is often calculated as a ratio or percentage that compares net gains to net costs. ROI has been included as a criterion because it is important to understand and communicate the relationship of benefits and costs of the investments that would be implemented as part of MovingAhead. Furthermore, as MovingAhead advances, it is important to consider how the investments included in MovingAhead can help meet multiple objectives, including enhancing the safety of the transportation system (Vision Zero), advancing sustainability and environmental goals, promoting equity, and supporting economic development, and continuously coordinate with partner agencies to achieve our community’s goals.

The MovingAhead project does not lend itself to a typical ROI financial metric. Many of the benefits and costs of the corridor investments, such as bicycle and pedestrian safety improvements, support for economic development, and tree impacts are difficult to quantify in dollars. However, the benefits and costs of the MovingAhead investment packages are significant and should be carefully considered when choosing a package and deciding whether to move ahead with the investments.

All the investment packages will create short-term construction jobs, with more than 100 direct and induced jobs created for every \$10 million of construction. In addition, local and state funds may leverage an equivalent amount of discretionary federal funding which would not otherwise come to this community. Perhaps more importantly, the investments associated with MovingAhead will enhance safety for all modes and provide improved mobility, with more frequent transit service, reduced transit travel time, and new bicycle and pedestrian facilities.

Specific to each investment package, the following indicators of some aspects of ROI were included in each package description:

- The operating cost per added person trip
- The estimated overall travel time saved by riders from the transit improvements (assumes that the average trip length is half the one-way bus route length)
- Improvements in transit system reliability
- Number of corridors with motor vehicle, bicycle, and pedestrian safety improvements.
- Acres of vacant transit supportive lands (zoned mixed-use or multifamily residential) within corridor APIs

Appendix B: Spring 2019 Outreach Summary

MovingAhead Outreach Summary

Analysis and summary of feedback from spring 2019 outreach



Prepared For

City of Eugene
Lane Transit District

Prepared By

JLA Public Involvement

May 2019

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Executive Summary

The spring 2019 round of MovingAhead outreach and engagement asked community members to rate and comment on five draft packages of transportation investment options on key corridors, build their own ideal investment package, and tell project staff which criteria were most important to them. An open comment period featured both an in-person open house and an online open house. Engagement efforts built on prior efforts to share new information with residents, solicit feedback on the investment packages, and learn about the concerns and desires of community members considering the investment packages.

Through events such as tabling, pop up events on the corridors, presentations to the community, and conversations with community members, MovingAhead team members spent more than 80 hours in the community and reached hundreds of community members. Staff also corresponded with or held meetings with 10 potentially impacted property owners— five of whom were not previously contacted in other outreach efforts.

The open houses were advertised on YouTube, Google, Reddit and Facebook. Staff posted static images and videos to social media and boosted the posts to receive additional exposure. Local news covered the comment period through four distinct television interviews and one radio interview.

The total attendance of the in-person and online open houses was just over 1,100 (in-person attendees plus unique visitors online). From these participants, the project team received 291 survey submissions.

Twenty-two submissions were received on paper at the in-person open house. The rest were received online, from participants who arrived at the survey as follows.

Arrived from	Submissions
MovingAhead website	107
Direct referral (primarily email)	87
Facebook	31
Our Main Street Springfield website	22
YouTube	13
Reddit	6
Google	2
Transit Tomorrow website	1
Total	269

Draft Packages

The five draft packages offered for comment were based on community feedback from the previous round of outreach and on findings from the Alternatives Analysis.

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

- The Enhanced Corridor package represented the second smallest level of capital investment and the lowest operating cost.
- Packages A, B, and C represented increasing levels of investment.
- The EmX package represented the largest investment (all EmX except for MLK, Jr. Blvd., where EmX was not considered).

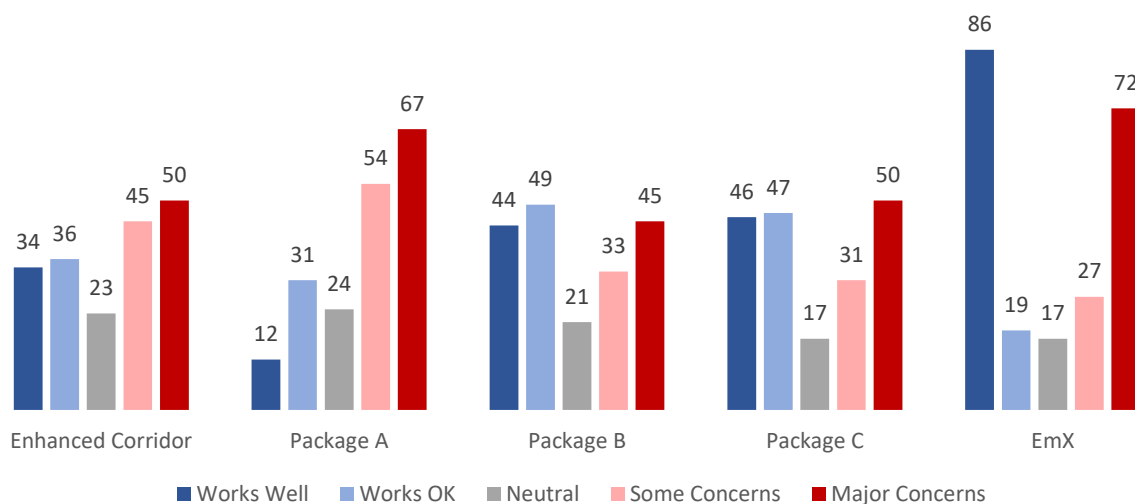
Each of the packages was described to participants in terms of cost, ridership, service level and other criteria from the 2018 Alternatives Analysis.

Package Ratings

The charts below include survey submissions received both on paper and online.

Participants were asked to rate each package on a five-point scale from “Works Well” to “Major Concerns.”

Package ratings by number of responses per scale point



Package B showed a slim advantage over the others in amount of approval (both shades of blue) compared to amount of concern (red/pink), even though it was not the outright leader in approval.

The EmX package drew a polarized response, with the highest number in “Works Well” (dark blue) and also in “Major Concerns” (red). In open-ended comments, frequently mentioned concerns included cost and the impact to trees and properties on the corridors. Frequently mentioned benefits included the best accommodation for anticipated population growth and for the safety of people walking and biking.

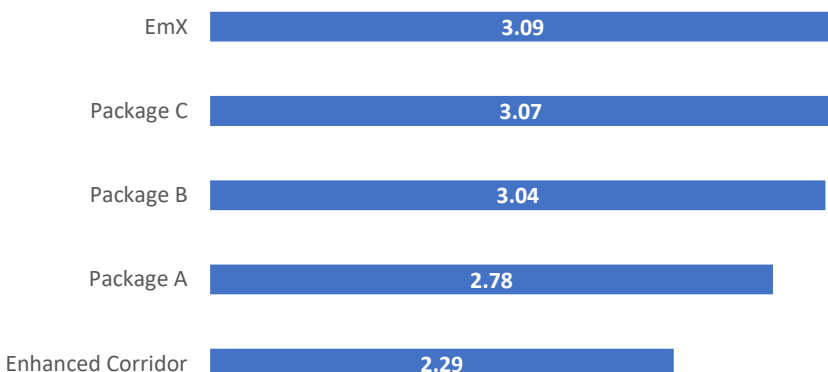
Responses to **packages B and C** were polarized as well, but less acutely. Expressions of both concern and approval were clustered around cost (still too high, but more palatable than EmX) and around corridors slated for No-build (either appropriate or unacceptable, depending on the participant’s perspective).

Enhanced Corridor and especially **Package A** drew more expressions of concern than of approval. For Package A, the emphasis on serving low-income areas was a recurring topic of both concern and approval. For both Enhanced Corridor and Package A, frequently expressed concerns include relatively low improvements in travel time, ridership rates, and safety for people walking and biking.

For further insight, the five-point scale was translated to numbers, allowing the packages to be ranked by average score per participant.

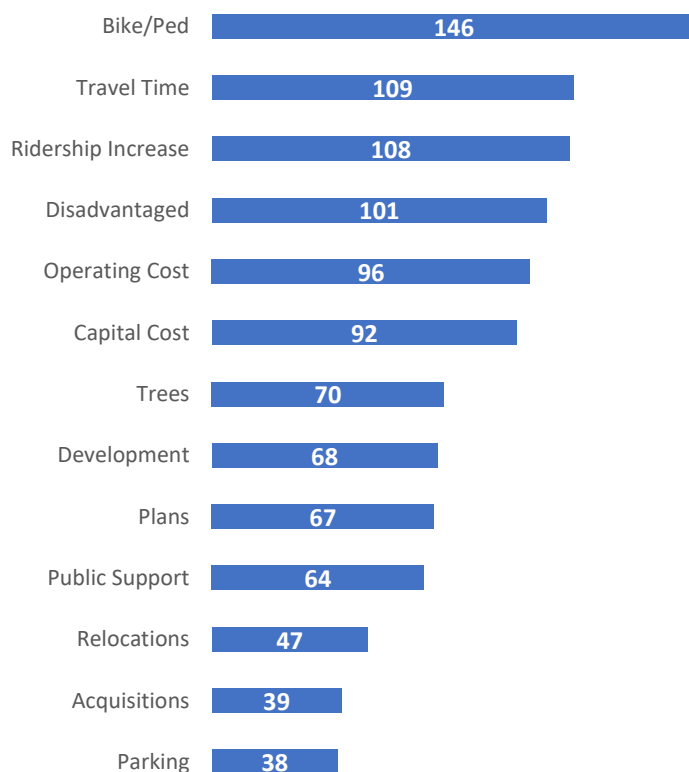
Package ratings by average score per participant

“Works Well” = 5 “Works OK” = 4 “Neutral” = 3 “Some Concerns” = 2 “Major Concerns” = 1



The EmX Package, representing the highest level of investment, had the highest average score. The correlation between investment level and average score was complete, with average scores descending in the same order as investment levels.

Evaluation criteria by frequency of choice



Open-ended comments about the draft packages

appear in Appendix C.

Evaluation Criteria

Participants were asked to choose five criteria (from among 13) they found most important in evaluating draft packages. Some of the criteria were the same as those used to evaluate corridors in the previous round of outreach and feedback. Others were new, to help assess system-wide benefits.

By a clear margin, the most frequently chosen criterion was New **Bike/Ped** Access and

Safety Investments. A tight pack of runners-up included In-Vehicle Transit **Travel Time** Improvement, System-wide Annual **Ridership Increase**, Percent of Investment in Corridors with Higher Level of **Disadvantaged** Population, and both **Cost** criteria (**Operating** and **Capital**).

Build a Package

Participants could build their own investment package, choosing one of three options — **No-build**, **Enhanced** Corridor and **EmX** Corridor — for each of the five MovingAhead corridors.

The exercise was not required; 227 of the 291 participants completed it. They assembled 56 complete, discrete packages. Only about half were replicated by more than one participant — and only seven packages (listed below) were replicated by 10 or more builders. The leading package by far was EmX on all routes, except Enhanced Corridor on MLK, Jr. Blvd. — identical to the EmX draft package. The closest runner-up was No-build on all corridors. All 56 built investment packages are listed in the full description of open-house results.

Highway 99	River Road	30th Avenue/ LCC	Coburg Road	Martin Luther King, Jr. Blvd.	Number who built
EmX	EmX	EmX	EmX	Enhanced	44
No-build	No-build	No-build	No-build	No-build	20
Enhanced	Enhanced	Enhanced	Enhanced	Enhanced	16
Enhanced	EmX	Enhanced	EmX	Enhanced	15
Enhanced	EmX	Enhanced	Enhanced	Enhanced	11
EmX	EmX	Enhanced	Enhanced	Enhanced	10
EmX	EmX	Enhanced	EmX	Enhanced	10

Evaluation Criteria

Participants were asked which five criteria (from among the same 13 used to rate the proposed investment packages) most influenced their package-building. Overall results were nearly the same as for rating draft packages, except that New **Bike/Ped** Access and Safety Investments held a slimmer lead over its nearest rivals.

The packages people built were divided into six levels of investment:

- **Highest:** EmX on all corridors, except EC on MLK
- **Medium-high:** a variety of build choices on up to five corridors
- **Middle:** a variety of build choices on up to four corridors
- **Medium-low:** a variety of build choices on up to three corridors
- **Low:** Enhanced Corridor on all corridors
- **No-build:** No-build on all corridors, or Enhanced Corridor on one corridor

Within each level, people named the five evaluation criteria that most influenced their choices:

Highest Investment

- **Bike/Ped: 56**
- Ridership: 47
- Travel Time: 43
- Disadvantaged: 35
- Development: 31

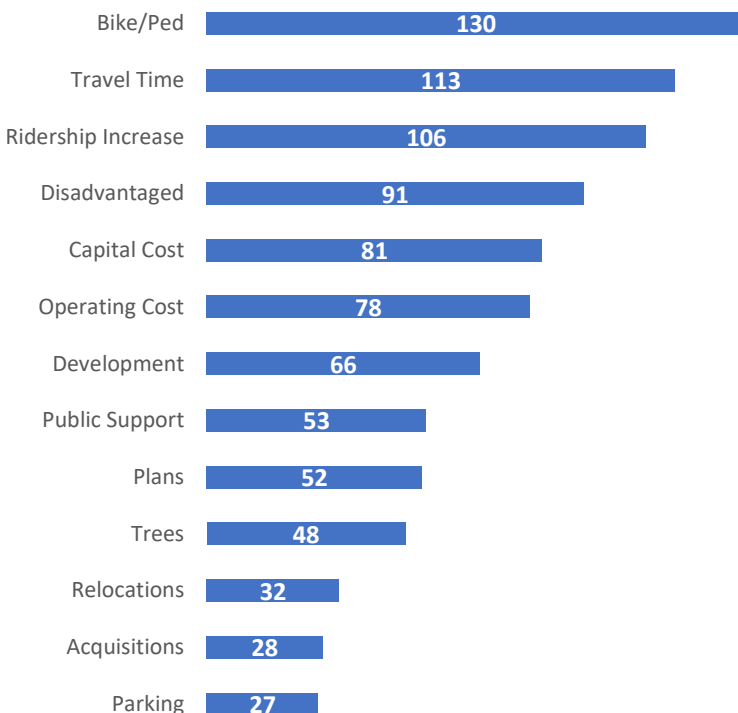
Medium-high Investment

- **Bike/Ped: 41**
- Ridership: 33
- Travel Time: 40
- Disadvantaged: 31
- Capital Cost: 27

Middle Investment

- **Bike/Ped: 24**
- Travel Time: 22
- Operating Cost: 25
- Capital Cost: 21
- Ridership and Trees tie: 20 each

Evaluation criteria by overall frequency chosen



Medium-low Investment

- **Capital Cost: 11**
- Operating Cost: 9
- Bike/Ped and Trees tie: 6 each
- Disadvantaged and Travel Time tie: 5 each

Low Investment

- **Operating and Capital Cost tie: 17 each**
- Relocations: 12
- Acquisitions: 9
- Public Support: 8
- Parking: 7

Bike/Ped, Ridership, Travel Time and Percent of Investment in Corridors with Higher Level of Disadvantaged Population were named frequently at the higher investment levels, but were supplanted by Operating Cost and Capital Cost at lower investment levels.

Open-ended Responses

Participants were asked what more the project team needed to know as they refined the final package. Answers covered a broad range of territory — including advocacy for both spending more and spending less; pegging spending to various criteria including climate goals and ridership goals; trees, specific transportation modes, roads and bus lines, and more — without a dominant trend.

In the final part of the survey, participants were asked what else they would like to tell the project team. Many responses were statements for or against public transit or the Lane Transit District in general, or EmX more specifically. Other submissions included an extensive, alternative view of climate-change science.

All open-ended responses are included in Appendix C.

Key Themes

Several themes emerged from the survey's ratings and open-ended responses (for draft packages and participant-built packages).

- EmX generates both strong support and strong concern.
- Investment in bike/pedestrian access and safety is the leading criterion for ranking packages, ahead of travel time, ridership increase, and both capital and operating costs. *Much of the strong EmX support stems from that option's high level of bike/pedestrian investment.*
- Much EmX concern cites cost, along with skepticism that it would be ridden enough to justify the cost. Even EmX supporters stated in open-ended comments that they hoped to see detailed information about funding and return on investment.
- Other packages generate less support, but also less concern. By a narrow margin, Package B has the most favorable ratio of support to concern.
- Concern about other packages is somewhat similar to EmX concern in that cost and anticipated lack of ridership are often cited. Other concerns include not enough investment in a preferred corridor and in bike/pedestrian safety.
- Support for packages other than EmX is less *enthusiastic*, with open-ended comments implying pragmatic compromise rather than discovery of an ideal combination.
- Significant minorities of people with concerns about the Enhanced Corridor package and Package A cited the need for more investment.

Demographics

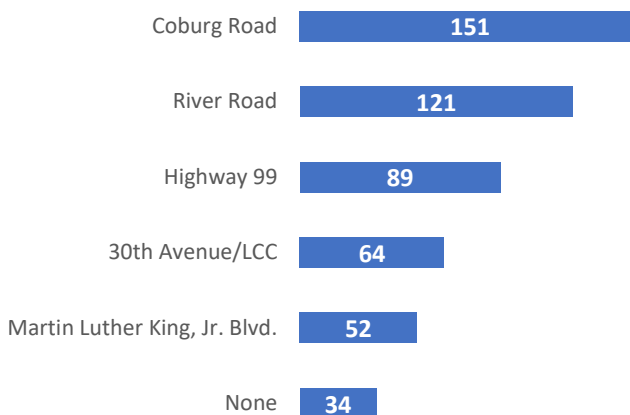
Nearly all participants reported living in ZIP codes within the City of Eugene; only 11 participants were from outlying areas. Significantly more reported using Coburg Road and River Road than the other corridors. (See chart at right.)

Overwhelmingly, participants described themselves as white, non-Hispanic English speakers. More than a third claimed annual household incomes of at least \$75,000. (2015 U.S. census data, the median household income for the City of Eugene is \$42,715.)

About 56 percent described themselves as age 40 or over. (The median age in U.S. Census data for the city is 34.1.)

All collected demographics are listed and illustrated in Appendix B.

Usage of MovingAhead corridors



Summary of Activities

In 2015, the City of Eugene and Lane Transit District (LTD) began working with regional partners on a major transportation investment plan called MovingAhead. In the project's early stages, the community helped identify five corridors to be studied further and helped develop transportation investment alternatives for each. Technical evaluation of these five corridors followed, culminating in the publication of the MovingAhead Alternatives Analysis Report in September 2018. The project team conducted outreach and engagement to help people understand the key findings from the Alternatives Analysis and to aid decision makers in eventually selecting a package of near term investments.

Based on community feedback and technical analysis, the project team developed five investment packages. During spring 2019, the City and LTD presented the five packages to the community in a further round of outreach and engagement. During the second 30-day public comment period, the community had the opportunity to review and comment on the proposed investment packages and propose their own ideal investment package.

This document summarizes the outreach and catalogs the compiled feedback.

General Communication Efforts

The project team used a variety of communication channels to raise awareness about the project and direct community members to in-person and online open houses.

- **Emails.** Three email messages were sent during the comment period in March and April 2019. The initial message was sent to nearly 900 recipients. Open rates for the emails hovered around 30 percent with nearly 300 people opening and engaging with the content per message. The email list grew from 883 to 921 people over that period.
- **Website.** The MovingAhead website acted as a hub for project information, including information about upcoming events and important project documents. There were 1,543 unique visitors during March and April 2019.
- **Letters to potentially impacted property owners.** Letters were sent to 241 potentially impacted property owners inviting them to meet with MovingAhead staff to discuss potential impacts and concerns. The project team hosted meetings or phone conversations with ten people in response to these letters.
- **Social Media and online ads.** The project team leveraged Facebook, Twitter, and Reddit accounts from LTD, the City of Eugene, and consultants to promote the MovingAhead activities. The project team also boosted social media posts on Facebook and placed ads on Google and YouTube.
Facebook users viewed posts by LTD and the City of Eugene 37,821 times and viewed project video clips 30,369 times. A Google ad campaign resulted in 10,457 views. Four Reddit posts received a total of 64 upvotes. An additional 997 LinkedIn users saw content from the MovingAhead project team.
- **Local Newsletters.** The project team submitted articles published in ten local newsletters devoted to local neighborhood and business interests. Through these newsletters and website

posts, at least 7,816 people received information. The project team does not have subscription information for all of the newsletters, so the actual number of residents reached is even larger.

- **Postcard.** A postcard was used to promote the open house events. It was sent to all addresses within a half-mile radius of each of the corridors. The project team mailed out 45,304 postcards.
- **Promo Card.** The project team developed a promo card that provided basic information about the project and directed people to the website. It was placed at 19 key locations throughout the community.
- **Neighborhood Outreach.** The project team directly contacted neighborhood leaders to ensure they were engaged in the project.
- **Tabling and community briefings.** To generate project awareness and to promote the project, the project team attended 15 events and briefings and reached more than 300 people.
- **Media Interviews.** The project team gave four interviews that aired on local television stations and one interview on a local radio station. Several local television stations share reporters, so the interviews reached viewers on multiple stations.
- **Outreach Bus.** The project team took the LTD Outreach Bus to locations on four MovingAhead corridors and engaged 70 people.

See Appendix A for examples of communications materials.

General Comments

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

General comments are listed in Appendix D.

Open House

A community-wide open house took place at the Baker Center on March 18, 2019. The two-hour, drop-in style event allowed community members to explore stations where they could learn about different aspects of the project, talk with project staff, and give feedback. Using dot exercises, participants were asked to rate and comment on five draft investment packages — and then build their own ideal investment package. They were also asked to name the evaluation criteria that factored most heavily into their rankings.

Online Open House

Understanding that in-person open houses are not always conducive to people's schedules or responsibilities, the project team conducted an online open house as well. The online format mirrored the stations at the in-person open house.

Open House Feedback

The open houses were advertised on YouTube, Google, Reddit and Facebook. Staff posted static images and videos to social media and boosted the posts to receive additional exposure. Local news covered the comment period through four distinct television interviews and one radio interview.

A total of 42 people signed in at the in-person open house. Of those, 22 completed and returned comment forms.

The online open house was open from March 11 to April 10. Among 1068 unique visitors, 269 completed survey submissions. They arrived at the survey from these online starting points.

Arrived from	Submissions
MovingAhead website	107
Direct referral (primarily email)	87
Facebook	31
Our Main Street Springfield website	22
YouTube	13
Reddit	6
Google	2
Transit Tomorrow website	1
Total	269

Views and participation spiked during email notifications, which were sent out periodically during the open house period.

Draft Packages

Five draft packages were offered for comment. They were based on community feedback from the previous round of outreach and on findings from the Alternatives Analysis.

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

- The Enhanced Corridor package represented the second smallest level of capital investment and the lowest operating cost.
- Packages A, B, and C represented increasing levels of investment.
- The EmX package represented the largest investment (all EmX except for MLK, Jr. Blvd., where EmX was not considered).

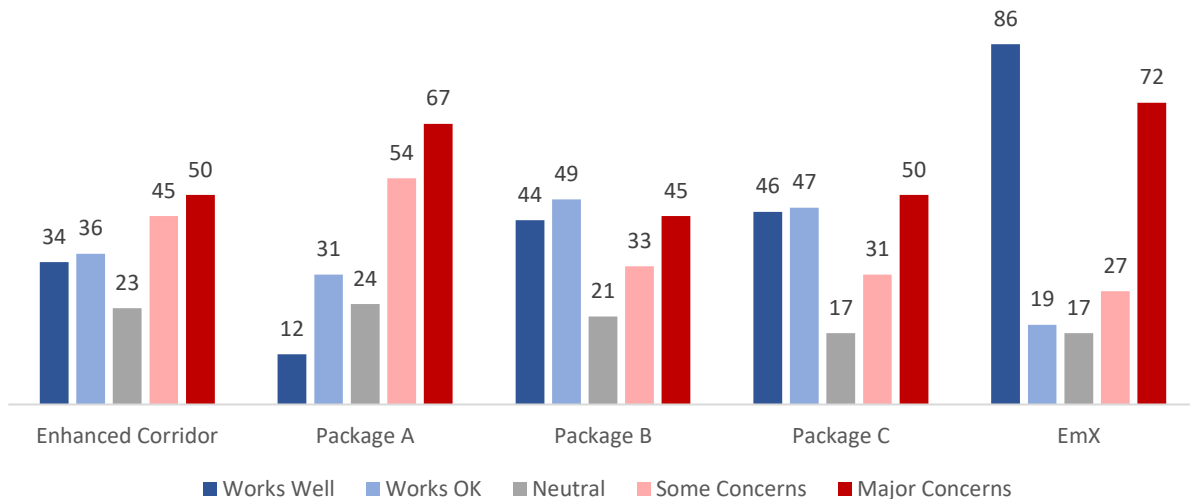
Each of the packages was described to participants in terms of cost, ridership, service level and other criteria from the 2018 Alternatives Analysis.

Package Ratings

The charts below include survey submissions received both on paper and online.

Participants were asked to rate each package on a five-point scale from “Works Well” to “Major Concerns.”

Package ratings by number of responses per scale point



Package B showed a slim advantage over the others in amount of approval (both shades of blue) compared to amount of concern (red/pink), even though it was not the outright leader in approval.

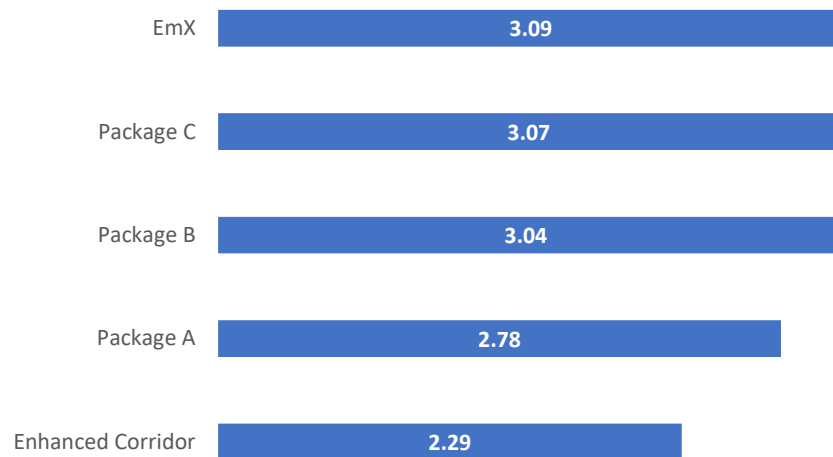
The EmX package drew a polarized response, with the highest number in “Works Well” (dark blue) and also in “Major Concerns” (red). In open-ended comments, frequently mentioned concerns included cost and the impact to trees and properties on the corridors. Frequently mentioned benefits included the best accommodation for anticipated population growth and for the safety of people walking and biking.

Responses to **packages B and C** were polarized as well, but less acutely. Expressions of both concern and approval were clustered around cost (still too high, but more palatable than EmX) and around corridors slated for No-build (either appropriate or unacceptable, depending on the participant’s perspective).

Enhanced Corridor and especially **Package A** drew more expressions of concern than of approval. For Package A, the emphasis on serving low-income areas was a recurring topic of both concern and approval. For both Enhanced Corridor and Package A, frequently expressed concerns include relatively low improvements in travel time, ridership rates, and safety for people walking and biking. For further insight, the five-point scale was translated to numbers, allowing the packages to be ranked by average score per participant.

Package ratings by average score per participant

“Works Well” = 5 “Works OK” = 4 “Neutral” = 3 “Some Concerns” = 2 “Major Concerns” = 1



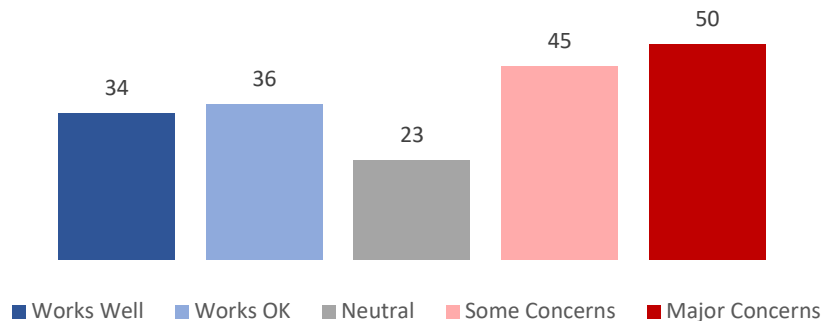
The EmX Package, representing the highest level of investment, had the highest average score. The correlation between investment level and average score was complete, with average scores descending in the same order as investment levels.

Open-Ended Comments

More than 900 open-ended comments in seven categories — one for each draft package, one associated with participant-built packages, and one more general — were recorded from the online open house and in-person open house comment forms. Themes and trends are listed below.

Enhanced Corridor

Package rating by number of responses per scale point



Typical Concerns

- Capital cost per trip is too high
- Need more increase in ridership, reduce travel time, improve safety for bicyclist and pedestrians
- Not enough investment to help community / growing community
- Need to stop building mass transit projects
- Doesn't encourage using alternative transportation
- High cost for low benefits
- Doesn't help people who drive
- Only 56 percent of investment goes to corridors that have disadvantaged populations; or investments are not focused on corridors with disadvantaged populations

Typical Support

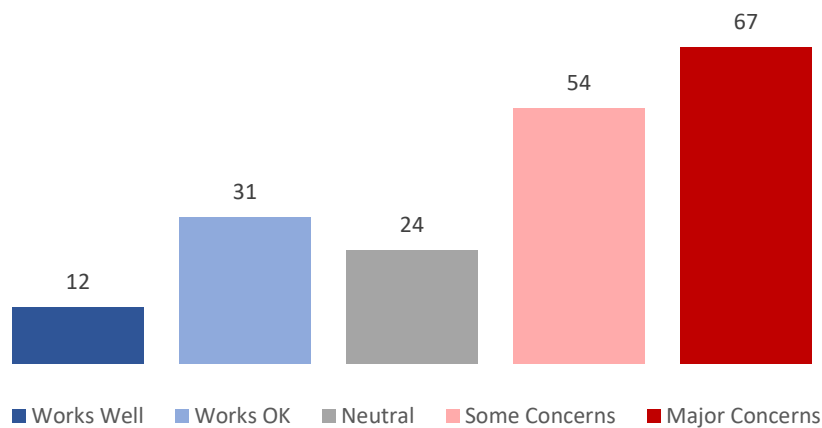
- Neutral impact on lifestyle
- Low impact in displacing families and businesses
- Low impact in removing trees
- Low cost means better chance of public support.
- Low cost with some increase in ridership
- Extra routes at little cost seems promising
- Addresses short- and medium-term goals for improving public transit
- Ride-time improvements and ridership increase seem like a good value
- Benefits all five corridors
- Meets biking needs

Trends

- Nearly one-third of all comments expressed desire for more investment than provided. More than 46 percent of respondents who said they had “major concerns” or “some concerns” listed the need for more investment as a reason.
- The perceived return on investment was similarly important for individuals with concerns and for those who thought the package worked well.
- A minority of individuals who have concerns about the Enhanced Corridor package stated that they do not want EmX or transit investments.

Package A

Package rating by number of responses per scale point



Typical Concerns

- Capital cost per trip is too high
- Need more increase in ridership, reduce travel time, improve safety for bicyclist and pedestrians
- Not enough investment to help community / growing community
- Need to stop building mass transit projects
- Doesn't encourage using alternative forms of transportation
- High cost for low benefits
- Doesn't help people who drive, including at river crossing
- Not consistent with big-picture plans
- Could isolate disadvantaged populations
- Doesn't help Coburg corridor

Typical Support

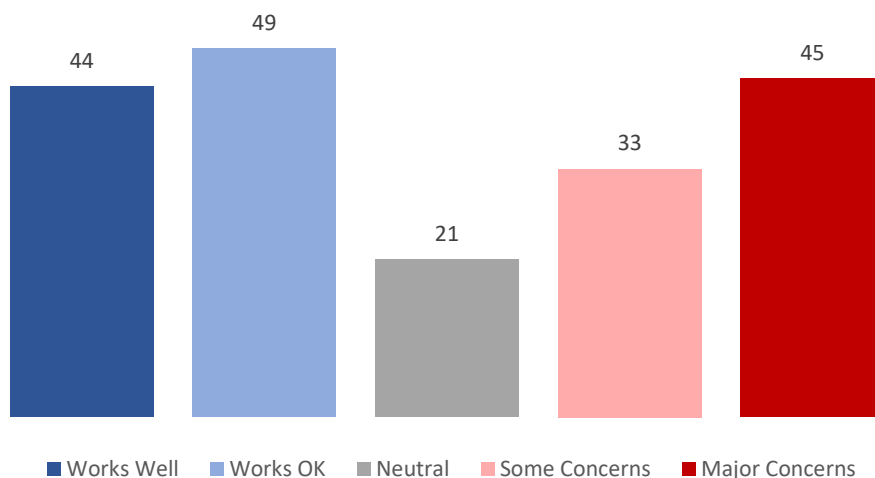
- Good support for disadvantaged (EmX on River Road)
- Low impact on property, trees and parking

Trends

- Nearly one-third of all comments expressed desire for more investment than provided. A total of 41 percent of respondents who said they had ‘major concerns’ or ‘some concerns’ listed the need for more investment as a reason.
- Almost 23 percent of respondents who said they had “major concerns” with the package cited that they do not support EmX projects or any of the transit investments.

Package B

Package rating by number of responses per scale point



Typical Concerns

- Capital cost per trip is too high
- Need more increase in ridership, reduce travel time, improve safety for bicyclist and pedestrians
- Not enough investment to help community / growing community
- Need to stop building mass transit projects
- Doesn't encourage using alternative forms of transportation
- High cost for low benefits
- Doesn't help cars
- Doesn't help LCC students
- Focuses on North Eugene exclusively
- Ignores residents in core

Typical Support

- A good compromise
- Improvements in travel time, safety and ridership
- Has a focus on the river crossing
- Improves bus service for U of O students
- Has a focus on disadvantaged populations
- Will work well if it means greater frequency on Coburg Road

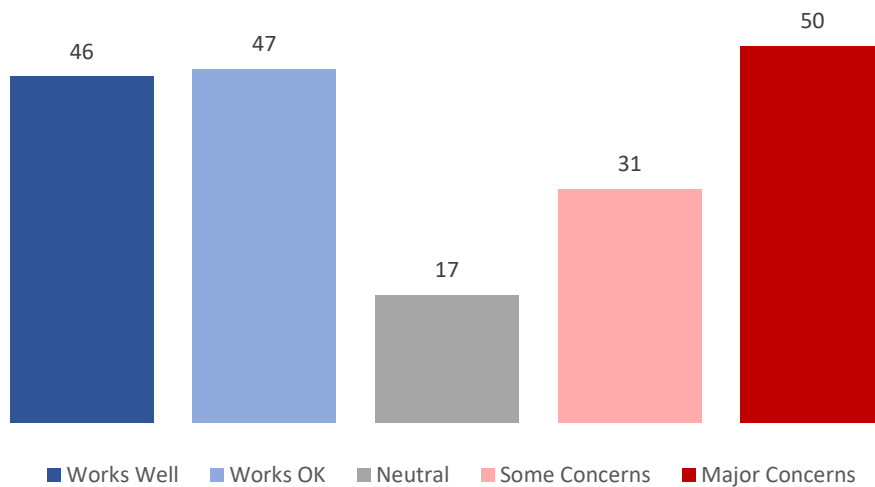
- Better than Enhanced Corridor and Package A

Trends

- More than 22 percent of respondents who said they had “major concerns” or “some concerns” listed the need for more investment as a reason.
- Almost one-third of respondents with “major concerns” stated that they do not support any of the transit investments or EmX projects.

Package C

Package rating by number of responses per scale point



Typical Concerns

- Capital cost per trip is too high
- Need more increase in ridership, reduce travel time, improve safety for bicyclist and pedestrians
- Not enough investment to help community / growing community
- Need to stop building mass transit projects
- Doesn't encourage using alternative forms of transportation
- High cost for low benefits
- Doesn't help cars
- Increase in cost, decrease in ridership

Typical Support

- Every route is useful, and the route from 30th to LCC would be very much appreciated
- More equitable transit access throughout the community
- Getting closer to being consistent with local goals
- Bold, progressive, proactive approach
- Good balance overall in terms of the enhanced corridors
- Easier to implement and maintain (and pay for)
- System-wide Annual Ridership Increase, New Bike/Ped Access and Safety Improvements

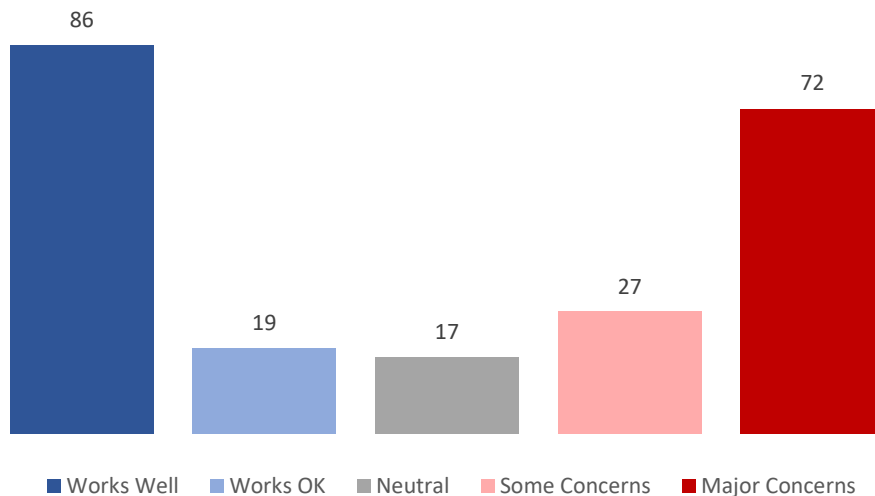
- The most balanced option
- Balancing capital investment against operating cost increases, this seems the best fit

Trends

- Return on investment was a factor in more than 11 percent of all responses, and was important to people across all ratings.
- Capital cost grew as a concern for people who rated the packages “major concern,” “some concern,” and “works OK.” Overall almost 14 percent of respondents listed capital cost as a concern.

EmX

Package rating by number of responses per scale point



Typical Concerns

- Capital cost per trip is too high
- Need to stop building mass transit projects
- High cost
- Unclear where the money would come to pay for it
- Doesn't help cars
- Business impact
- Too far between stops
- Impact to trees
- Seems like overkill
- Impact to parking

Typical Support

- Best preparation for the future
- Expensive but necessary
- Best bike/walk enhancements

- Best in improvements to bike/walk safety, ridership and access
- Will really make a difference in quality of life and economy
- The ridership increase is impressive
- Very consistent with local plans
- Comprehensive, rapid, and connects well with popular routes and high investment areas
- Would run at late hours

Trends

- Capital cost was a concern for 24 percent of all respondents.
- Of respondents who said they had “major concerns,” almost 15 percent expressed that it was because of opposition to the EmX.
- Of those who rated the package as “works well,” nearly 12 percent gave responses about the ridership increase. Nearly 22 percent gave responses about the increase in safety for people walking and biking.

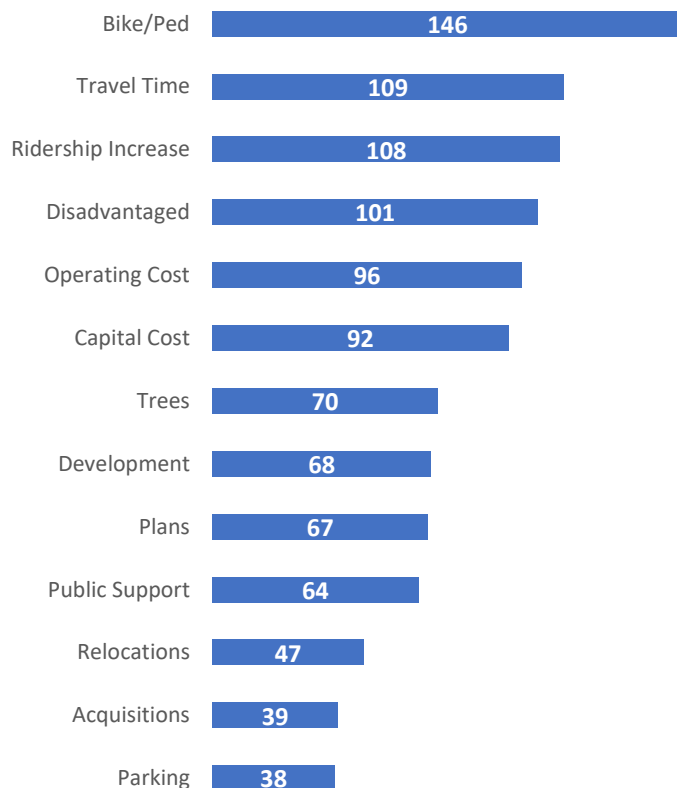
The full text of open-ended comments about the draft packages appear in Appendix C.

Evaluation Criteria

Participants were asked to choose five criteria (from among 13) they found most important in evaluating draft packages. Some of the criteria were the same as those used to evaluate corridors in the previous round of outreach and feedback. Others were new, to help assess system-wide benefits.

By a clear margin, the most frequently chosen criterion was New **Bike/Ped** Access and Safety Investments. A tight pack of runners-up included In-Vehicle Transit **Travel Time** Improvement, System-wide Annual **Ridership Increase**, Percent of Investment in Corridors with Higher Level of **Disadvantaged** Population, and both **Cost** criteria (**Operating** and **Capital**).

Evaluation criteria by frequency of choice



Build a Package

Participants could build their own package, choosing one of three options — **No-build**, **Enhanced** Corridor and **EmX** Corridor — for each of the five MovingAhead corridors.

The exercise was not required; 227 of the 291 participants completed it. They assembled 56 complete, discrete packages. Only about half were replicated by more than one participant — and only seven packages (listed below) were replicated by 10 or more builders. The leading package by far was EmX on all routes, except Enhanced Corridor on MLK, Jr. Blvd. — identical to the EmX draft package. The closest runner-up was No-build on all corridors. All 56 built packages are listed further on.

Highway 99	River Road	30th Avenue/LCC	Coburg Road	Martin Luther King, Jr. Blvd.	Number who built
EmX	EmX	EmX	EmX	Enhanced	44
No-build	No-build	No-build	No-build	No-build	20
Enhanced	Enhanced	Enhanced	Enhanced	Enhanced	16
Enhanced	EmX	Enhanced	EmX	Enhanced	15
Enhanced	EmX	Enhanced	Enhanced	Enhanced	11
EmX	EmX	Enhanced	Enhanced	Enhanced	10
EmX	EmX	Enhanced	EmX	Enhanced	10

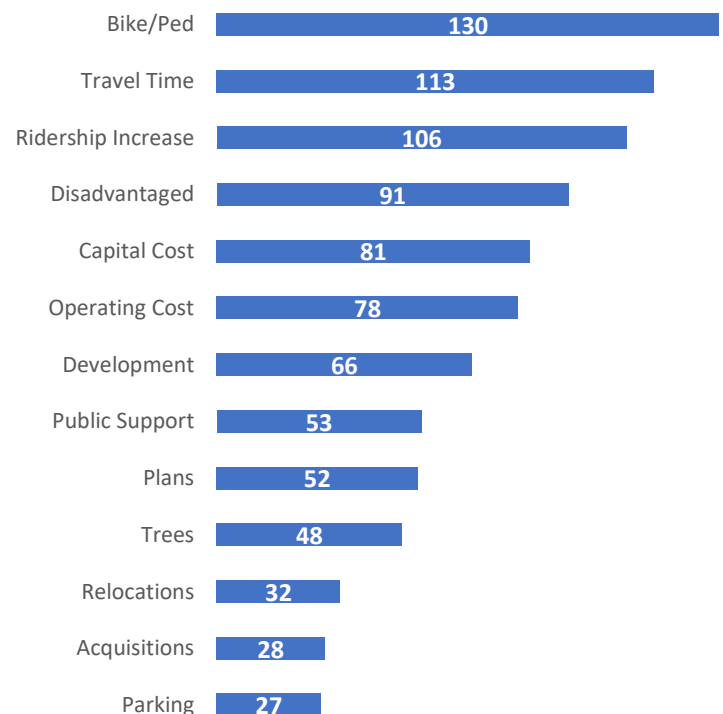
Evaluation Criteria

Participants were asked which five criteria (from among the same 13 used to rate draft packages) most influenced their package-building. Overall results were nearly the same as for rating draft packages, except that New **Bike/Ped** Access and Safety Investments held a slimmer lead over its nearest rivals.

For further insight, the built packages were divided into six levels of investment:

- **Highest** (28 percent of built packages): EmX on all corridors, except EC on MLK
- **Medium-high** (31 percent): a variety of build choices on up to five corridors
- **Middle** (21 percent): a variety of build choices on up to four corridors, or Enhanced on all corridors
- **Medium-low** (6 percent): a variety of build choices on up to three corridors
- **Low** (13 percent): No-build on all corridors, or Enhanced Corridor on one corridor

Evaluation criteria by overall frequency chosen



Within each level, people named the five evaluation criteria that most influenced their choices:

Highest Investment

- **Bike/Ped: 56**
- Ridership: 47
- Travel Time: 43
- Disadvantaged: 35
- Development: 31

Medium-low Investment

- **Capital Cost: 11**
- Operating Cost: 9
- Bike/Ped and Trees tie: 6 each
- Disadvantaged and Travel Time tie: 5 each

Medium-high Investment

- **Bike/Ped: 41**
- Ridership: 33
- Travel Time: 40
- Disadvantaged: 31
- Capital Cost: 27

Low Investment

- **Operating and Capital Cost tie: 17 each**
- Relocations: 12
- Acquisitions: 9
- Public Support: 8
- Parking: 7

Middle Investment

- **Bike/Ped: 24**
- Travel Time: 22
- Operating Cost: 25
- Capital Cost: 21
- Ridership and Trees tie: 20 each

Bike/Ped, Ridership, Travel Time and Disadvantaged were named frequently at the higher investment levels, but were supplanted by Operating Cost and Capital Cost at lower investment levels.

Open-ended Responses

Participants were asked what more the project team needed to know as they refined the final package. Answers covered a broad range of territory — including advocacy for both spending more and spending less; pegging spending to various criteria including climate goals and ridership goals; trees, specific transportation modes, roads and bus lines, and more — without a dominant trend.

In the final part of the survey, participants were asked what else they would like to tell the project team. Many responses were statements for or against public transit or the Lane Transit District in general, or EmX more specifically. Other submissions included an extensive, alternative view of climate-change science.

All open-ended responses are included in Appendix C.

Key Themes

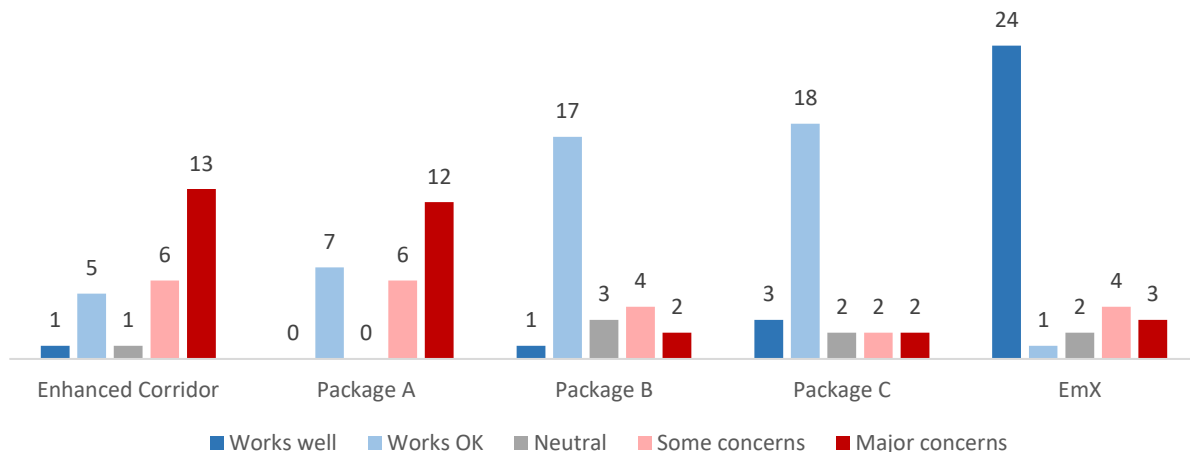
Several themes emerged from the survey's ratings and open-ended responses (for draft packages and participant-built packages).

- EmX generates both strong support and strong concern.
- Investment in bike/pedestrian access and safety is the leading criterion for ranking packages, ahead of travel time, ridership increase, and both capital and operating costs. *Much of the strong EmX support stems from that option's high level of bike/pedestrian investment.*
- Much EmX concern cites cost, along with skepticism that it would be ridden enough to justify the cost. Even EmX supporters stated in open-ended comments that they hoped to see detailed information about funding and return on investment.
- Other packages generate less support, but also less concern. By a narrow margin, Package B has the most favorable ratio of support to concern.
- Concern about other packages is somewhat similar to EmX concern in that cost and anticipated lack of ridership are often cited. Other concerns include not enough investment in a preferred corridor and in bike/pedestrian safety.
- Support for packages other than EmX is less *enthusiastic*, with open-ended comments implying pragmatic compromise rather than discovery of an ideal combination.
- Significant minorities of people with concerns about the Enhanced Corridor package and Package A cited the need for more investment.

In-Person Dot Exercises

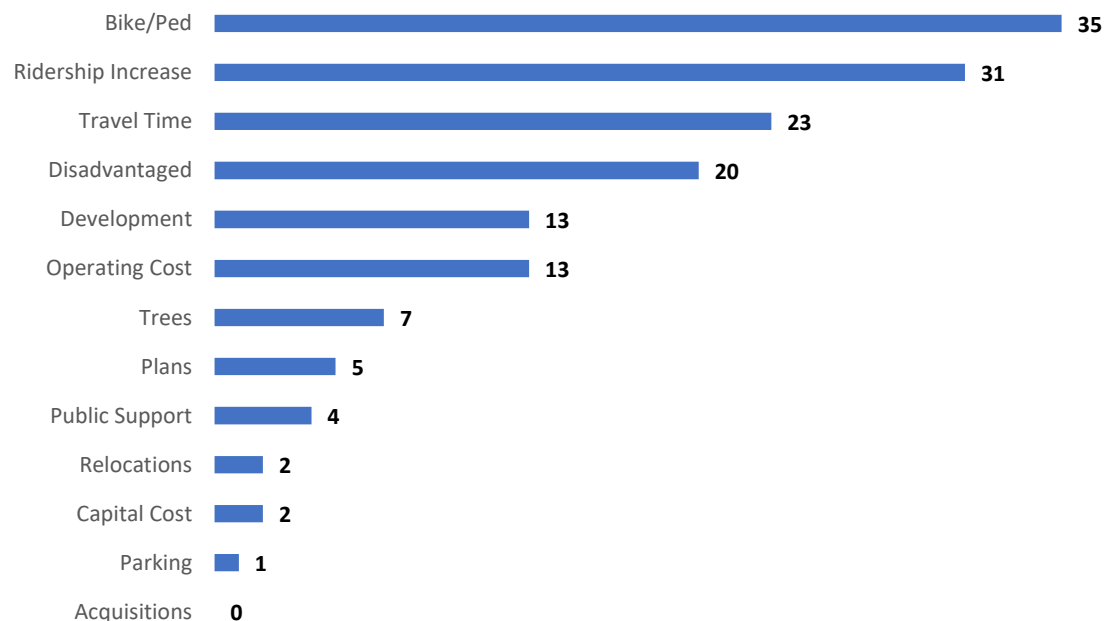
Each participant at the in-person open house was given a set of sticky dots and was asked to place them on a series of display boards to indicate how they felt about each draft package. The dots were placed as follows. Packages B, C and EmX acquired fewer concerns in this exercise than when participants filled out individual forms.

Distribution of sticky dots in rating draft packages



Each participant at the community-wide open house was given a set of five sticky dots and was asked to place them on a large display board, on the five criteria they felt were most important or useful in ranking draft packages. The dots were placed as follows.

Distribution of sticky dots in choosing evaluation criteria



The results are similar to those from individual feedback (collected at both the in-person and online open houses) — except that Capital Cost was chosen less frequently, and Bike/Pedestrian Safety was chosen with only slightly more frequency than Ridership Increase.

Participant-built packages

Participants could build their own package, choosing one of three options — **No-build**, **Enhanced Corridor** and **EmX Corridor** — for each of the five MovingAhead corridors.

The exercise was not required; 227 of the 291 participants completed it. They assembled 56 complete, discrete packages. Only about half were replicated by more than one participant — and only seven packages were replicated by 10 or more builders. The leading package by far was EmX on all routes, except Enhanced Corridor on MLK, Jr. Blvd. — identical to the EmX draft package. The closest runner-up was No-build on all corridors. The 56 built packages are as follows.

Highway 99	River Road	30th Avenue/LCC	Coburg Road	Martin Luther King, Jr. Blvd.	Number who chose
EmX-Corridor	EmX-Corridor	EmX-Corridor	EmX-Corridor	Enhanced-Corridor	44
No-build	No-build	No-build	No-build	No-build	20
Enhanced-Corridor	Enhanced-Corridor	Enhanced-Corridor	Enhanced-Corridor	Enhanced-Corridor	16
Enhanced-Corridor	EmX-Corridor	Enhanced-Corridor	EmX-Corridor	Enhanced-Corridor	15
Enhanced-Corridor	EmX-Corridor	Enhanced-Corridor	Enhanced-Corridor	Enhanced-Corridor	11
EmX-Corridor	EmX-Corridor	Enhanced-Corridor	Enhanced-Corridor	Enhanced-Corridor	10
EmX-Corridor	EmX-Corridor	Enhanced-Corridor	EmX-Corridor	Enhanced-Corridor	10
Enhanced-Corridor	EmX-Corridor	EmX-Corridor	EmX-Corridor	Enhanced-Corridor	7
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Enhanced-Corridor	Enhanced-Corridor	Enhanced-Corridor	Enhanced-Corridor	No-build	4
EmX-Corridor	Enhanced-Corridor	EmX-Corridor	EmX-Corridor	Enhanced-Corridor	4
EmX-Corridor	EmX-Corridor	Enhanced-Corridor	Enhanced-Corridor	No-build	4
EmX-Corridor	EmX-Corridor	EmX-Corridor	Enhanced-Corridor	Enhanced-Corridor	4

No-build	EmX-Corridor	Enhanced-Corridor	EmX-Corridor	Enhanced-Corridor	3
Enhanced-Corridor	Enhanced-Corridor	Enhanced-Corridor	No-build	Enhanced-Corridor	3
Enhanced-Corridor	EmX-Corridor	No-build	EmX-Corridor	No-build	3
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No-build	EmX-Corridor	EmX-Corridor	EmX-Corridor	Enhanced-Corridor	1

Enhanced-Corridor	No-build	No-build	No-build	No-build	1
Enhanced-Corridor	No-build	Enhanced-Corridor	No-build	No-build	1
Enhanced-Corridor	No-build	Enhanced-Corridor	Enhanced-Corridor	Enhanced-Corridor	1
Enhanced-Corridor	No-build	EmX-Corridor	Enhanced-Corridor	Enhanced-Corridor	1
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Enhanced-Corridor	Enhanced-Corridor	EmX-Corridor	No-build	No-build	1
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EmX-Corridor	Enhanced-Corridor	EmX-Corridor	Enhanced-Corridor	No-build	1
EmX-Corridor	Enhanced-Corridor	EmX-Corridor	Enhanced-Corridor	Enhanced-Corridor	1
EmX-Corridor	Enhanced-Corridor	EmX-Corridor	EmX-Corridor	No-build	1
EmX-Corridor	EmX-Corridor	No-build	No-build	No-build	1
EmX-Corridor	EmX-Corridor	No-build	Enhanced-Corridor	No-build	1
EmX-Corridor	EmX-Corridor	Enhanced-Corridor	EmX-Corridor	No-build	1
EmX-Corridor	EmX-Corridor	EmX-Corridor	EmX-Corridor	No-build	1

See Appendix B for the demographics of open house participants.

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

General Project Comments

Throughout winter and spring 2019, the project team solicited comments at presentations and events.

Date	Event	People Engaged
1/14/2019	River Road Community Organization Presentation	20
3/12/2019	Eugene Station Tabling - Morning	30
3/12/2019	Eugene Station Tabling - Evening	40
3/12/2019	Outreach Bus LCC Station	41
3/13/2019	Outreach Bus Coburg Road	19
3/14/2019	Eugene Station Tabling - Morning	20
3/14/2019	Eugene Station Tabling - Evening	25
3/14/2019	Outreach Bus Bethel Library	10
3/15/2019	Outreach Bus River Road	5
3/18/2019	Community Wide Open House	40
3/30/2019	Eugene Chamber of Commerce — LGAC	18
4/4/2019	LiveMove	8
4/7/2019	River Road/Santa Clara Neighborhood Planning	14
4/10/2019	River Road/Santa Clara Neighborhood Planning	25

During the same period, 37 people submitted comments about the project directly. These included:

Submittal Type	Comments
Email	8
Phone Call	1
Letter	1
Website Contact Form	27

Full comments from these activities are in Appendix D.

Media Engagement

Members of the project team gave five interviews on three local TV and radio stations:

- March 6 on KUGN radio
- March 12 on KEZI TV
- KVAL TV:
 - March 14
 - March 18
 - April 4

Because local stations share reporters, the interviews aired on more than one station.

Appendix A: Communication Materials

MovingAhead Website

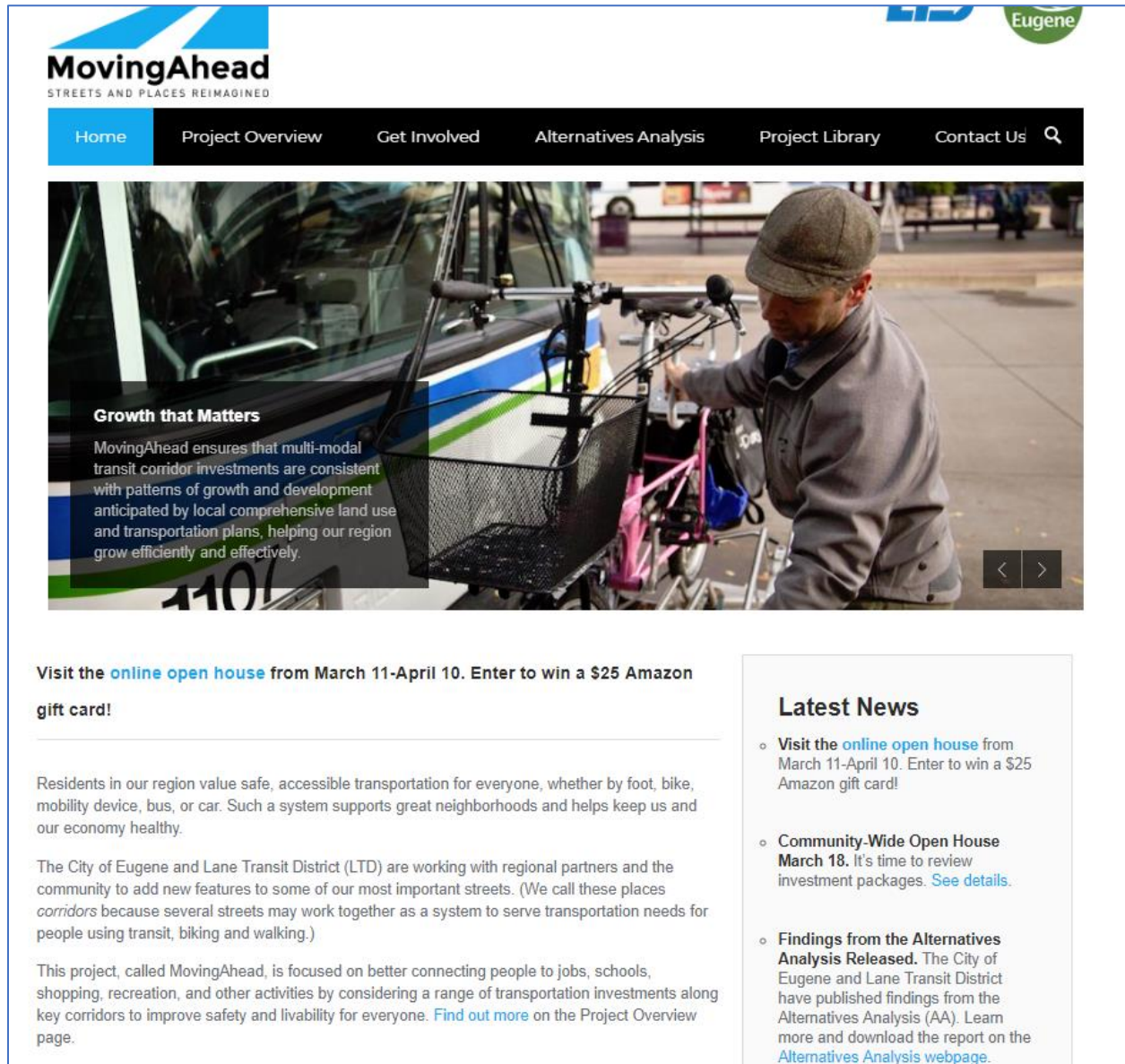


Figure 1

Online Open House

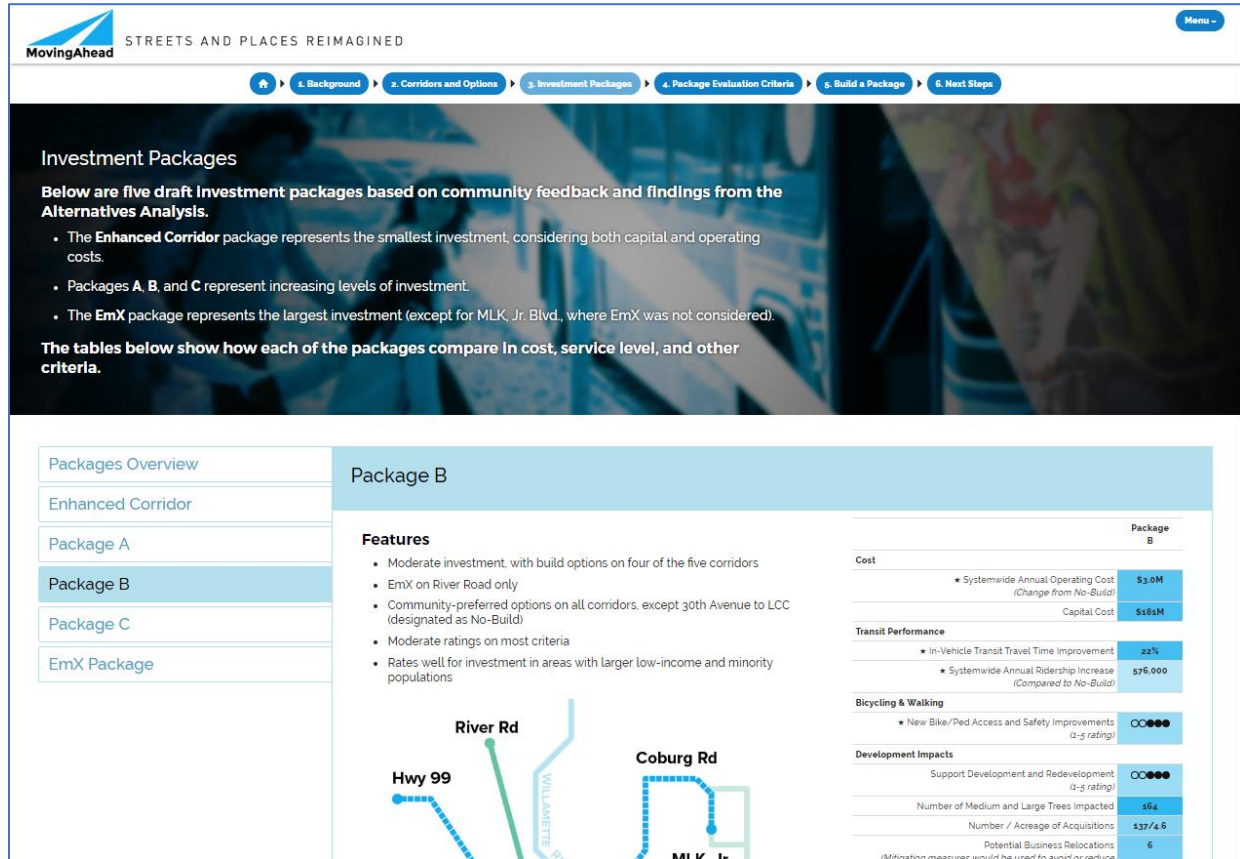


Figure 2

E-news



It's Time! Review Draft Transportation Investment Packages

The City of Eugene and Lane Transit District have developed draft **investment packages** for the five MovingAhead corridors, based on community preferences and last year's technical analysis. Your chance to review and comment begins today!



There's an Outreach Bus visit coming near you; see details below. We'll also share the draft investment packages at a community-wide open house on **March 18**.

Can't make it to the open house? That's OK. Visit the [online open house](#) anytime through April 10.

Whether in-person or online, your input will help us develop a *preferred* package of investments for the City Council and the LTD Board to approve later this year — *and it will enter you in a drawing to win a \$25 Amazon gift card.*

Upcoming Meetings and Events

Open Comment Period
March 11-April 10
MovingAhead.org



Figure 3

Postcard



Help build a better transportation future for Eugene!



MovingAhead
STREETS AND PLACES REIMAGINED

Join us March 18 to review transportation investment packages.

MovingAhead is exploring five transportation investment packages that identify possible changes for some of our most important streets over the next 10 years. Now we're ready to share them with you.

Can't make it to the open house? An online open house and public comment period will run from **March 11 to April 10**. Whether in-person or online, your participation will enter you in a drawing to win a \$25 Amazon gift card!

Community-Wide Open House

Free children's activities and refreshments!

Monday, March 18
5:30-7:30 p.m.
Baker Center, 975 High St.

Your input on these proposed packages will help us develop a *preferred* package of investments for the Eugene City Council and the LTD Board of Directors to approve later this year.

Learn more and share input online: MovingAhead.org

Interpretación en español estará disponible. Accessibility arrangements, interpreter, translation, and/or child-care services can be made for all MovingAhead events with 48 hours notice. For more information, call 541-682-6100 (voice) or 7-1-1 (TTY). Federal funds may be pursued for any projects advanced as part of MovingAhead's next phase.

Figure 4

Appendix B: Open House

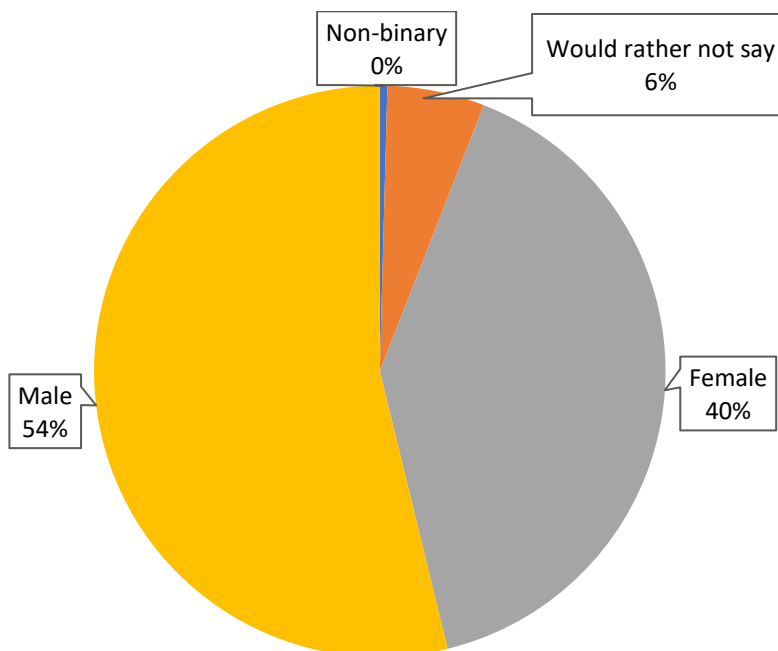
Demographics

Below is a catalog of demographic information about participants who chose to report it in the online and in-person open houses. Where demographics are compared against outside data, the source is 2015 U.S. Census data for the City of Eugene — except where indicated. Demographics questions were optional, so this information may not fully represent the demographic makeup of the participants.

Age

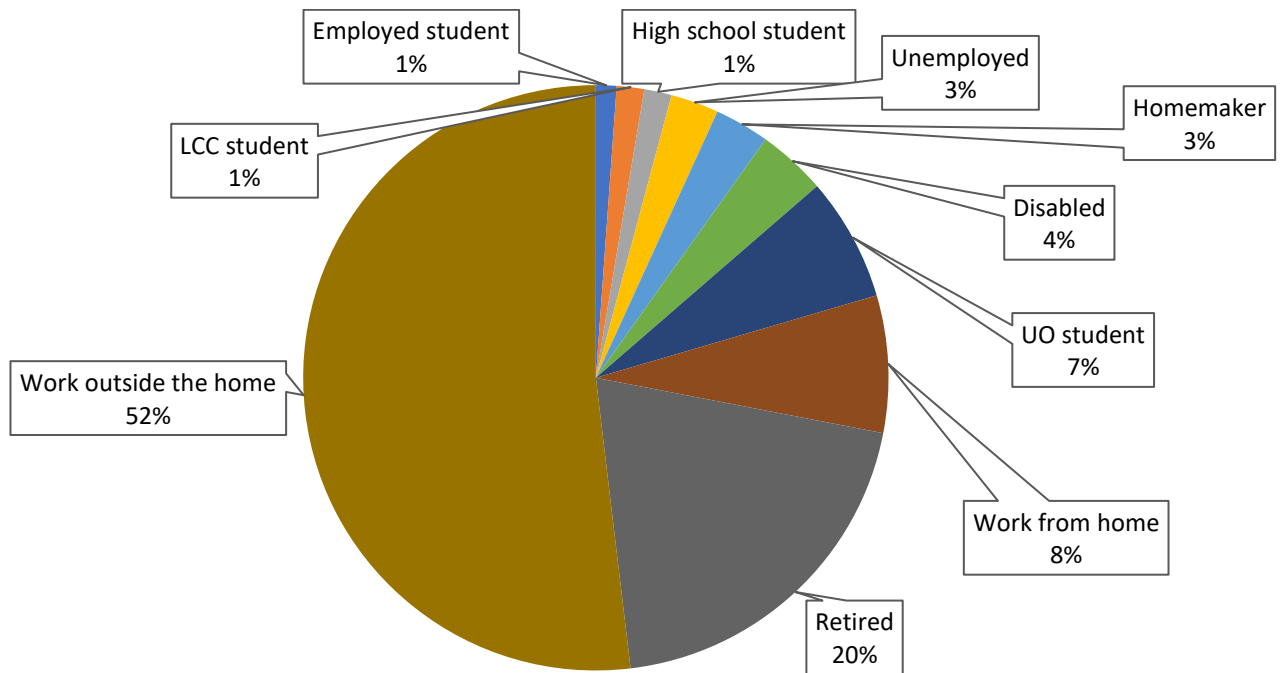
- About 56 percent described themselves as age 40 or over.
- Among 113 who gave age, the average age is 44, the median is 41. (The median age in 2017 U.S. Census data is 34.1.)
- Modes were 27, 49, and 64 (six times each).

Sex



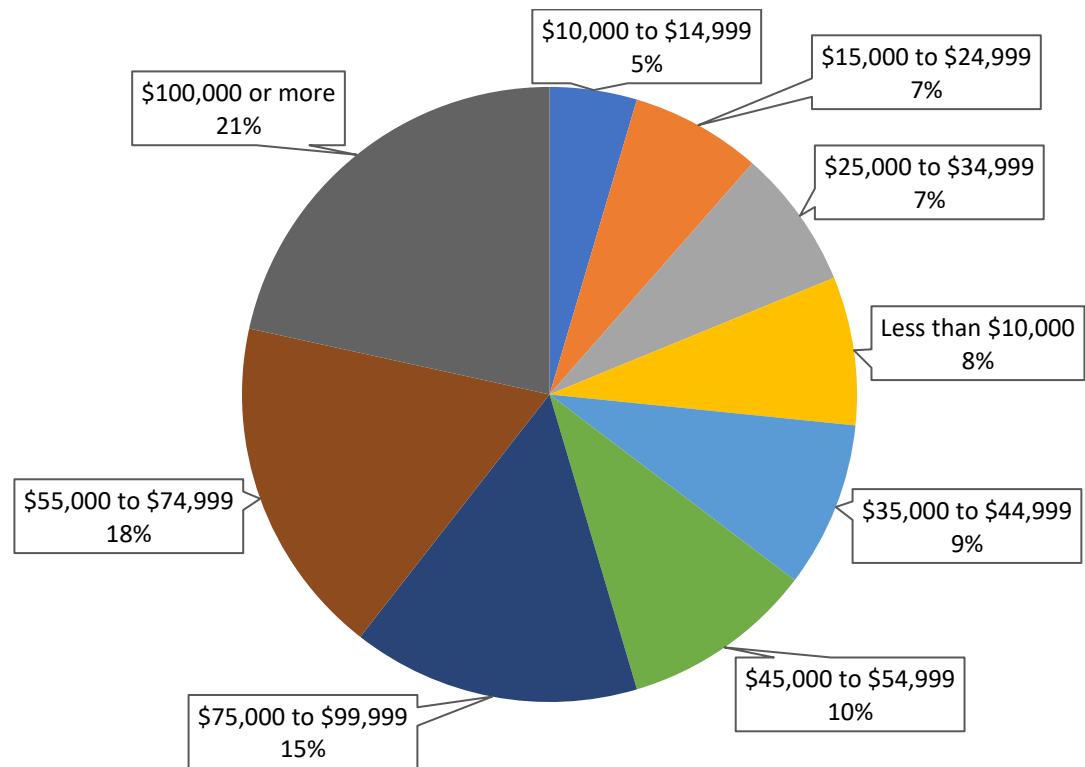
Employment

Nearly two thirds said they have paid work, compared to about half in census data. Twenty percent described themselves as retired. A quarter said they were college students.

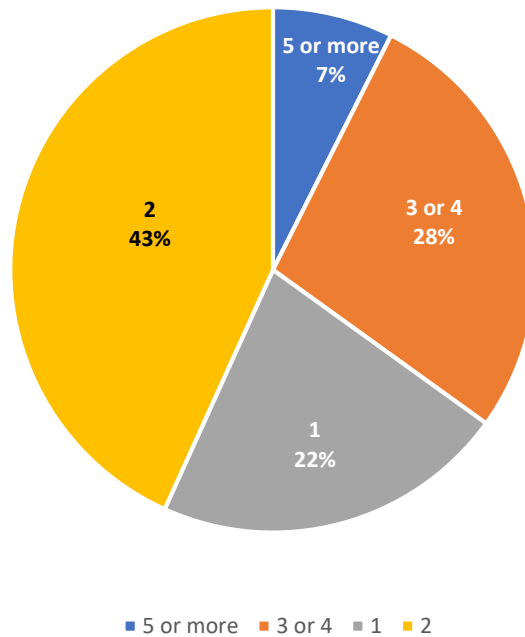


Household Income

Slightly more than half claimed annual household incomes of at least \$45,000. More than a third claimed household incomes of \$75,000 or more. In census data, the median household income for the City of Eugene is \$42,715.



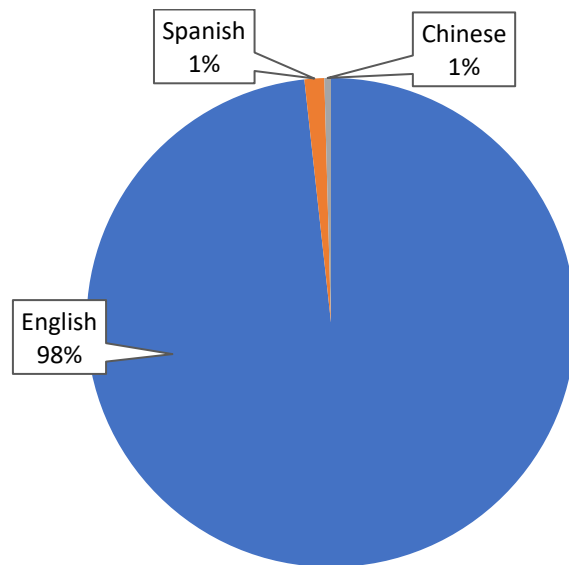
Number of Persons in Household



Nearly half of 229 respondents live in a two-person household. Just over a quarter have three or four people at home. Nearly a quarter live alone.

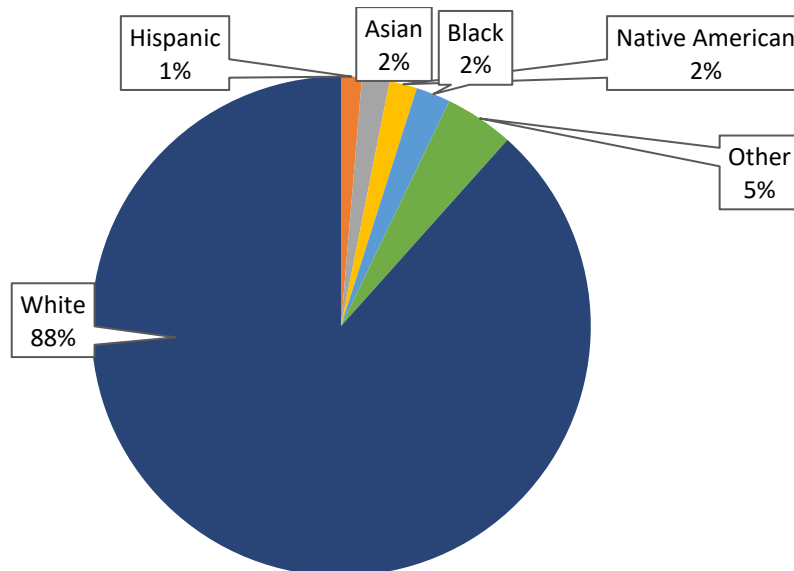
Language Spoken at Home

Overwhelmingly, participants described themselves as speaking English at home. Two percent did not, compared to 3.9 percent reported as having limited English proficiency in census data.



Race

Overwhelmingly, participants described themselves as white — 88 percent compared to 77.5 percent in census data. One percent self-described as Hispanic, compared to 10.6 percent in census data.



Appendix C: All Open House Comments

Comments have not been edited for spelling, grammar, etc., as a good-faith indicator that their content has not been altered.

Enhanced Corridor

Concerns

Cost

Too Much

- With this option the capital costs are too high and it removes too much street parking.
- While this increases safety, the (probably overestimated) ridership increase costs nearly \$400 per rider.
- Transit time improvement is moderate, but estimated ridership seems to blunt that. What happens to the Coburg route (transit options, transit time) if ridership isn't met? I prefer to use my bike as often as possible (mainly in the summer) and Coburg needs bike improvements (safety!), and this plan has moderate improvements, but I'm afraid it wouldn't be enough. Development impacts look fine, and minimizing relocations is a good goal, but in order to meet long-term city needs is key. Sure, this plan has a small short-term impact, but at what long-term cost? Seems to me that while this plan costs less in the short-term, it could very well cost a lot more in the long-term.
- Too Expensive, interrupts personal vehicle traffic
- Too expensive
- Seems like the cost is high relative to the benefit. Spend 148M to save .1M/year in operating costs, with minimal improvements for transit users and vehicles?
- High cost, low benefit.
- Capital Cost per trip is nuts. We could give away 7.4 million \$20 uber vouchers for the same cost. That's about 20 years worth of ridership.

Not Enough

- We need ridership to increase more than this would support.
- We need major restructuring of our transit system to focus on increasing walking, bicycling, and mass transit, and reducing car and truck use, and we need to improve conditions for trees and plants and diminish the role of pavement. We also need to diminish lighting and focus it so it's only on and used where and when needed.
- River Road wouldn't be getting as much investment as it should.
- River Road needs better transit and EMX, this doesn't cover that. Doesn't invest enough in long-term solutions.
- Not enough
- Not enough investment to help our community

- Not enough investment in transportation for our growing region.
- Not enough infrastructure for the low income and minority community (also, I do not like that these two categories of humans are lumped together)
- Just not enough of an investment, we have greater needs in this community and need to be building new transit infrastructure for our future. I would like to see a significant level of capital investment.
- Its not EMX
- It seems to me that this is just kind of a baby-step in the right direction, but that we can do more.
- It gives a little bit to the whole community but I don't think it is bold enough.
- I feel Lane county can do better than this, and that the investment in mass transit will create more jobs through better public accessibility to transportation.
- Eugene-Springfield will keep growing. This seems like a bandaid. We need to get ahead of the curve on mass transit.
- Doesn't go far enough.
- A minimal effort not worth the investment.
- EmX on River Road is a no-brainer. While I would rather see an enhanced corridor package than nothing at all, I cannot support further delaying this critical package. 2) Any investment on the Amazon Parkway corridor (even enhanced corridor) is a waste of money. Buses to LCC should travel along Hilyard (with strong parallel bus service on Willamette); that is where the destinations are, and committing to service on Amazon Parkway simply spreads South Eugene service across too many parallel corridors to be useful. (Jarrett Walker report for Transit Tomorrow suggests this in either scenario!) We should not invest in infrastructure that simply sets into concrete the least efficient aspect of LTD's current system!

Opposition on principle

- You have grouped to many geographic areas that have different transportation needs. This tells me you have failed to identify where the public transportation will be utilized by significant number of the population basis. There are certain areas that will never opt for public transportation and our weather is not conducive to wide spread bicycle use.
- What community do you get input from? Only those who want to force bad public transportation options on others, not those who end up footing the bill.
- Transit system must be self-sustaining or discontinued. Vehicle Traffic continues to be hampered by lack of supporting infrastructure investment which further stress the vehicle/pedestrian/bicyclist interactions. If vehicles can be encouraged to travel nonstop to their destinations, less pedestrian interaction will occur. Mass transit plans and pedestrian walkways should be planned for those streets that are NOT arterial routes to reduce the interaction encouraged by current colocation.
- Thats a lie that there is low impact on trees, property, and parking. Theres also a huge impact on traffic. Do NOT put EMX on River Road. Theres no room and its not needed. EMX is a ridiculous waste of money. Its a transient transporter.
- Poor. Quit stealing our money to pay for this useless transit projects.
- Only slightly more acceptable than NO BUILD.
- Not necessary.

- Mass transit is not cost effective. People need their own cars to carry food and products home from stores. You cannot do that with a bus. Please stop trying to find ways to increase taxes.
- Major changes to River Road corridor not needed or wanted
- Its all a waste of money. Improve the roads and arterials before buses.
- Im not sure any bussing option will replace cars for people who live near the end of these routes. It simply takes too long to get to the city center by bus and even longer if not going to the city center. For a working family with multiple kids in childcare or activities, the system would never be used. Better to just improve roads and bike lanes.
- I suppose the one thing this option has going for it is that operating costs and impacts to non-transit traffic are less than the other options Still, thats like being forced to choose which limb youd like to shove into a wood chipper. Funny how the no-build option seemed to disappear. Im stunned that LTD thinks that the 200 or so responses they received the last go around are enough of a mandate to ram this through. Remember: youre spending other peoples money.
- I find it hard to believe that travel times would be increased with extra pedestrian crossings or extra stoplights. As we have seen on the W 11th/ 6th 7th Street projects the travel times are not improved. Also, I do not believe there is transparency where the increase in ridership is concerned. I notice quite a few LTD buses with very few people riding, both on the EmX bus and regular buses. Increase in taxes would be a must as there is not a budget in place. This not only hurts those who could possibly afford it but the lower income people as well. We are trying to increase pay to give living wages to only have taxes take it away. Green house gas emissions will increase with vehicles stopped at additional lights and pedestrian crossings making air quality worse and effecting our disadvantaged population by increasing breathing related illnesses.
- I dont see an ROI. \$148m is a crap ton of money to spend and possibly displace 4 businesses. Not to mention the acquisition of private property. How many of the 389,000 people in the increased ridership are receiving a subsidy to ride? Remember, this is not your money!
- Enough already! I am tired of all of this mass transit building. Just stop already!

Harms driving

- This doesn't address how individual drivers/commuters will be impacted, but the reduced parking definitely concerns me.
- These options are all about increasing bus and bicycle travel and screwing those of us that need to travel by car!
- The cost benefit seems appropriate. I like a single dedicated transit lane where ever possible. That works so well in other cities, and we will grow into it. EM-EX doesn't seem to work on Coburg or MLK. It might work in the other corridors. The focus on bicycles is NUTS in USA. What City of Eugene did on changes to E and W Amazon is an example. Intelligent change would have been to put protected bike lanes on one or the other - NOT BOTH. We need to consider bikes and prioritize automobiles. Unless we are going to change our national culture from cradle to grave, we must not prioritize bikes.
- Major Concerns. We need to invest in the future growth of our communities. Currently all these roads are packed with cars at both the morning and afternoon commutes.

Performance against criteria

- When compared to Package A the ridership difference and price difference make Package A more attractive between the two. Dropping 5k estimated riders while saving 29 million in estimated cost is well worth it.
- We need more people traveling on their feet and fewer in vehicles.
- want bike and pedestrian safety improvements
- transit system efficiency for user is not prioritized, so overall system will suffer
- This option continues to prioritize car travel and will not aid in encouraging alternate forms of transportation.
- There is a lack of detail in the options. Hard for me to know how this really impacts me as the individual. This doesn't feel like much of an enhancement.
- The price is right, but does not meet the needs of the disadvantaged population.
- the number of trees impacted is slightly concerning, as well as businesses.
- The emx option but they need to be better policed too many free riders
- Ridership levels jump when there are 15 or fewer minute intervals, and 10 or fewer minutes is even better. I'm concerned with any plan that does not seem to prioritize transit service intervals.
- Pretty graphics, unrealistic expectations.
- poor improvements to bike/ped safety, not enough ridership increase
- Only marginally addresses the goals.
- Only a small ridership increase and low safety rating. Basically equivalent to doing nothing.
- Only a small ridership increase
- Only 21% improvement in transit time
- not good for bikers and walkers
- not enough focus on bicycle/pedestrian safety
- Need to enhance the system so that it is better to get around town than driving a car.
- Need more safety and access.
- Moderate low cost system improvements across the entire community, improvements are moderate across the board. Would prefer greater connectivity and safety improvements.
- minimal increase in ridership
- low rating for safety and access for people who walk and bike
- Low rating for safety
- Low public safety. Lack of establishment of pedestrian walkways leads to overall reduction of space usage, decreasing marketability and as such, potential economic growth.
- It serves just 56% of the disadvantaged population.
- It meets the community goals of bike/ped improvements and annual costs, improved travel speeds, but isn't expected to result in higher ridership.
- It doesn't do much to improve travel time, ridership, or safety for peds and bikes.
- Increases traffic, has low impact on ridership and sustainability
- Inadequate
- I'm concerned with the property impacts, as well as the fact that the level of investment in corridors for historically disadvantaged populations is low.

- I think the low travel time savings means that fares would be low, but travel time would increase or stay the same. I am interested in shorter waiting times.
- I think that in theory this would be effective but I do not think it would provide the necessary amount of routes that the public requires.
- I think that commuters will be prioritized also. Because not everyone can afford to use cars in the community. Waiting for every 30 minutes on buses is too long. Specially if you need to make connections going to work. I think bus routes need to be always on scheduled and less wait time on intervals.
- I don't think this is worth the investment. TRAVEL TIME- doesn't do much to help. INCREASE IN RIDERSHIP- does not do much to help. SAFETY- does not do much to help. LITERALLY THOSE ARE THE MAIN THINGS PEOPLE ARE ASKING FOR THAT THIS PROJECT IS SUPPOSED TO DO THE MOST ABOUT. Those points do not support project criteria well- which indicates that this plan literally does not support its own self and that is a big red flag. Why would we waste money this just to have to come back later and change it since those 3 issues are going to continue to be a problem? No thank you, sir.
- I don't particularly like this package as compared to package A, there are more trees and more acres that are impacted. I also do not believe this is Enough to keep up with the growth of Eugene.
- I am a regular bus rider, and cyclist in addition to driving my car. I would prefer more improvements for pedestrians and cyclists.
- Doesn't seem to meet goals, while is less expensive
- Concern re: relatively lower level of improvements for safety of bike/ped users, less impact for disadvantaged riders, and overall less impact on ridership.
- Busses need to connect better to get High school students to school. There is a 15 minute walk from W 11th to 18th for Churchill students.
- Also, my work is on W 11th and I live By W 7th so I am on the bus line. The empty bus passes by me but it is not in service I am unable to get to work by 6:00. AM. Also the cost should be lowered or a contract should be made with businesses on the line so it could be more affordable. Look to Corvallis!
- bus routes with long time waits between buses is painful if there is inclemency or lack of seating while waiting.
- Because of the small ridership increase. We need to **get people out of their cars**

Support

Low impact in displacement

- Less impact on trees.
- It seems pretty neutral and wouldn't impact my life very much.
- I see the number of trees, families and businesses negatively impacted by this and it makes me horribly sad. This is the easiest pill to swallow.
- Better chance of building public support
- Low cost with some performance gain

Low cost with some performance gain

- You expect 34,000 new people and 37,000 new jobs by 2032. This is important. Enhanced Corridor Package can fix the growing.
- This package would appear to be the least disruptive to current travel patterns....I get it, we need to improve bus line, sidewalks, add a bike lane, but...I would like to see what impact happens first, if the bus transit station is really built there on corner of River Road and Hunsaker Lane.
- It needs to be a small transit station, and you need to look at locating additional property, further up north, the property where the former grocery store is comes to mind (and I guess right now is a Uhaul center?)
- This package has the smallest annual operating cost and helps a large area. Price is moderate so would get public support.
- This is the package that best serves the entire community and my favorite. It comes in at a balanced cost and should have the greatest potential to increase ridership. An increase in ridership should be a highly weighted metric in the selection process. I'd also like to see a new package that includes Enhanced transit package that puts EMX-level budget towards bike/pedestrian infrastructure.
- This is the best of the packages as it is low investment while providing gains, particularly for pedestrians.
- This is my favorite package. Please enhance biking and walkability everywhere!
- This community can't afford a large investment. This does the job well enough.
- The lack of safety may be a concern, but the extra routes at little cost does seem very promising, no matter how few people ride them.
- Small improvements
- Seems to maintain the status quo particularly without additional Emx service.
- Not as much money to invest - America is so behind on funding public transit, so we are always strapped - and some benefit to the community. I know people will squawk about any money to help others/the environment, so this might be more viable than other options.
- Meets the needs of cyclists
- Low impact, limited ridership increase
- Low cost, benefits all five corridors, lower developmental impact
- Low cost significant improvement
- Low annual operating cost with a good sized increase in ridership.
- Limited expansion of service and limited improvements in bike/ped safety
- Less impact on operating costs and lower capital costs, fewer impact on trees, etc., while improving transit time and bicycling and walking safety.
- It's cheaper with lower investment needed. It still meets community needs.
- It sounds like it would work just fine for the areas included.
- It is a good short term solution for our area's needs. Frequent buses with limited stops at transfer points makes good near turn sense.
- Improved service with lower annual operating costs
- I think, in the nearer future, that this would be a great approach. I lean towards Package C sooner and the EmX package long-term, but I think that one would take long enough that it

would make sense to have an intermediary step for many of the routes. It sounds like this would be easier to implement more quickly and cheaply, and I think the benefit per cost of this actually makes it worthwhile for several EmX-potential routes before expanding the EmX down those routes.

- I think that the enhanced corridor package would be an absolutely fantastic option for this community's baseline goals for improving public transit and accessibility over the medium term. I think that this community values public transit and accessibility more than is deserving of achieving our baseline goals.
- I think it best fits all members of our community
- I like that this option focuses on people who need transportation options the most. Given the number of cars heading to LCC, improving service here is important, and since many students are low income and young, providing good options makes sense. I'm not sure about Hwy 99. There is next to no housing on the route, so people have to walk to access the improved service since housing is concentrated further back. Coburg Road is a beast. I'd love to see EmX there, dedicated bike lanes and a whole lot less auto traffic. River Road is so wide, it seems perfect for EmX. I see this package as ho hum. Some things to like, but I'd prefer more aggressive options.
- I like that there's no additional cost, but don't want bus stops to be consolidated along Coburg Rd.
- I appreciate the increase in service across all major corridors. It is low impact and promotes accessible and affordable improvements. BUT, I think we can do more.
- Having better EMX along river road and out to LCC would really benefit the community and create a much larger section of the community easily accessible by bus.
- Doesn't seem to factor in long term ridership projections. If ridership is growing modestly, this plans seems appropriate.
- Cost effectiveness. Focuses on Hwy 99, which is most important.
- Considering the cost savings relative to other plans, the ride time improvements and ridership increase seem like a good value, if not the ultimate solution.
- Because it will make people safer and buses safer.
- because it is a smart investment for the community. I do think we need a MLK jr. blvd route is needed where i live.
- Because it cost less to build and operate.
- Because I like they way it works
- any move ahead is better than none
- A good budget oriented option that still included much needed improvements. Might not be good enough to meet the future public transportation needs of the city.

Package A

Concerns

Cost

Too much

- Why don't you focus on those who are not in the minority and those in the middle to upper income groups? I keep reading and noticing a theme here that these projects are really serving the minorities and low income groups at the expense of middle to upper income groups.
- I really do NOT want an EmX down Coburg road at all! After the disaster that is W 11th, I can now see that that project was really a large money pit. I'm still waiting to see when an ROI will be published. What really needs to be done is another bridge built over the Willamette River that will connect downtown with North Eugene. Or, take the existing Ferry Street Bridge and augment it by adding another lane both north and south for vehicle traffic.
- The costs per rider are even worse than the first option.
- The trips are slow, the costs are eye watering. You are burning \$119 million for the chance to offer rides that cost and additional \$5.00 each. Has anyone asked if it makes sense to run a bus service for a town this size and density?
- Seems like not much bang for the buck. By the way, whose bucks???
- More costly and does not improve service on many corridors, pay more, get less option.
- High cost. Modest improvement
- High cost, low benefit.
- Cost

Too little

- We need more investment.
- Too much risk of spending for minimal long-term benefit. A solution that is only a band-aid.
- Not enough.
- Need much more investment to diminish cars, shrink roads, and to make driving more costly and unpleasant. Focus should primarily be improving walking, secondarily on biking followed by mass transit. Needs to be connected to plans to build 4 story housing to increase density along major roads and in areas where it will have less impacts on single family residential neighborhoods. Room for trees and vegetation needs to be increased as hardscape is diminished.
- Inadequate investment in Coburg and MLK.
- I don't think this provides enough of an improvement in serving the community to offset the cost and impact of the investment.
- Doesn't go far enough.
- Better than enhanced option, but still not enough investment in our community

Opposition on principle

- You know that Robin Hood was stealing from the rich and giving to the poor right? He was taking taxes back from the government and giving it back to the people that the government had stolen it from in the form of taxes. Taxing the rich to pay for transit in low income areas

doesn't help the poor now does it help the rich. It only helps yourselves continue to leech off of the American taxpayer. Get a real job!

- What community do you get input from? Only those who want to force bad public transportation options on others, not those who end up footing the bill.
- We do not need another Em-X route unless it's earned through a county-wide public vote. As it stands, not only do citizens not get to vote on these, they don't even get to vote for the people making the decisions. The hundreds of Millions (with a capital M) that these projects would cost are not worth the negative impacts to traffic. Increased commute times lead to increased emissions, and disadvantaged populations would be hardest hit.
- Saving money is good. Jerry Brown's train idea failed in California. Mass transit will fail in Eugene.
- Not necessary.
- No emx on river road. Very low ridership in this area. To many families with dual incomes and busy kids. Public transportation doesn't work well here
- No EMX on River Road. No more EMX anywhere! It's terrible!
- It is all mass transit, not what is needed. There should have been many highways built years ago.
- It involves more EMX , which should not be included in any option after the failure it has been in West Eugene.
- I'm not sure any bussing option will replace cars for people who live near the end of these routes. It simply takes too long to get to the city center by bus and even longer if not going to the city center. For a working family with multiple kids in childcare or activities, the system would never be used. Better to just improve roads and bike lanes.
- Don't like the way the transit district is run. No elected officials

Harms driving

- You doing nothing about the traffic situation and putting all the effort into buses and bicycles. and making the auto drivers pay for it.
- Too Expensive, interrupts personal vehicle traffic
- This doesn't address how individual drivers/commuters will be impacted, but the reduced parking definitely concerns me, as well as more businesses being impacted.

Performance against criteria

- Would prefer investment be made more widely to have best impact on increasing ridership and improving bike/ped safety.
- Would be better to have EmX on Hwy 99 and Enhanced Corridor on River Road
- Will not help reach goals of tripling the number of people who walk, bike, and use transit.
- while this proposal seems to enhance ridership services to areas where the population base served the fact bicycles are being given any preference in on a main arterial street is not in the communities best interest. There are plenty of alternative streets that would be better hosts for bicycles.
- While there is an obvious benefit to our transit system being made more accessible to low income and underserved populations, a plan that primarily impacts these populations will not achieve the goal of making public transit more desirable, and therefore more utilized, by the general population of the city, doing little to keep cars off the roads and having nominal impacts

of congestion. The very low improvements in transit times also will do nothing to convince commuters with other options to use public transit more.

- While it is important to serve areas with low-income and minority populations these limitations can further isolate and segregate these communities given their need for transit access. In other words, these populations would not be able to live in other parts of the community without sufficient transit access.
- While I would like the focus to be on the West side of Eugene, with Highway 99 and River Road because I live on that side of town, this option doesn't do a good job of meeting the top priorities of the community. Benefit is less proportionate for the overall population.
- Transit performance is poor. Bicycling and walking is poor. The return on investment is poor. Why would River Road and Highway 99 be prioritized over Coburg and 30th Avenue? How many people would be impacted by this plan, both positively and negatively? What are the short-term benefits of this plan and how do they affect the long-term goals, both positively and negatively?
- Though it serves more disadvantaged people by having EmX on River Road, those who live along Hwy 99 will not see much improvement in their transit time.
- This only meets the community goal of annual budget. It shows low ridership gains, minimal bike/ped improvements.
- I consider the high rating (98%) for percentage of investment in corridors for the disadvantaged as a moot point. After all, if I have \$5 and give it all to a homeless man, he receives 100%. If I have \$20 and give him \$10, then give another \$10 to a friend who wants to buy a cheeseburger, I only give the homeless man 50%. But what does it matter? He still receives something; in fact more in the 2nd scenario. So, despite this package having the highest percentage given to disadvantaged, that is a pointless number (unless, say, they only received a very low percentage; say, under 10%).
- This coincidentally serves where I would need to travel very well, but I know plenty of people who would benefit from the other corridors and this just doesn't serve enough spaces. I would consider this less of an end goal and more of a highlighted priority for where to begin on another package (so, start here as the first routes, before shifting attention to the others in Packages B and C).
- There's a lot of light blue, -does not support criteria- on this chart. It looks like this does not improve TRAVEL TIME, does not do much for SAFETY, and is not supportive of businesses in the area. Public approval? Not great, because 2/5 corridors are not being dealt with in any helpful way on top of the issues I mentioned previously. Why is this even a thing then? No way.
- There would be no improvements for pedestrians on Coburg Rd. That is a huge concern of mine.
- The slight gain in ridership and minimal reduction to congestive interactions is not worthy of the investment
- Pls, tell me why River Road needs EmX, 30th Ave/LCC and Coburg Road don't need to build?
- only two roads are covered
- Only Helps certain areas
- Only a subset of the population really benefits. Why do something that is not consistent with the big picture plans and policies?
- Not general enough, though does address low-income support.
- No-Build on Coburg does not work. There has to be improvements to transit on that corridor
- Need to address all corridors.

- Need more bike & pedestrian safety enhancements
- need EmX connection to the airport N. Eugene
- Minimal safety improvements for people who are walking/biking. Good investments in people experiencing economic/social disadvantages. Minimal system transit time improvements.
- minimal increase in ridership
- Like EmX on River Road. Coburg Corridor needs improvement.
- Less consistent with local plans and lower community support
- Less consistent with local goals and plans; also low community support. Only invests in one area of city when investment is needed comprehensively.
- Leaving out improvements for Coburg road is seen as a deal breaker to me. The enhanced option would be better than this even though this does offer some expansion of EMX
- LCC 30th ave and river road need the most help
- Larger investment with no monies in budget to pay means larger increase in taxes which hurts the very people it is meant to help. I question the ridership increase as we have not seen an increase along the corridors that have been finished. More stop signs and pedestrian crossings only means more green house gas emissions. Buses will not help the disadvantaged population when they will have more taxes taken from their living wages and more green house gasses making it harder to breath and more sick days from work. Also hurts the small businesses who are the major players in giving living wages and providing jobs to the disadvantaged. Taking away property and longer travel times will impact the business' along these routes. Customers don't want to travel along the routes that adds travel time which in turn drives down productivity in those areas. None of this is a good idea. Money should be spent in vocational training or affordable housing or job creation not buses.
- Lack of specific determinants regarding package contents and specific considerations. Is this a public works or a lane transit project?
- It's simply not worth the effort. I know many people living in the communities that this would increase access to, and they seem to already have ample access to LTD services.
- Its not EMX
- It only addresses issues along two corridors, and only does that a little.
- It is kind of good because I live near Hwy 99, but since I travel to all areas, just focusing on these two would not be best.
- It is better but doesn't cover the entire metropolitan area.
- It has a good focus on low income areas but neglects the high traffic bottleneck at the river crossing. Also ignores helping with student traffic to the colleges which are also a demographic that highly relies on the bus system.
- Inadequate. Need more LTD, bike, pedestrian
- Improving 30th avenue is important for our community. Several biking deaths have occurred here, and that needs to be addressed.
- Improve cycling infrastructure for low income places, buses bring crime
- I'm not sure I understand the point of this package? Do you really expect that much increased ridership from this part of the community? I live along river rd and the bus stops are never busy. Nor does our region of Eugene want to bear the brunt of future residential expansion. That burden should be shared equally across our community.

- Why isn't there a package being considered that focuses on EMX for the Coburg corridor. It looks like there's more population and jobs compared to River Road? Wouldn't that mean greater potential to mode shift to transit/bike for daily commute? Coburg is also generally more congested along the entire corridor compared to River Rd.
- I'm concerned about the impact on urban trees, especially big older trees that line River Road.
- Ignores core residents, especially elderly
- I think it is good to consider an option that is primarily targeted towards frontline communities, however I think by focusing so closely on those communities this plan would not help them get around town. Frankly, this plan could be seen as: We have an EmX and fancy busses that could get folks from vulnerable communities around THEIR neighborhoods more efficiently, but it keeps them from heading to the more affluent parts of town.
- I think impact on parking is necessary to effect cultural change
- I really think Coburg Rd needs improvement as it is expanding quite a bit.
- I own a business on Coburg road and work with clients and contractors from downtown. Additionally, my girlfriend works at the University and we like to get together for lunch. However, traffic connecting the south Coburg Road area to downtown and the University area is usually quite heavy. Nothing about this package seems to improve that at all.
- I'm not sure that this plan will help reduce the number of vehicles on the roads.
- I need the coburg road development for hospital access
- I like the focus on River Road and 99, but that's selfish of me, and I think it best to include more options.
- I fully support investments in low income areas, but as a community we have to address climate change too. It seems to me that the worst idling traffic and car use is Coburg Rd. I would like to see auto use greatly decreased there and this option does not address that at all.
- I don't want the EmX on River Road.
- I don't think this impacts me at all and hard to know how it will impact others.
- I don't particularly want EmX on River Rd. I'm not sure why it is better than enhancing the bus corridor. I do like that this package enhances Hwy 99, which I use a lot.
- I agree that these are the most critical corridors for investment. However, I want to see more investment on Coburg Road. I often avoided the 66/67 because the service is too slow.
- Having EmX travel River should decrease traffic on Delta and Beltline interchange a bit. And with it being the cheapest option as well as having the highest percent of disadvantaged population reached it should have a positive impact on the local economy, allowing more people to get jobs that are further away.
- happy to have the whole package for River Rd, would like to see more elsewhere - and more bike/ped safety
- Good to have River Road emx and enhancements for 99, but Coburg needs now and will need more enhancements as well.
- Except that River EMX should not terminate at the downtown Eugene Station, but should cross the 11th street EMX so folks can transfer if they need to go downtown. You need to start designing a grid system instead of a hub system.
- EmX is not necessary on River Road.
- Does not seem to geographically effect my family.

- does not address bicycle/pedestrian safety as high priority
- DO NOT RELOCATE THE RIVER RD STATION!!! The High School students need it where it is!!!
- concerned about very little investment along Coburg Road which needs something.
- Coburg Rd is one of the main traffic snarls in the city. It needs to be included.
- Coburg Rd and MLK wouldn't see any investments, and they are in the heart of our regional community and provide key connections.
- Because i am wanting enhanced option to be considered not this option.
- An EMX extension into only northwest Eugene would not provide the benefits to northeast and south Eugene, where ridership would be most likely to gain.
- Adds EmX, but is worse than the enhanced corridor only option. No deal.

Support

- West Eugene and Santa Clara are largely ignored in city development and I like that this plan focuses on improving the transportation issues in those areas.
- We need an economically diverse ridership.
- This option does have the least capital expense cost paired with the fewest street parking sites effected.
- The percent investment in corridors with more marginalized populations is super important and compelling. A new EMX route is much needed, and River Road seems like the right place to start. Would like to see more impact across the city and improvements for peds/bikes.
- still some improvement is better than none
- Something is better than nothing
- Seems to serve a congested and economically depressed area of the city.
- Negative: Systemwide Annual Ridership Increase
- Positive: Percent of Investment in Corridors with Higher Level of Disadvantaged Population
- Like the focus on low income neighborhoods, but is it true that if you build it, they will come?
- like investment in low income communities
- Its great that River road is looking at Emx in this plan. I think 99 would also benefit from something like this.
- It works well for my community
- It sounds like it would work just fine for the areas included.
- It sounds helpful
- It is less comprehensive than the other packages, but prioritizes areas where this could benefit riders getting to where they need quickly, who may rely on public transit over other communities.
- I use the Coburg corridor frequently.
- I like this package for the expansion of services to those who most need those services.
- I like this one - EmX on River Road would be super helpful. High low socio-economic area. Moderate investment. We can always invest more if we want.
- I like the Emx service on River Road
- Honestly, it's because I live in the River Rd area (off NW Expressway). And it's lower impact on trees, residents & businesses.

- Greater impact on operating costs, less improvement in transit time and safety for bikers and walkers, Advantage of EmX not clear.
- Even though this package invests in only 2 of the 5 corridors considered, I appreciate the fact that it focuses more on those parts of our community that would rely on transit. I also like the fact that this option has the lowest impact on property, trees and parking.
- EmX only on River Road and enhanced corridor for 99. Lower impacts on property, trees & trees. Still serves the population well.
- Builds EmX on area with higher potential for ridership increase. Other areas could be served at a later date
- Better improvements in needed areas.
- At least it serves 98% of disadvantaged population. I like EmX on River Road. It impacts only 146 trees, rather than the 432 in EmX Package. It is consistent with River Road plans. I am surprised that there would be only a 13% increase in ridership.

Package B

Concerns

Cost

Too much

- too expensive. I can't pay for this and all the school improvements, and all the other bonds. I would vote against it.
- Too expensive
- No one would spend their own money this way. \$10 for a round trip, plus capital costs!?!
- High cost, low benefit.
- High Cost Modest improvements. No cross traffic (the wheel of the wheel and spoke) plan.
- Door to door uber rides could provide better services to riders, for less than three three million annual operational costs, but would require recreational walkers to seek out other existing pathways.

Too little

- Rather spend a bit more and get package C
- Not enough.
- Doesn't go far enough. All 5 corridors need improvements.

Opposition on principle

- What community do you get input from? Only those who want to force bad public transportation options on others, not those who end up footing the bill.
- These are all terrible ideas.
- Stop Building!
- Not good or welcome in river road Santa Clara
- Much larger investment with no monies in budget to pay means much larger increase in taxes which hurts the very people it is meant to help. I question the ridership increase as we have not seen an increase along the corridors that have been finished. More stop signs and pedestrian crossings only means more green house gas emissions. Buses will not help the disadvantaged

population when they will have more taxes taken from their ""living wages"" and more greenhouse gasses making it harder to breathe and more sick days from work. Also hurts the small businesses who are the major players in giving living wages and providing jobs to the disadvantaged. Taking away property and longer travel times will impact the business' along these routes. Customers don't want to travel along the routes that add travel time, which in turn drives down productivity in those areas. None of this is a good idea. Money should be spent in vocational training or affordable housing or job creation, not buses. Support the small business' instead of making it harder on them to do business, that only causes small business to sell out to conglomerates that don't care about living wages or the disadvantaged.

- EMX sucks ass!
- Emx is the biggest fraud against the community. I watched as the line was added to International way. We all heard the lies about the trees being saved, then watched them be cut down--only to have new ones planted. Bike lanes were removed to make sidewalks wider, meaning pedestrians and cyclists then shared the sidewalk. And, day after day, we watched as the huge bus passed with less than 6 passengers on board. What a waste! And now, you want to do the same down a beautifully treed street--most of which are at least 60 years old. And let me guess: Wildish gets the contract???
- All of these projects inevitably lead to increased congestion. LTD even admits that these projects are -at best- neutral on greenhouse gas admissions. In reality, emissions would increase significantly as the evaluation process was flawed. You can't add dozens of traffic lights (""enhanced pedestrian crossings"") without increasing idling. These projects will adversely affect my quality of life through increased travel times, increased hassles, increased emissions, and increased taxes. LTD doesn't even deny this anymore.
- AGAIN. All efforts seem to be pointed toward buses and bike. And making others pay for it not the ones using the buses or riding the bikes.
- 181M. Really? Where are you getting this money? Remember, it's not yours! How much money will be lost in economic terms by relocating (possibly closing) these 6 businesses? Again, the theme of disadvantaged population. There's too many private property acquisitions going on here. There's absolutely no reason the bus can't share a lane with regular vehicle traffic.

Harms driving

- Too Expensive, interrupts personal vehicle traffic
- This doesn't address how individual drivers/commuters will be impacted, but the reduced parking definitely concerns me, as well as more businesses being impacted.

Performance against criteria

- You have to serve LCC.
- Will result in minimal improvements to transit, walking, and biking.
- Top EmX priority should be Hwy 99. Not enough focus on improving conditions for pedestrians and bicyclists as top priority and mass transit 3rd priority. Should be explicit strategies to make driving more costly and unpleasant and pay for pedestrian, bike, mass transit and tree improvements. Focus should be given to improving conditions for trees and root area and on removing and diminishing paved areas. Needs to be connected to plans to build 4 story housing in areas minimally in conflict with current single family housing.

- This reflects a better investment on many of the identified corridors but leaves out the life line to LCC. We need the community college to be better connected to the community to be able to support building the workforce Lane County needs to thrive.
- This does not solve the problems with the other corridors.
- There is a lack of detail in the options. Hard for me to know how this really impacts me as the individual. My biggest concern is 30th ave as I live on the hill so I am not sure I want it messed with until I get more details as to how it would really play out.
- The difference between Package A and Package B are huge in terms of impact on trees. Otherwise, criteria seems similar, except 30th Ave/LCC route would remain unimproved. I'm confused why annual operating costs are less for Package C than for Package B. Is it because there would be less maintenance required on the 30th/LCC route?
- The Coburg Road/Ferry Street area needs an overall look at the intersection forms as it fails today. The signals need to be replaced with roundabouts and then I would support EmX on those roadways. 30th Avenue is fine in my opinion and we do not need to waste funds for that corridor. Beltline is actually where we need EmX. I feel if there was an EmX facility on Beltline, it could dramatically improve the congestion issues on Beltline. I don't understand why we are creating EmX facilities on our highly used transit routes when the EmX buses do not hold more people than the standard buses. The amount of stops for EmX also seem to act more like a regular bus service instead of rapid service. The EmX stations need to be much further apart with regular bus service supplementing with the frequent stops.
- Still not enough help for Hwy 99.
- Road construction and making improvements is kind of a pain for everyone impacted by it. I guess I feel if we are going to suffer through the impacts of construction, we should go all the way. To do all this and only achieve moderate ratings on most criteria just feels kind of wasteful.
- Prioritizes MLK over 30th Ave. Not reasonable.
- Placing an EMX corridor on Coburg Rd demonstrates that you have not surveyed the majority of the population who reside in the area..
- Personally, I would love to see a bus on 30th to LCC, and I don't really grasp why it is designated as a no-build zone. If a route like that is possible, I would love to see it happen.
- Once again, specific definitions not met. Only gauge generalizations which will cost 181 million dollars.
- OK, but not my preference for investment. I'd rather see EmX on Hwy 99, as well as River Road
- Not necessary and EMX will just plug up River Road..
- Need to address all corridors.
- need EmX on all corridors except 30th
- low increase in ridership
- Leaves out major areas
- LCC students struggle financially as it currently is. Let's at least do something to make it easier for them to get a quality, affordable education.
- LCC is an important part of the community, and should be more accessible by public transit.
- Its not EMX
- It still doesn't do much to address bike and ped safety. I also worry about political push-back if you have to relocate businesses.

- Improving the corridor to LCC is a key component to the community. Allowing better access to education is important.
- Improves commutation, but does little to offer real alternatives to growing congestion in commercial corridors. Does not anticipate growth likely to occur in the Highway the corridor.
- Ignores residents in core, especially elderly and young job-seekers.
- I don't want the EmX on River Road.
- I don't support EmX going up River Road. I do support non-EmX improvements to the bus service on Coburg Rd, and Hwy 99.
- I do not think this package would be approved by the voters as there is too high of an annual operating costs and no improvements on 30th.
- EmX is not necessary on River Road.
- Eliminates key connections to South Eugene and Lane Community college which are corridors where it would help to reduce commute times and connectivity.
- Don't like that this package focuses on the north Eugene exclusively? Seems like it assumes growth and density have to happen on the north. The south should share in equal distribution of density increases.
- Coburg Road needs EmX
- Coburg Rd should not be included in any of these plans as they all increase auto congestion. The only needed work for the Coburg Rd corridor is to force LTD to purchase land for pull outs, so all buses get completely off the road when stopped and don't interfere with traffic.
- Because i do not like this option either. I want only enhanced option.
- Again, operating and capital cost increases, not great biking and walking safety. Also, not sure that EmX provides that much advantage.
- Again we need to enhance a number of areas. Our current system is keeping pace with the growth of our community.
- A significant jump in investment, but ties without vehicle transit time to the enhanced corridor only option.
- 30-th/LCC would not serve many people. An increased corridor option would be good for that corridor
- Too much impact on trees. Find a way to mitigate that.

Support

- Works well to have EMX for River Road and enhancements on other routes. Not as many operating and capital costs and development impacts. Would need to have further emx and enhancements added in the future.
- With significant improvements all across the board from Package A with the exception of investment in corridors with higher levels of disadvantaged population this package looks like a good compromise. But is it worth the \$62M increase for adding coburg and mlk?
- Well supported by the public. Does well with top priorities.
- This would essentially be a win win for everyone without spending too much.
- This seems to provide a great middle-ground option, requiring all parties to make concessions and still expanding access to critical services for underserved communities. I love the enhanced

corridors idea for the other areas. I live in the South Eugene area and am satisfied with the bus service out to LCC but I understand that many would prefer improvements.

- This plan looks fine, but leaving out 30th Ave seems like a big deal. It's better than the Enhanced Corridor and Package A options.
- This package significantly improves transit times and supports a more economically diverse section of the city population than Package A. River Road is poised for significant changes and development over the next few years, and making it more quickly and easily connected to the rest of Eugene will support its development while helping to mitigate a major influx of cars and congestion in the area.
- This option provides more bells and whistles, and the devil is in the details. Do the bike improvements on Coburg Road include a barrier lane? As a fearless old lady who uses a bike, this corridor is not for the faint hearted. Only the most dedicated or desperate cyclists ride on Coburg Road. Cars rule here. I'd like to see more than an enhanced corridor--EmX, and barrier bike lanes please. This package has more to recommend it.
- This option does have a bit higher operating cost with the most effective ridership increase other than EMX. Other than that, I feel this is the best option
- This one may go too far, but that is my only concern.
- This one looks a lot better. It might be my favorite.
- This does not single out only minority/ low income communities, avoiding any stigma that public transport is only for those with limited means
- This again isn't as comprehensive as we need as a community. More comprehensive and easy riding helps communities connect. Yet, some investment is better than none. Package B is better than Package A
- The emx option is my favorite but need better policing and verification of payments
- Seems to be strongest in providing access across the city with the most reasonable capital investments.
- Seems to be offering a substantial increase in ridership
- Seems the most all around effective of the options.
- Seems like a good middle ground, but if you're going to make this happen why not just go all the way?
- Reaches lower income folks on Hwy 99 and college students on MLK Blvd at Chase Gardens.
- Positive: Systemwide Annual Ridership Increase, Percent of Investment in Corridors with Higher Level of Disadvantaged Population
- Less Ideal: New Bike/Ped Access and Safety Improvements
- Moderate ratings on most criteria. Not bad.
- looking better
- It sounds like it would work just fine for the areas included.
- It sounds helpful to the community
- It seems to have the most positive benefit to the whole community.
- It covers more of the city but doesn't show that the improvements will allow citizens to do away with the car.
- Includes Coburg Rd.

- In general, it works for the community. The exception is the Coburg Road Corridor. Coburg Road will be very expensive to build and operate. It will only add to congestion. Too many trees will be removed along with too many business relocations. Also, parking impacts are a huge negative.
- Impacts trees and properties less and still allows for enhanced corridors since it seems that Em-X on River Road is a given. Don't understand why Em-X on River Road is prioritized over Coburg Road when there is way more traffic on Coburg Road. A decent bus service on that corridor with all the shopping and cars seems a much wiser decision.
- If greater frequency on Coburg Road route, will work very well.
- I'm biased as this is the area I live in. I'd like to attend the YMCA & talks/presentations around town that're after dark, but often I won't if I'm biking. I will NOT get on the River path to ride due to safety (attacks) but really do NOT like riding over the Chambers bridge nor on River Rd after dark (I don't trust sharing the road with vehicles. Too many don't pay attn!)
- I would like to include the 30th Street improvements, but I'm willing to wait for these.
- I think this makes the most sense! River Road needs EmX, and at least some investment is necessary on Hwy 99, MLK, and Coburg Road. (I would like to see true EmX on Coburg Road, but I think Enhanced Corridor options make the most sense in the near-term.)
- Also, as I mentioned before, this package rightly avoids investing in the Amazon Parkway/30th corridor, which would actually make transit worse compared to sensible network reforms that eliminate service on Amazon entirely.
- I think this is really good, and fair. TRAVEL TIME increases a decent amount, SAFETY looks nice, a lot of increase in ridership, work on 4/5 of the corridors for improvement.
- I think this is a solid option if there are medium-level budgetary constraints, I prefer options that address all corridors, but this would certainly be a welcome improvement, and a sign that this community is continuing to place high value in making our spaces easily accessible.
- I think EC is appropriate for most corridors but that EmX on River rd matches well with the interest from that community and the operational needs
- I like this better than Package A, but as mentioned there it almost feels like A->B->C is less an outline of distinct plans to settle on and more a series of phases that outline where to prioritize work while implementing an end goal.
- I do think Enhanced transit should be installed on the Coburg corridor. But I wonder whether businesses on Coburg are willing to support construction. It would increase ridership considerably over Package A or Package B.
- happy to have the whole package for River Rd, would like to see more elsewhere - and more bike/ped safety
- Good, but we want more investment.
- Good balance between cost and impact.
- focus on low-income/minority populations
- EMX for River road is needed and support or other corridors is useful.. My favorite option
- Decreases congestion, enhances safety, financially reasonable
- Creates good options, and increases pedestrian safety.
- covers most populations and not too bad for biking and walking
- Bike/Ped good

- Assuming design work is done to reduce impacts to fronting properties where/when possible.
- As long as the commute improves
- As I mentioned, I like the EmX on River Road so think this is a better package.
- All the benefits of package A but also has a focus on the river crossing. Plan also has improves to bus system for college students at UO.
- All areas receive some improvements, as well as investment in less advantaged areas. Includes much needed EMX for River Road. Improves bike/ped safety and significantly increases ridership.
- Again, prefer to help in some areas than not to do anything. Also like that it's poorer areas that get help, not just fancying up South Eugene (I live in South Eugene, btw)
- Addresses worst problems, having a north-south EmX connection is a good idea.
- Addresses project goals d criteria overall.

Package C

Concerns

Cost

Too much

- Way too expensive. My priority is schools. Then parks and roads. Buses are further down the line. The city wastes too much money as it is.
- Vague generalizations regarding roi of a 201 million dollar project.
- Too much of an impact with little return. And, in my opinion, eminent domain is legalized government theft. It's stealing from people who have worked their entire lives to buy a home-- and may well have to count on it for their retirement income!
- Too expensive. Potentially too many negative impacts
- Too Expensive, interrupts personal vehicle traffic
- To much money
- Seems too costly.
- Relatively high investment? You mean staggeringly high costs. Whoever is reading this knows just as well as I do that there is no way the capital cost estimates on these projects are accurate, let alone the operating cost estimates. Add in hidden costs due to increased burden on our transportation infrastructure, longer commutes, and worsening air quality and this is a deal we can -and should- refuse.
- Quite expensive and perhaps an over-build
- Not sure the cost will be approved
- Not sure the added capital cost for LCC corridor improvement is worth it, compared to Package B. Need more info about the relative size of decrement to operating budget versus increment to finance capital costs.
- It's just too ambitious and too costly. I still don't like the Coburg Road corridor enhancements.
- Its just package B, but now covering 30th. Still too expensive.
- I don't think the investment of \$202M is worth it to shave off almost 4 minutes of my daily commute. I'd have to live to be 175 in order to see any return. If you want more support, create a package that will peak interest in those who work and ways to get those people to and from

work. I keep seeing that these proposals are geared for those who are disadvantaged. Can there be that many disadvantaged in this town of 160k? Remember, during the summer months, a lot of kids from the U of O go home.

- I do not want this amount of cost to go into this or for this amount of road constructions to happen.
- High Cost
- Growing concern about the financial investment and operating expenses
- Although it works well with our current plans, I think the investment would be too high.

Too little

- We should move forward on a bigger vision for our future.
- Still not enough.
- Still does not seem that it would keep pace with our growth. I'm glad we are thinking about enhancing the corridors.
- Still does not seem forward-looking enough.
- Better than A & B but short of what's needed to meet our transportation and climate goals.

Opposition on principle

- What community do you get input from? Only those who want to force bad public transportation options on others, not those who end up footing the bill.
- Stop wasting taxpayer money.
- Not needed or welcome in Santa Clara river road
- Not necessary.
- No more!
- LTD is a dictatorship. We don't want you expanding in Santa Clara. Most of us are outside the city and many outside the urban growth boundary. Stay out of our neighborhood. EMX only transports more transients and criminals into our area.
- Horrible idea. The huge investment Larger annual operating budget with no monies in budget to pay means larger increase in taxes which hurts the very people it is meant to help. I question the ridership increase as we have not seen an increase along the corridors that have been finished. More stop signs and pedestrian crossings only means more green house gas emissions. Buses will not help the disadvantaged population when they will have more taxes taken from their living wages and more green house gasses making it harder to breath and more sick days from work. Also hurts the small businesses who are the major players in giving living wages and providing jobs to the disadvantaged. Taking away property and longer travel times will impact the business' along these routes. Customers don't want to travel along the routes that adds travel time which in turn drives down productivity in those areas. None of this is a good idea. Money should be spent in vocational training or affordable housing or job creation not buses.

Harms driving

- This doesn't address how individual drivers/commuters will be impacted, but the reduced parking definitely concerns me, as well as more businesses being impacted.
- None of the operational plans identify impacts on vehicle traffic, which continues to be a negatively growing concern.
- Do something to help auto traffic move more smoothly.

Performance against criteria

- While this option has a lower annual cost, the stats make it seem like the added cost and improvements to the line would take away from plans for the river road and hwy 99 line. (lower community vision and ridership increase even though there's an extra line being improved)
- While I know this includes the 30th to LCC I don't know if this is much improvement on package B and what the overall difference in ridership and time between downtown and LCC would be.
- Unclear why Package C with more investment would have lower ridership increase compared to Package B.
- This option in my mind is neutral because I have concerns about the lack of EMX service along the other corridors, yet the community rated River Road as the most vital for EMX service.
- There is a lack of detail in the options. Hard for me to know how this really impacts me as the individual. My biggest concern is 30th ave as I live on the hill so I am not sure I want it messed with until I get more details as to how it would really play out.
- Takes out a lot more trees and serves 10% fewer disadvantaged population, but the long term yearly cost is much better.
- Similar issues as package B. Should be contemplating EmX, particularly in the Highway 99 corridor, so can acquire ROW BEFORE development occurs not after (don't replicate the problem that faces the Coburg Road corridor)
- Should not be considered at all as it involves more EMX and also changes to Coburg Rd that don't involve auto traffic improvement.
- Same package as B but \$20M increase and expanding to LCC, 55k ridership decrease between this and Package B is a concern. Not worth the price increase.
- River Rd should have EMX. There already is a bike path option, so no more bike paths needed. Better do something about unleashed dogs on that pathway. The only bike crash I had in my life was on the river bike path commuting to work with some bad dog parents and an unleashed dog. Broke my foot, glasses, and totaled my bike. No harm to the dog.
- Not sure the investment in the 30th ave LCC corridor pays off.
- Not a fan of construction slow downs
- low increase in ridership
- It's not EMX
- It serves a smaller ridership, it impacts more trees, impacts more parking spaces, serves only 68% of disadvantaged population, and capital cost more than Enhanced Corridor, Package A, or Package B.
- In favor= for those who need the bus. Not in favor of minimal improvement for bikes & peds (if I'm reading the white dots as the numbers). Impact on trees also is high (not good).
- Ignores possibility/probability of increased enrollment and round-the-clock activity at LCC. Traditional school hours and commute hours will disappear.
- I would still prefer an EmX extension for Coburg Road.
- I would rather see EmX everywhere.
- I support the recommended investments in River Road, Coburg Rd, Hwy 99, and MLK. However, I come down opposing this project because investing in any sort of transit on Amazon Parkway (vs. parallel corridors Hilyard and Willamette) is a waste of money that misses destinations and is the epitome of symbolic transit that serves political interests instead of riders. The best

investment in south Eugene is no investment (well, it's EmX or enhanced corridor on Hilyard Street but that's not an option) since the proposed investment is worse than nothing.

- I don't want the EmX on River Road.
- I definitely see the benefits of better connecting the LCC area to the rest of Eugene via public transit, but perhaps this is not yet the time to make this investment.
- I believe in all of these packages you are missing something.
- We need some cross-town busses on the north side of town beside the #67. Everywhere I go on this side of town is followed with a lot of walking. Therefore, I don't take the bus often because walking is, in general, not my friend.
- How does ridership go down between package B and package C?!? Something seems wrong - please check the math. You're adding \$20 million in investment to have a decrease in ridership - why even offer this package. Where are the packages that focus on the south side of town to be able to compare and contrast ridership numbers separate from north?
- High cost. Minimal improved service. No wheel to go with the spokes
- High cost, low benefit.
- EmX is not necessary on River Road.
- drop 30th from EmX, build EmX On the other corridors
- Does well on most starred criteria.
- Dln't like tree removal
- Costs higher, more negative deveopment impacts, still don't see the advantage of EmX.
- Coburg Rd is the major North South corridor for the Ferry St Bridge area. Unless you are planning on using eminent domain to remove existing homes and businesses this will only create more congestion and risk.
- Because i only want enhanced option not option a and c option.
- A lot of money, big impact on trees and acreage, big impact on available parking which is already very problematic. We could be using the extra money to work on other areas that need a lot of help
- 30tg should be nb

Support

- This seems to be the sweet spot
- This package provides a good balance overall in terms of the enhanced corridors. Giving River Road EmX priority makes sense on the surface, but I'd be interested in seeing rider numbers, especially in comparison of Coburg Road (where I live). What are the projected impacts for each corridor?
- This option would be an ok option. my vote is still for option package B.
- This option is similar to B, with some increased bike/ped features, but slightly lower increased ridership? Includes improvements to LCC. Improves redevelopment opportunities.
- This is my favorite package for this period of transportation investment. Works well to have EMX for River Road and enhancements on other routes, including for LCC. Not as many operating and capital costs and development impacts. Would need to have further emx and enhancements added in the future. EMX on 99 may be an important equity issue--if it is, I think that's important as well.

- This also is my other favorite. I like the bold, progressive, proactive approach and think we should make a big investment and commitment in the community.
- Something for everyone!
- Serves LCC and retains Emx on River Road.
- Seems fairly balanced
- Provides citywide upgrades but doesn't show how often transportation will be available. I would like to see enough access to buses, Em-X, etc so I can eliminate the use of my car.
- Probably also a good idea.
- Pretty similar to C but more expensive (and lower expected ridership?), looks like most of that cost is for 30th ave. Not a bad option to get ahead of the curve, but support for need in the future might be tricky to get. If you can, then go for it.
- Positive: Systemwide Annual Ridership Increase, New Bike/Ped Access and Safety Improvements
- Less Ideal: Capital Cost
- My most-preferred option is the all-EmX option, but I understand that such a big project could be unsettling to folks for many reasons, therefore I think that this option is the best one that could get broad community support. I think that this option could be seen as one more step on the way to implementing the all-EmX system in the future.
- Most bang for the buck. Addresses all areas.
- More equitable transit access throughout the community.
- Looks great. If the EmX option is determined to be too expensive/displacing this looks like a significant upgrade.
- Like greater investment in enhanced corridors on high traffic corridors such as 30th and Coburg Rd. Includes one EMX option in high priority area and has possibility of increasing ridership. Getting closer to being consistent with local goals.
- It's what we really need. I hope people start to understand this.
- It sounds like a good idea
- It makes sense
- It isn't much more than the others (except no build), so I don't really understand why those are even still on the table.
- If all my wishes could be fulfilled, I would have this plan, please.
- I think this option does the most good for a reasonable amount of money. Obviously the last option yields the highest results but this option appears to offer a much higher value. We need to be responsible with tax payer dollars. I think this would be a great plan that is achievable.
- i think this is the most balanced option.
- I think Package C strikes a good balance with all criteria as I understand it, and improvements for the most routes. I live in the River Road area and would DEFINITELY take the EmX if it was offered out there. The Park/Ride takes too long to be realistic for my workplace at UO.
- I think it's the most efficient of what I've read and affects the most areas in a positive way.
- I like the package, I don't know that it is worth the jump from Package B to Package C in cost for not much of an increase in relative outcomes.
- I don't support EmX going out River Road. I do support improvements to Hwy 99, Coburg, and LCC.

- High public support and overall cost isn't that much more than option B. It does a pretty good job of meeting top priorities of the public.
- happy to have the whole package for River Rd, would like to see more elsewhere - and more bike/ped safety
- good coverage of city, pretty good for walkers and bikers
- Good but expensive, at this point, Emx may be better
- Good balance between cost and impact.
- every route is useful, and the route from 30th to LCC would be very much appreciated.
- EmX priority should be Hwy 99, but ideally would eventually be on all routes. Priority should be given to pedestrians and bicyclists, then to mass transit. Costs should be paid for by increased costs to drivers. There should be a gas tax and tolls and fees for drivers to make driving more costly and unpleasant. Trees should be preserved where possible through design and many spaces and room added through this project.
- Building walkable sidewalks on corridors should be a given, not an option in any package. Hwy 99 is a walkers nightmare, and no one rides a bike on 99 unless they have lost their drivers license. I've commented on other packages, and my thoughts are the same. Kudos for providing better options for low income and disabled folk; make sure you build walkable, bikeable corridors throughout and increase bus service as much as possible.
- Bike/Ped good
- Better to plan ahead to be ready for growth
- Better than option B, but somewhat costly with minimal improvements over option A.
- better still
- Best Option
- Best fit for all members of our community
- Best bike infrastructure per investment.
- Because i think it is needed and cost less to operate.
- Balancing capital investment against operating cost increases, this seems the best fit, with possibility to expand EmX in future as deemed necessary by growth. We mustn't inadvertently encourage low density impoverished urban sprawl by creating high-density carrying lines to otherwise thinly-populated areas. A northward extension of EmX on River Road would allow easier transit access into central city and westside employers and services, while allowing future expansion (along 30th) to the SE or elsewhere in future. While increasing access to lower income areas of the city is desirable, I wonder if the ridership demographics have been studied; are the wealthier denizens of Eugene's SE hills more likely to use an EmX? And therefore be willing to fund it...
- Assuming Typically a bus every 15 minutes seriously holds true (and that weekends absolutely do not fall below a frequency of every 30 minutes, preferably 20 during late morning to mid-late afternoon) then this feels perfect. Again, unless there are infinite workers around to do massive amounts of work in parallel (and somehow not upset every region simultaneously from all the parallel construction projects) it feels like the way I would accomplish this is starting the EmX down River Road (which, based on past EmX routes, would take a lot of time), then have a second team work on each of the enhanced corridors in the order outlined in the three packages (Hwy99 would be the first enhanced corridor, then when that gets done move along to

Coburg Road, and so on). The description here of effort needed for Enhanced Corridor vs EmX Line makes it sound like this should make sense?

- Any thing that is pricey is a concern to me, yet sometimes big investments now save getting big headaches later. As you folks need to plan several years into an ever-increasingly uncertain future, I applaud your efforts. I feel sad I wasn't able to give much to the conversation as LTD is such an important service and social connection to me.
- A little bit better than plan B in terms of bike and ped safety. Your ratings don't address how often buses would come, which is more important than how long they take to get somewhere.
- A good balance. Investment on all 5 corridors. Easier to implement and maintain (and pay for).

EmX

Concerns

Cost

Too much

- While better biking and walking safety, costs and development impacts too high. EmX seems not to provide that much more benefit than more frequently occurring buses.
- Way, way, way too expensive!!!!
- Way too expensive, ridership increase is not realistic,
- Very high cost to maintain system and build
- Very expensive for not much improvement over Plan C.
- Too much investment
- Too expensive. Not best allocation of limited resources. Instead should invest in improved pedestrian environments on WEEE from downtown to Garfield, as well as South Willamette Street.
- Too expensive.
- Too expensive, impact on landscape, existing parking. Too much.
- Too expensive to build EmX on four corridors
- Too costly. EMX not needed on Coburg.
- To much money
- To much focus on expensive EMX and those corridors
- This plan is just too expensive. It also would have a huge impact on trees and property. I think a lot of people would feel bad about this plan for those reasons.
- This is yet another example of the planners over engineering for a need that has not developed. A waste of tax payer money at both a local and federal level.
- This is way too much to spend on EMX and its unnecessary to have EMX everywhere.
- Seems too expensive for outcome relative to option C
- Probably over kill on EmX.
- Ouch the price, we do need it, but ouch the price.
- It's too expensive! You don't have the money. Too many business disrupted. Too long to complete project. You know it will go over budget and over time constraints. I don't ever want to see an EmX down Coburg road. If it gets approved, I'm leaving Oregon.
- Why not take a different approach and look into building a monorail.. Small footprint.

- Again, spend the money on bridges over the river, retrofit the I-5 bridge to allow Franklin to NB I-5 and SB I-5 to Franklin
- it is extremely expensive and will also cost the community much time, effort, and interruption. It is of course the best choice for transit, but I'm not sure that this level of service is necessary to achieve most of the community's goals.
- I don't think EmX to LCC is a good idea, prefer less costly options.
- I do not want this amount of cost to go into this or for this amount of road constructions to happen.
- High cost, low benefit.
- High capital and operating costs, Completely unnecessary
- Far too expensive to operate and to build. Too many trees impacted, lots of impacts on parking, and serving only 50% of disadvantaged population.
- Expensive, when the housing crisis is what it is
- EmX is too expensive for the tax base and is not generally needed.
- Cost prohibitive.
- As a bus rider, I would like having all the EmX lines, but don't think it is worth the cost. I would use the EmX up Hwy 99 a lot and would use the others some.
- Absolutely a waste of resources. Not enough ridership to support it.

Opposition on principle

- You know how you could help us better? Quit taxing us so much and quit forcing mandatory minimum wages and the cost of goods will be so low that we won't have to rely on the government for transportation as we will all be able to own our own cars giving us all more individual freedom of travel. You don't want that though do you. You just want us to be dependent on you for everything for the rest of our lives. You are an enemy to freedom and the American way of life.
- What community do you get input from? Only those who want to force bad public transportation options on others, not those who end up footing the bill.
- User fees could never hope to meet costs to build and operate this underutilized resource, and the plan appears to be a monument to the creators of the system to perpetuate their employment. Who will pay the 335 million, the pedestrian who walks for free or the senior citizen who rides for a reduced pass fare, Or cyclists who rarely even license their bikes? Why encourage more congestion along major arterial routes and pollute the air the walkers and bikers breath with vehicle fumes?
- Was any thought given to alternate pathways parallel to these routes for project users?
- This package is the least sustainable of all. \$8.2 million in increased operating costs? You know as well as I do that's on the low side. You know as well as I do that amount isn't in your current revenue forecasts (even if the forecasters were stoned). You know as well as I do that can only mean increased taxes. Add on hundreds of millions of capital costs, a dramatic reduction in quality of life, health effects from increased emissions and I can't see how this is even remotely viable. Why is LTD afraid of a public vote?
- The capital cost and increased annual budget is more than can be sustained. This will hurt so many people and business' with the enormous tax increase that this will inevitably bring. Larger investment with no monies in budget to pay means larger increase in taxes which hurts the very

people it is meant to help. I question the ridership increase as we have not seen an increase along the corridors that have been finished. More stop signs and pedestrian crossings only means more green house gas emissions. Buses will not help the disadvantaged population when they will have more taxes taken from their ""living wages"" and more green house gasses making it harder to breath and more sick days from work. Also hurts the small businesses who are the major players in giving living wages and providing jobs to the disadvantaged. Taking away property and longer travel times will impact the business' along these routes. Customers don't want to travel along the routes that adds travel time which in turn drives down productivity in those areas. None of this is a good idea. Money should be spent in vocational training or affordable housing or job creation not buses.

- Once again broad generalizations which utilize language which obfuscate intent and meaning. What dose 'Rates highest for safety and access for people who walk and ride bikes' mean? People who walk will be responsible for paying for this?
- Not needed or welcome in Santa Clara river road area.
- NO More EMX after the wasteful mess of West Eugene EMX
- Let me guess: Wildish gets the contract, right?
- I've made clear my feelings about Emx. It has actually soured my opinion of Peter DeFazio as well as our local representatives who, while trying to be progressive, step on the lives of their constituency.
- EMX is a piece of shit

Harms driving

- Too Expensive, interrupts personal vehicle traffic
- The traffic in the North end of town is already extremely congested because of Beltline interchanges. Most people in this end of town are not your bus riders. There are very few people at the bus stops now. Look at how few people are riding the em-ex buses now. So to take more driving lanes and congest things more makes no sense.
- EMX on Coburg road is insane unless no one uses automobiles (not likely). too many stops will mess up traffic in an area where traffic entries and exits are already a significant hazard. Slowing traffic is, to me, the same as gov't created traffic jams. Don't do it. We need to MOVE traffic, not hinder it. Ferry St Bridge definitely needs another couple of lanes. That was a HUGE loss when that didn't happen years ago.

Performance against criteria

- You should not run EMX on every corridor until you run experiments to see if more frequent busses on a route increase ridership.
- Yikes that is an awful lot of trees.
- While this is the only package to (correctly) support EmX on Coburg Road, I cannot support EmX on Amazon Parkway from a network perspective. This is a terrible idea, and it will result in overcrowded buses when LCC gets out and empty buses otherwise. Amazon Parkway misses all the key South Eugene destinations, requiring parallel service on Willamette and Hilyard that will get spread too thin. The only reasonable EmX corridor in South Eugene is Hilyard to LCC.
- While I love the ease of EMX I am very concerned about the impact on business. It seems like improvements to regular bus lines could be made with less business impact.

- While an increase in EmX busses would be great, people tend to dislike the added lanes and property changes. I for one don't mind, but I don't want to go through another couple years of anti-EmX signs and posters everywhere, especially in my neighborhood.
- This would have a huge impact on trees, which is not acceptable.
- This would be incredible but where would we get the funds? And how many lanes of traffic would we lose.
- This would only facilitate transportation for a few because I think many people would still not change their driving ways so we would need to keep the same amount of traffic lanes in addition to the bus lane.
- This option feels like overkill for this time period. I do agree with EMX on River Road and 99, but not as much for the other routes at this time.
- This is so unnecessary and over the top. We absolutely do not need 3 more emx lines in such a small amount of space. HUGE impact on parking, trees, acreage, INSANELY expensive--worried that fare costs would go up a ton if this plan was enacted. Side note, if you're going to just start throwing emx's around, put one on route 11 THURSTON already!! those buses are CONSTANTLY OVERPACKED, LATE, and covers THE ENTIRETY OF MAIN STREET IN SPRINGFIELD with a HUGE impact on business and low income people for the better, not to mention how many schools fall along that route with students using LTD in and out of school hours! I am offended that this is still not being resolved!
- There is a lack of detail in the options. Hard for me to know how this really impacts me as the individual. My biggest concern is 30th ave as I live on the hill so I am not sure I want it messed with until I get more details as to how it would really play out.
- The capital and operating layouts seem high, and the projected ridership increase feels like wishful thinking (which, given Tri-Met's history of overestimating such things in Portland—and their resultant profit-yield—I would assume IS wishful thinking).
- Ridership on 99 and 30th does not dictate need for these kind of investments. EmX on Coburg appears to be politically unfeasible.
- REALLY don't like tree removal
- Past business opposition
- No need for this much money to be spent on EMX. I don't see ridership increasing enough to offset years of construction mess all over town as well as high operating costs.
- More EMX routes are nice, I guess, but what we need is better bike and ped facilities and more frequent buses. It's also very expensive, so I wonder if it's feasible.
- It's way off the charts for cost and its a total overkill for the community. Why even consider this option? The disruption along the corridors is mind blowing.
- I'm not convinced the ridership would increase as much as projected. I don't want to pay for a huge tax bond just to support a bus line to LLC, which is what this looks like to me.
- I'm concerned about how much farther I'd have to walk between emx stops compared to bus stops on Coburg Road. I ride Coburg Road buses to work and love the current route and timing exactly as is.
- I live in the Hwty 99 area. I feel that the EmX expansion on 11th Avenue decreased the usability of the bus service to the area where I live. I would like to see much better bus service in Bethel.
- I like this plan, however a different package seems to be more efficient in a few areas.

- I feel it is too soon to implement this option for the community. It seems a bit on the extreme and excessive side given the impact on the financial projection of the high operating cost and the capital needed for this project. The forecast ridership is a substantial increase but I don't feel it would be justified given the tremendous cost. It would be overkill...
- I don't want the EmX on River Road.
- I am concerned about the cost, impact to trees, and increased property acquisition with this one, especially since there is a minimal transit time improvement over the other packages.
- enormous cost. Minimal improved service. No wheel routes to go with the spokes
- EmX has ruined Franklin and West 11th. Please stop them now. As a bus rider, the time savings is not worth the damage to businesses and ease of access. Have to walk further with Emx because roads are widening. River Rd DOES NOT have room to accommodate this. Please clear homeless camps off the bike paths to reduce car traffic on roads
- EmX builds are killing what's left of small businesses in this city. And it's underutilized.
- Cost and time to implement. Impact on trees and businesses.
- Concerns about the projections in ridership and the financial projections
- Citizens with or without cars need access to Oakway/Coburg Rd area.
- Businesses and owners of residential and commercial property shouldn't have to have their property and every day operations impacted in order to fulfill the City's failed EmX dreams. This is an awful system and will do nothing for those whose dollars are going towards the funding of this project.
- Because I supported enhanced option not emx option.
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- I like this plan, however a different package seems to be more efficient in a few areas.
- I feel it is too soon to implement this option for the community. It seems a bit on the extreme and excessive side given the impact on the financial projection of the high operating cost and the capital needed for this project. The forecast ridership is a substantial increase but I don't feel it would be justified given the tremendous cost. It would be overkill...
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is an awful system and will do nothing for those who's dollars are going towards the funding of this project.

- Because i supported enhanced option not emx option.

Support

- Yes! Please invest.
- While this EmX plan requires the highest level of investment I feel the money would be well spent as our region grows and becomes increasingly gridlocked. I've been pleased with the EmX lines LTD has built so far and would like to see more lines in the future.
- We must invest heavily in alternatives so that we reduce the barriers to use. The more options and easier it is to use alternatives--biking, walking, busing, etc--the more likely the day to day citizen will begin use. Further, it's a long term investment. The more cars we get off the roads, the longer the roads last, the cleaner the air we breath, etc. I'm fully in favor of significant investment.
- Very consistent with local plans! Not sure how easily adapted the other plans would be to this (in the future) if this isn't the option we go for, but I think this should be the end game
- Trees should be preserved along with their rooting soil wherever possible, and road design should be more flexible to accomodate this. Generally past EmX projects have improved pedestrian and bicyclist safety but much more could be done.
- Transit is important and getting places fast with more consistent times makes transit an option to consider for most people who commute
- This town isn't ready for all EmX although ultimately I think it will be necessary and very useful to the community (10 - 20 years from now).
- This provides the greatest and most equitable community benefit. The capital cost is such that this community could support the build out with bonds to whatever extent beyond what the FTA and state are willing to fund. This could allow for build out of multiple EmX corridors in parallel.
- This project for within our community values and provides a cost effective alternative to expensive airport runs.
- THIS PACKAGE IS THE BEST ANSWER TO IMPROVING PUBLIC TRANSPORTATION FOR ALL THE AREAS CITIZENS
- This is really the best plan to implement. It's better to do it all at once than have this same discussion every couple of years making it necessary to go through this public comment process again and again. One MAJOR component that must be addressed though, if this is the selected plan, is to eliminate each of these EmX vehicle's need to go to the downtown station. The RR EmX should run from Beacon Dr. to 13th Ave. and back - all day long. Just have stops that allow a passenger to catch another bus to their final destination or to downtown. There is just not enough room downtown for more big buses.
- This is necessary for the future of our transit environment. Doing it later will only make it harder and more expensive.
- This is my second favorite package because of the ridership numbers and because the community burden is equally distributed?
- This is my favorite option. The day the west Eugene EmX started running my life got noticeably easier, and I could like that level of convenience extended far and wide in this community.

- This investment, while costly, will really make a difference in the quality of life of our citizens and our economy. A progressive vision that will make us competitive with larger west coast metro areas, while maintaining the strong quality of life of a smaller city. The whole of a robust public transit system truly is greater than the sum of its parts - you need that critical mass of EmX lines to push the needle of ridership. A former Bogota mayor said, ""An advanced city is not one where even the poor use cars, but rather one where even the rich use public transit."" Go public transit!!!
- There is enough push back on EMEX that I do not think this package would ever be approved.
- The ultimate, this plan is no doubt the best for our community services.
- The more we develop our public transit for this growing city, the better, but I do have some concerns about the investment this will require.
- The best long-term solution. Facing the large costs now is better than facing them in the future when they have grown even larger.
- the best for the future
- Support for bike/ped improvements and huge projected increase in ridership are compelling. If the money is there, this seems like a massive step forward for LTD and Eugene.
- Significant overhaul, timely
- Should be free
- Safety, access, and increasing alternative transportation options are top priorities for the community, and this package delivers the best results in those areas.
- Probably the most efficient in terms of ridership volume and coverage of major destinations.
- Positive: Systemwide Annual Ridership Increase, New Bike/Ped Access and Safety Improvements
- Less Ideal: Capital Cost
- Our community needs to invest in bicycle and pedestrian infrastructure to accommodate the essential switch to sustainable transportation alternatives.
- Not because of faster travel due to limited stops and signal priority, but because of the promise of one bus every 10 minutes.
- Moves forward with a comprehensive plan for the future.
- Most equitable access throughout the community and greatest impact on bike/ped safety
- Maximum investment in support for mass transit, bikes and pedestrians is certainly the best long-term strategy, and that is where we need to go!
- Many positive aspects. I hate to think of losing so many trees, though. We need them for the health of our community.
- Make sure the tax money spend will be spend wisely.
- Looks dreamy. The ridership increase is impressive. The ease of getting bikes and strollers onto an EmX and the frequency make it more attractive than a regular bus in my opinion (thought I don't ride either anymore).
- The operating cost is intimidating. But I don't know much about the economics here and how that will be paid for, so I will leave that to the experts to evaluate.
- The construction impact also looks daunting. However, the impact of 34,000 more people living in our town is going to be significant anyway and we are investing in the future. We may need to make some tough choices (sorry trees) to mitigate the impacts of inevitable growth.

- As far as ""Percent of Investment in Corridors with Higher Level of Disadvantaged Population"" goes, I think that as long as these corridors are being addressed fairly, they don't need to have the highest percentage of overall investment. That wording is tricky. Just treat them as equally important and make sure they have equally good options!
- Like greater investment in EMX corridors on high traffic corridors such as 30th and Coburg Rd. Includes EMX options in high priority area and has possibility of increasing ridership most significantly. Highest level of achieving local goals.
- largest increase in ridership
- It's visionary, but unclear where the money would come to pay for it. This is a lot of investment and the transit travel times aren't very much higher than Package C, which is much more affordable. This package doesn't set clear priorities for investments - what comes first?
- it's the best among the available options, even though it affects so many trees, because it prepares best for the future.
- It's comprehensive, rapid, and connects well with popular existing routes of demand and high investment areas.
- It is time
- It is the only package that has EmX for Coburg road which desperately needs improved traffic flow and accessibility for pedestrians and bicyclists.
- I'm most in favor of this option. As a business owner on Coburg Road, I would love to be able to get to my clients downtown and have them get to me via EmX. I'm also highly in favor of safety and access for pedestrians and bicyclists, as my girlfriend often bikes from the University to my office on Coburg Road. Our community is going to continue to grow, and it just kind of seems to me like we will eventually need investment around this level at some point. We might as well do it now and enjoy the benefits, instead of some kind of half-measure that feels more like playing catch-up.
- If we're going to increase transit ridership, and encourage walking and biking along with it, we have to get serious.
- If the system actually becomes fully utilized, this would be my preferred option. My concern is that the ridership won't warrant the need for a full EmX line on some of these routes. If your stats and future projections show that this system will be used or need to be put in place for future growth, I would put this over the package B.
- I'm tossed! Better, faster bus service could increase ridership but the cost & negative impacts are something to discuss.
- I would LOVE emx on 30th. What do your accountants say about the operating costs? How much of those costs involve creation of new jobs -- another benefit for the community?
- I use the West Eugene EmX to travel to the UO for work every day, and I much prefer it to my options for the regular buses and having to transfer downtown, so I support further expansion; however, this option is very costly and I think it tries to do too much too quickly. It has a lot of support, and meets top priorities well, but the high cost and very high level of impact, don't really support this aggressive approach. At the same time this is balanced by the way it covers high priority items. If there is a lot of state and federal funding to help bring the direct cost to our community down, I would say go for it when that funding is available.
- I think this would be an awesome part of a long-term goal (though I wish I saw something about the oft-discussed loop from Commerce around to Gateway). Alas, the cost is unappealing and I

think EmX lines take long enough and can get disruptive enough during construction that I'd rather put this off. I feel like the predominantly Enhanced Corridor package could much less disruptively preempt a bunch of the pain of an EmX construction plan (essentially, while enhancing the corridor, identify points that would clearly be sore spots for an EmX line and mitigate those problems as part of the enhancement, in anticipation of an EmX line further off in the future) and essentially bring us to a point where this would be a much more realistic proposal. I also imagine that having enhanced corridors around for a year or two would give an opportunity to see just how much ridership is along each of these routes when bus frequency improves to better prioritize which ones would actually need an EmX immediately vs which ones are just likely to grow into needing it.

- I think it is time for this option in conjunction with non-fossil fuel transport. The only enhancements would be to increase how often transportation is available. Ideally every 10-15 minutes.
- I think having a plan for increasing rates of safety, and decreasing times is very important to public transit. While I believe priority should be given to communities that use transit the most, a comprehensive plan to connect all communities is important if a city like Eugene is going to continue to support our environment and the growing population.
- I ride the EMX starting at Franklin and Walnut. The extension out W 11th has been a great benefit to me. I shop on River road and EMX would be great.
- One Very Important Factor I love about EMX is that it runs late. I am a night owl, this matters a lot to me to be able to get home at 11 or Midnight. Later would be even better.
- I ride the emx all the time
- I rated this highly because it addresses the transportation needs of our cities - especially when looked at with an eye towards climate change. Prioritizing transit and bike/ped facilities is imperative - making them safe and accessible is mandatory. I still don't think this is ideal since we should be modeling off of what has been done in countries that have prioritized transit and cycling/walking, however it is at least a step in that direction - and the most aggressive step that has been offered in this package.
- I love the EmX. You can't build enough of it! I'd like to see it everywhere, along with walkable sidewalks and barrier bike lanes. If I could dedicate all transportation funding to these things and none to cars, that would be best. Yes, I own and drive a car. I believe in the carrot and stick approach. You make car travel inconvenient, and alternatives convenient.
- I love it
- I live along the coburg corridor. I will vote for any package that maximizes bike/ped access and safety which is why I support the emx package. I like that it offers the greatest increase in ridership as well. Wish it wasn't so expensive on operating costs and its not perfect but I think it is the best. Happy with how emx functions currently.
- I like this one the best. It looks like it meets the long-term growth estimates and goals. I don't care about parking (the city shouldn't focus on car transportation), and businesses will always be impacted. The tree removal makes me sad. Do that many trees need to be removed, and if so, will they be replaced? I would love to see EmX expanded, especially on Coburg.
- I believe this is the ideal package that will catch up to the growth of our communities. especially the river rd area and the south hills . Its i likely will not come soon enough. I make the commute

from River rd. to the south every morning and there are huge opportunities to improve our road ways. This is an opportunity to improve safety, and create a more green resilient community.

- I believe Emx on all major corridors is the best approach going in to the future
- high focus on pedestrian/bicycle safety, but of course at higher operating costs
- Great benefits, but expensive!! Like improvements for walkers and bicyclists too.
- Go big or go home. Increased EMX service (both in terms of ground covered between areas of Eugene, and frequency) is one major key to making Eugene as green as possible and reducing vehicle trips across the river into downtown and south Eugene, and vice versa.
- gets the most people on public transit, by a huge margin. good for bikers and walkers
- Expensive, but likely necessary for the future of the area and we might as well get on that now before it gets much worse.
- Excellent improvements in ridership and bike/ped safety. Creates a network of EMX transportation community wide. Supports development along the EMX corridor.
- Eugene will succeed with courageous investment and pushing ourselves ahead as innovators and transformative laborers.
- Eugene should set itself apart as the best small city in the country for public transit, and act as a guidepost for other cities to do the same. Investment in our infrastructure is an investment in our community's future health and prosperity.
- Eugene is growing and these main arteries have become very congested and, at rush hour times, dangerous to travel. They all need to be redesigned for maximum safety and efficiency.
- emx is the best option for optimizing bus travel throughout the area, anything else does not make use of the best features offered through the emx.
- Does very well on most of the starred criteria, except for annual cost.
- Do this one. This one. This one. Please do this one. We need the bike/ped safety improvements, we need the high ridership. It's a climate change issue, it's a step towards putting denser housing along the awesome transit corridors. This is the future that the Eugene/Springfield area needs. I also support that this package removes the most parking spaces, that's a GOOD thing.
- Cost is very high. By far the largest ridership increase which is good. EmX to LCC is beneficial for students, especially dual enrollers, but not much else. EmX on Coburg is iffy without expanding a third lane for EmX. Maybe drop coburg but keep 99 and LCC?
- Can our community afford this package? The increased ridership would be great.
- Build out EmX system except the 30th corridor. 30th is remote, doesn't serve lands between Cities and LCC. Inefficient use of funds, drivers. Would only serve the real estate developers who want to urbanize LCC basin?
- Bike/Ped good. 30th EMX good. Cost a concern
- Best option
- Best bike/walk enhancements but not sure the \$\$ will be approved
- Best bike infrastructure.
- Although expensive and a big commitment, the Emx corridor package seems like the best for the future growth of Eugene and creating cleaner, safer transportation, especially for users of public transit, pedestrians, and cyclists.
- Again, the more investment in public transit the better. Time to get the US out of the 1950s.

- Addresses important concerns about safety, travel time, increased ridership, frequency. One problem: I worry about the distance between stops. Too far apart and it becomes a burden to many riders. Of course, I understand that stops too close will reduce the efficiency and travel time. Thank you for asking though.

Build a Package

“What do we need to know as we refine the final corridor package?”

Bus Service

- KEEP THE RIVER RD STATION WHERE IT IS!!! The High School students need it to stay put. Do not enter into an already highly traveled area with a high volume of accidents. Sell the property which you have poorly maintained (littered) and maintain the current station. No one wants it North of Beltline. Period!!! Buses should be cheaper and EMX should be free
- Develop smartphone app to streamline bus scheduling, riding, payment
- How people are going to get from their places of residence to the emx and then to wherever their final destination is;
- Think outside the current box. Belt line is a disaster due to growth in outlying areas. Create a plan that circumvents adding issues to roads by adding a rail system next to belt line and connects to all the spikes that go downtown from W11th to Riverbend. Send a bus from river road station to downtown via belt line and Delta in half the time it takes now and another that stops at the old Santa Clara Elementary site.
- I spent my first year in Eugene living in Bethel. I needed to commute to the UO every day. In order to do this commute by transit would have involved two buses. The EmX was frequent and reliable, but the 40/41 ran in 30 minute intervals. On my way in to town, if I missed that first bus, it was game over. On my way home, I often spent 25-30 minutes sitting at Eugene Station because I had just missed my connection. This meant it took me an hour and a half to travel home. After my first month in town I abandoned using transit and started driving in to town instead - a mere 15 minute commute. If there had been EmX service along Highway 99, I would have remained loyal to transit. I don't mind a 40 minute commute as long as its reliable.
- Assure that there is good connectivity into the new system investments. If too costly to achieve, then favor enhancements over EMX
- I think you need to answer the following before making final decision. How many people live in the Santa Clara neighborhood now and in the future (2035) and how will an EMX option benefit those in the Santa Clara area. Why doesn't the study area go all the way up River Road to UGB? The same first question but for the River Road neighborhood while knowing that most of those in the corridor study have a simple commute already to downtown Eugene. How does adding EMX along River Road help reduce congestion on the Beltline? Why would EMX be needed if the corridor study area becomes a 20-minute neighborhood? Why not just put money into the 20-minute concept and not into EMX. Why not consider Express EMX or express bus service from the northern area of Santa Clara into downtown Eugene?
- I wrote earlier and restate I imagine a high impact solution for our River Rd area might involve these things :
 - 1-Electronic flex payments

- You pay for what you get
- 2- electric vehicles from scooters to arcimotos to vans (what ever is fitting the need) to be available for scheduling on line to pickup customer and drop at main line
- 3- preferred light switches and lane markers that give buses clear travel lanes or more aptly priority
- Perhaps even like ambulance clearance.
- Lastly I believe we still need a major ground swelling or movement to inspire people to use what is already such a good system. I use it from the northern edge of the city."
- It will not be advantageous just as the west 11th corridor has not seen any advantages.
- I believe Highway 99 and River Road, based on the demographics, needs the most improvement in transit. I would like to see EmX on River Road, potentially on Highway 99 and Coburg Road but cost is a factor.
- Start involving other agencies such as EWEB, city transportation early.
- frequency is prime need
- This will enhance ridership without the cost of light rail investment with similar results and increased popularity and investment in key demographic areas.
- Nothing in your plan gets a rider from outlying area to another outlying area without going downtown first. No wheel. Redo the entire plan to get the cross traffic recognized.
- While I like some of these ideas I really don't understand why cross town busses are apparently not an option you are considering? We really need a loop, an actual all the way around beltline.
- Package B looks best to me, meets the critical needs at a reasonable cost.
- Public transit adoption is something that is coming slowly to Eugene, but there is a genuine demand and interest in alternative ways to get to work. Growing ridership on the EMX, and making it affordable and convenient (through tap-to-board programs like Portland has with Hop) to embark is vital to making Eugene a modern city that's attractive for the professional class and businesses.
- Keep opportunities for new/enhanced/relocated peripheral transit hubs on the table, and opportunities to enhance park-and-ride.
- Route 55 needs more service!
- I believe expanding emx to all major corridors will be vital as the regional population booms in the coming years
- Pay attention to the needs of your tax paying residents and what they need to get to work, etc. Public support is very important. Minimize impact on our trees. Improve time and access to the working public who needs public transportation to be better, more convenient for them, etc. so that they will even use it. I am a supporter, and continually encourage others to use alternate modes of transportation. I appreciate the fact that you are trying to pay attention to the areas of less advantaged and minority populations, but as a taxpayer, daily user of public transportation, and someone who works full-time, it is really hard for me when I see so many people on the bus who are very obviously NOT paying customers. I know they need to get around too, but it's not right when they aren't expected to pay just like the rest of us. They are the ones who are commonly disruptive, loud, dirty, etc., and I know that sounds bad to say that, but those of us who are using the bus to get to work, feel less safe, disrespected, etc. when they are not paying for the space they are using. I won't soon forget the day that I noticed a really bad smell on the bus, and when I looked around I saw that it was coming from a dirty, scruffy-

looking gentleman who had taken off his shoes and socks and was picking at his feet. As long as there are things like this happening on public transportation, many people will not be supportive of the expense, and are unlikely to use it which makes them even less supportive because they know they are paying for something that they don't benefit from.

- If there is a main bus stop North of Beltline, it should be closer to Crescent Ave. where the majority of apartments are being built, not close to the already insanely busy Chad Drive/Coburg Road intersection. The Eugene Tennis and Racket Club and Shopko area would be more conducive to the public transport. There could be a blinking cross light across Coburg Road which would slow traffic through the area.
- LTD needs to implement smart cards for transit so that, as riders tag on and off of buses, LTD will better understand travel patterns. Are most rides long or short? Are buses more crowded when school starts and ends? How many people transfer between lines? And so on.
- I don't see any discussion of improving last mile problem of system. If stations are further apart, how do people get to them from their homes? A system should consider the whole package, not isolated components.
- The only snagging point I see here is that the River Road EmX line looks like it goes over the bridge (which makes perfect sense, the train is a problem for the 51 at the wrong time of day). I am assuming with how short the EmX line drawn is that there would be some new route that merges together the furthest 51/52 loop off the EmX line and the 55 might loop from that point or connect a couple points along this line or something, but a route covering that grey area there that loses service if we shift to an EmX hasn't been mentioned here and would be reassuring to see something about.
- Really a fan of doing EmX-style all over the place (10m/15m most of the time most days is just too appealing for someone who can't afford upkeep on a car) but I would prefer to see what sounds like a much quicker benefit of enhanced corridors in general followed by a more postponed EmX construction over having to wait for another EmX line to be built before I get to see any improvement to the service.
- Don't listen to the usual anti-public transit folks, they will never have any useful ideas. Reach out to university, younger population as they are the ones who can't afford cars and who will be heavily impacted by climate change. Parking, street changes, business impacts are all temporary. Climate change will kill us. However, do listen to input from riders. Our service went from something we could do to an hours-long ordeal to get across the FSB. We need routes that make sense.
- Why isn't highway 99 as EmX, and everything else enhanced corridor not an option?
- There are few things more important to a community than comprehensive public transportation.
- You have totally excluded south Eugene and local busing. How do you expect people to get to corridor busing if you have no local service?
- I'm personally hoping for improvements in non-car travel along lower Coburg Road, and improvements in bike/ped facilities south of downtown (Oak, Pearl, High)
- I understand we can't implement all of these at once, but they should all be EmX.
- Very important to ensure that transit options are faster or as fast as driving at far bottlenecks like Ferry Street Bridge.

- Closely collaborate with PeaceHealth Rides to ensure last mile connections are plentiful and affordable.
- There should be better service to Florence and Coos Bay, more than once daily. There should be service to Roseburg, Ashland. Greyhound is a horrible experience. Such a venture would require federal or state assistance.
- Please continue the bus service to Cottage Grove where the bus will once again continue the city loop. Stopping only at Walmart is a mistake.
- Provide for alternate fuel buses. Add EmX to River Road and Hwy 99.
- Highway 99 service should run all the way to the airport, please.
- All corridors are heavily traveled except perhaps Martin Luther King and should be enhanced. If the goal is to increase ridership and decrease auto transportation, it would seem logical to put Em-X on the busiest corridor with the most businesses that draw traffic to the area, or at least enhance all corridors somewhat.
- Consider Coburg as the single EMX line over River Road. More population and jobs connections - more general congestions on Coburg - less annual operating cost.
- Don't make transit worse than it already is. Listen to Jarrett Walker's proposed packages for Transit Tomorrow and don't build anything along Amazon Parkway!
- Among many aspects LTD ignores: possibility of LCC operating during more hours of day and night, plus increased enrollment and need for transportation outside current traditional school hours.
- For me the most important transit priorities are
- Coverage-able to get anywhere within a few blocks walk
- Evening and Weekend service
- Frequency "
- I am concerned about bus crowding and bus or car collisions. That is why i don't want emx option. I want to go with enhanced option. It's safer that way.
- This is a very promising group of projects in furthering the goals of the metro area. My one suggestion would be that I would hope for dedicated transit lanes over the Ferry Street bridge and just south. Otherwise, it's hard to imagine transit times being quick and reliable. it also seems like it needs one more stop between the River and Harlow Road.
- Increasing the number of buses does not reduce traffic congestion nor translate to increased ridership in all areas.
- Try to increase the access of transportation so citizens are no more than 1/2 mile from access. Ideally less for areas with high levels of senior and disadvantaged citizens. An increase in the frequency of bus or Em-x transport would be ideal. Make it almost as easy to get around as driving a car so it is less to ride than drive.
- Why are we not doing a Beltline EmX Corridor. This seems to be crucial!

Ridership

- High quality maintenance ensures sustained ridership. If ridership starts to drop, invest more in mass transit and people's ability to use it.
- We need to look at how many people would actually start to ride the bus, not how many people we wish would ride the bus.

- Our transit system is already bloated. Look at current usage in the outer areas you're considering expanding- I've yet to see one bus even close to full. This money is better used elsewhere.
- Increased ridership should be highly valued, given the current climate crisis.
- Random thoughts. it would help to know how well the current EMX's are doing. have they helped with congestion? is their ridership as high as expected. is that what these projected estimates are based on?.they seem high.

Biking

- No packages, just bikes separated, just like sidewalk. Anywhere in town.
- Improve safe cycling lanes on Coburg and MLK
- Reduction of traffic congestion & travel times is most important. Being able to sustain/pay for system long term is critical. Helping the most people overall, not necessarily the most people in one particular socio-economic group, is important. Bike lanes along the sides of major corridors are dangerous. I know several who have been hit by vehicles. Provide more separation between bike lanes and vehicle lanes on roads with speed limits greater than 30mph. Our kids use these to bike to school! Concern over displacing businesses, but even more so over displacing people from their homes.
- Inclusion of bicycle infrastructure and connection of the network is crucial!
- I think it is important to provide safe routes from all neighborhoods to bus stops and bike paths. For example, linking the Barger area to the river bike path via a safe route. The Prairie road and Maxwell intersections do not provide a bike lane or a sidewalk in some places
- there were not enough details to each plan. I like the improvement to Coburg Rd and LCC and River Road. I do lots of commuting by bicycle and bus. I ride the East Amazon Protected bike lane 3 times per week. (I live at the end of East Amazon Pkwy.) It is a joy when I get on the path. My stress diminishes and I can ride with pure joy. What I want is more protected bike lanes, less parking downtown, more parking at out lying transfer stations so that people can ride buses to downtown. More secure bike parking downtown (valet parking, I would gladly pay to have safe, secure parking.
- It's vital to have bike facilities that are safe from vehicles but without putting bike riders onto dark empty bike paths along the river. Women in particular shouldn't have to drive simply because our bike infrastructure has been tailored to be just enough for strong fit confident men. I know there's temptation to believe that, for example, River Rd doesn't need protected bike infrastructure because the river trail relatively close by, but they do not serve the same purposes.
- This is also a business access issue, as an example, a family on a Sunday afternoon ride along the river trail who wouldn't feel safe riding into or around River Rd will not stop for lunch or shopping.
- I'm disappointed that the MLK, Jr. Blvd does not have an EmX option since it is currently extremely dangerous for bikes/peds.
- Please consider bike/ped improvements for all areas, regardless of the infrastructure package.
- Please add bike and pedestrian paths. They add value and livability.
- Very important to have traffic slowing and safe crossing and bike safety infrastructure along these corridors (currently very scary)

Cost

- How to make investments at a reasonable cost per incremental ride. In the Faroe islands they built a freaking undersea tunnel for less than \$40MM US. Apparently we can't do public works in this country without setting mountains of cash on fire.
- Avoid the shotgun approach where you spread the money around evenly. Determine where the money would best be spent and focus on those areas. I think ultimately the river road and LLC corridors deserve the most attention.
- Do not build
- Money is not spent well with the amount of riders. I would rather drive an electric car
- Money is (a) resource.
- We do well to keep costs down in striving for sustainability
- Investment is important too when it is honed and maximizes outcome results.
- I think we need to stay within our means to pay. Housing is becoming so expensive that it's taking money away from other projects because the public simply cannot afford to pay for everything. I also think it's important to keep as many trees as possible while making it safer for pedestrians and bicyclists. The disadvantaged population needs public transportation probably more than anyone, so hopefully we can meet those needs. The one good thing about an EmX route on River Road is that it might free up some traffic on Belt Line.
- Keep the total capital cost down as well as the annual operating cost. Ridership will not increase as much as projected. See Tri-Met numbers in Portland.
- Not wanted or needed in Santa Clara and river road
- So few people are truly prepared to support long term investment; rather than the cheap and simple fix that does not solve the long range issues.
- While promoting increased transit use is important, costs need to be balanced with realistic expectations as to what those increases in ridership are likely to be.
- It needs to be clear how to pay for it and what the prioritization within a package is - what comes first? Second? Third?
- we will need all EmX service eventually, sooner built means lower cost and reaping the vital benefits asap.
- Most of these plans seem largely unneeded, and very expensive. I don't see most of these options as being worth the construction, cost, or time.
- Seriously, this city will not support a massive funding operation.
- Our need to balance current costs and current rider impact needs to be weighed against the future economic growth potential, and balance all that against future costs of building along these same expansions.
- Large investment options only become more expensive in the future. Flexibility important if picture in year 5 changes goals. Please quantify carbon impacts. Success should be calculated. would be helpful to clarify some of the enhanced option measures. community involvement is great, but you should also share your expertise and reasoning for your preferred option.
- I'm all for reduced congestion; increased safety particularly for pedestrians and bicyclists. enhanced opps for disadvantaged (so it seems like more bus stops are better than fewer); sustainable operating costs; and fitting in with the larger transportation network. I would need

to know that EMX is worth the large investment and disruption to buy into that. THANK YOU very much for opp to provide input and thanks for listening!

- If any Emx routes are approved, then all other buses need to be removed from that route. I don't see any real benefit from any of these packages. They're all too expensive for what they would provide.
- Impacts and costs
- hopefully you can do the EMX on a large scale and hopefully the federal government will pay for a large part of it.
- It costs less to increase service incrementally. For example, it costs the same to improve 36 miles of line as to put in 8 miles of EMX and as to put in 4 miles of trolley and as much to put in 2 miles of subway. You really need to come up with a 50 year vision of the transportation system and build slowly toward that vision. Rather than continue to come up with a series of system tweaks, year after year.
- EmX does not have the support of the public. The cost benefit analysis just does not pencil.

Driving

- We need to start developing environmentally friendly and healthy alternatives to everyone having a single car i'm driving everywhere
- Our future plans don't need to revolve around cars. It is not a sustainable way to live. We need to think about tomorrow, not just live for today.
- Reduce dependency on personal motor vehicles, build efficient citywide mass transit and safe cycling corridors.
- Coburg is the most congested and there doesn't appear to be any plan to improve throughput. At least we can add EmX and hope for some relief.
- What are you going to do about improving auto travel times and congestion.
- I fully support investment, even with large capital and ongoing costs, that removes more and more single occupancy vehicles from our streets. This is especially true in corridors like Coburg and River where there are miles of single occupancy housing.
- The best use of this money to help the environment and save travel time would be to expand the Beltline bridge over the river to 3 lanes in each direction. This is the greatest traffic problem in all of Eugene.
- Streets are for cars. Stop screwing up streets for cars.
- All these options are bullshit, screw those that drive, and spend my money on those who give nothing! This is socialism at its best.
- Focus on moving cars quickly and making crossings safe.

Environment

- I do see anything on this list that evaluates the reduction of pollution with the increase of bus ridership, & improved bike lanes, improved walking lanes.
- I strongly support EmX on River Road, as well as narrowed lanes (to reduce traffic speed) and dedicated bike lanes. I also support EmX on other corridors, as many as possible. I am concerned about the loss of trees, and trust/hope that this can be mitigated through design decisions and new large canopy native trees planted wherever possible. Transitions to new systems are always

hard for people—I hope we can rise to the occasion, realizing how great is the need to reduce our carbon footprint and provide strong public transportation options throughout our community. The more extensive the EmX system is, the more efficiently it will work. But the more large trees we can save, the better, too. I know there are tradeoffs. I support reducing and narrowing auto travel lanes whenever possible to reduce impacts on trees and private property.

- Making significant gains on decreasing our carbon footprint, increasing alternative forms of public transportation and promoting density (not sprawl) in the city.
- Think about process and change over time
- Protect ridgeline, watershed, wildlife corridor. Safety of road, soil, neighborhood, natural visual buffer for City.
- Prioritize protection of trees and building new spaces for trees and vegetation during transportation improvements, removing paved surfaces wherever possible. Increase costs and challenges for motorists wherever possible. Seek to make driving expensive, slow, and unpleasant through design. Emphasize the most sustainable transportation options, in this order, pedestrians, bicyclists, and mass transit to lower costs and harm.
- In order to reduce GHG emissions as soon as possible, enhance corridors without EmX costs. Make system convenient throughout. Make enhanced investments and look toward EmX buildout once population, transit use allows -- along the most-used enhanced corridors.
- what is the impact on the neighborhoods for enhance the 30th ave corridor. By taking down trees, will we hear more traffic? Will it reduce traffic on 30th because more LCC students will take the bus? Can there be road changes that will improve the challenges of pulling out from Agate across 30th to get in to town?
- While I would agree with larger populations there is a need for alternative transportation options. I believe in the climate and culture of our area bikes and pedestrian access and safety should be at the forefront. It will cut down on green house gas emissions, keeping people healthier, more active and reducing traffic. I believe there are some areas that are of greater concern IE: River Rd and Coburg Rd. in the more immediate future while the other areas could use minor tweaking of what is already in place. I believe there should be many more avenues explored before we start raising taxes to build a system that has already proved to not increase ridership.
- There is no mention of greenhouse gas reductions/increases in any of the options. That seems shortsighted. People need to understand the impact different ridership and alternative transportation options would have on emissions. People do care about climate change, and they need to see the impact their choices make.

Impact and Change

- Please be nice to people and to trees. :-) .but especially to people.
- Some areas such as 99 serve a large homeless population. I think LTD might lose money there from people not paying on an EMX line. I don't like to think of businesses losing from improvements. I vote for the best improvements with the least impact on businesses (if that is possible).
- This entire project is not necessary. Bus ridership in this area is a joke. We aren't Portland and don't need to try to copy Trimet (which is a joke in itself). The disruption EMX will make in the new lines is unwarranted. It was not wanted where it is now, but LTD and the city forced it

through anyway. Most businesses along the line aren't happy with it, but you people ignored all if that.

- I see River Road as a priority for the EmX followed by Coburg Road and then (possibly) Hwy 99. Eugene has such lovely trees and they are valuable to our air quality, green city aesthetic, and trees provide important shade during hot summers. I do hope trees that are removed translate to new drought-resistant, climate-change-appropriate trees being planted in their place. As a quick aside, I would love to see more electric vehicle recharging stations available in civic parking lots and garages.
- The enhanced corridor for Coburg Road looks good. It seems like it won't take away bus stops, which is my main criteria. It also doesn't look like it will impact property much, which is good. However, a no-build would be totally fine with me. I live in a rental directly along Coburg Road and there's large trees in the yard near the street and beside a potential crossing location. I would not want the trees to have to be removed, nor would I imagine any other resident along a corridor with potential build options. As long as private properties are not infringed upon, I support the enhanced corridor.
- You need to prioritize ways to save our urban trees regardless of which options you end up pursuing.

LTD Process

- Let the Public decide
- LTD must demonstrate true concern for the community and not be seen as ramming something down our throats (witness the Springfield effort versus W. 11th EmX)
- How about, providing real information. I am attending university of Oregon school of architecture, and developing urban development growth plans, certain information must be made available. None of which is within this alleged report. The survey is heavily biased, and only reflects specific points of view with no disclaimer of author provided. All these things reek of a government, who like a large corporation, is seeking to mislead its customers or constituents.
- This is silly, I am not an expert.

Walking

- Consider more than vehicle impacts on corridors. Pedestrian access to transportation options is important.
- Attention to sidewalks and pedestrian access/safety.

Planning

- Help foster a sense of place with all these different roads/corridors/bus stops/cross walks/etc. Creativity and practicality are both super important.
- I think that if you build EMX along River Road Avenue, you should build it in the middle of the road like you do along Franklin Blvd.
- Aesthetics of bus stops, including overhangs to keep passengers dry

- Thinking of it in phases over the next 20-30-50 years is helpful. River Road and potentially 99 and 30th need improvements now for current use and imminent growth. Would expect continued investment in other areas in future.
- Future land uses along major corridors
- Potential commercial partners
- Very important to focus transit improvements on areas where high-density housing and mixed use buildings can be developed.
- The south end of town is underserved by large retailers. We need a Fred Meyer, a Home Depot or Jerry's, and a Winco in the vicinity of LCC. Any corridor package needs to address transportation in that area with future retail growth in mind.
- If something is not working, how easy would it be to change. Need to be flexible.
- Set a priority for what area will be expanded first.
- Safety comes first. Safe intersections, safe bike corridors. What will provide the greatest incentive to get people out of cars and riding public transit to reduce carbon emissions? Riding the bus is community enhancing. If you ride on a regular basis you meet new friends and build a network.

Who Gains?

- Externalities, particularly the positive ones. Who benefits from what and why is that a good thing? Take EmX on River Rd for example. It opens up the door for more lower income families to get jobs downtown and decreases travel time to LCC for them to get their associates and transfer to UO. They in turn are putting economic wealth back into the local economy by not only taking the buses but getting certifications and jobs they wouldn't have gotten without that transport.
- Be more honest and forthright--with yourselves and the community--about whose interests these changes satisfy. More buses is not the answer. If you were serious about fixing the transportation problem, you would build 1 or 2 more bridges over the Willamette. You would consider light rail. Or, if you really cared about the community, you would worry more about funding for homeless services and mental health.
- The cost of public transportation pays for itself in business growth. The focus should be on giving those without transportation more freedom of movement and to make public transport a viable option over driving a vehicle to improve overall transportation travel times. With this in mind, I agree with focusing efforts on lower income areas. But, also, I hope for a focus on using public transport to help alleviate major points of traffic congestion such as the bottlenecks over the rivers.
- Population growth projection, ridership and participation, cost or the value for the dollars spent and infrastructure projection needs. How best will public transportation benefit the economy in the most effective way possible.
- Give the benefits to people who will get out of their vehicles and use their muscles.
- It's not fair that my quality of life will be inevitably affected through these projects, and I don't get to have a say through the ballot process.
- because we need a route where I live. it is a smart investment where I live and for the community with it I think it can help a place I live shine.
- I want enhanced option to be move forward. Because it will be better for the community.

Who Pays?

- Investment of this magnitude should be a system of systems that clearly benefit ALL taxpayers if they are expected to pay for the improvements. No effort has been made in this campaign to identify who will pay the bills and how that group will somehow benefit from the expenditure.
- Of course I want the best possible investment in our future and it looks like EmX offers the very best in safety, accessibility, and redevelopment. What I don't understand is how any of the long-term costs will be paid for. Please explain this to the economically clueless (people like me) so that we can get the most community support for this necessary evolution.

Anything Else

"Do you have anything else you would like to tell us?"

Bus Service

- I would use the corridors, if they were easier to travel along.
- In its current form, LTD is not close to offering a product that is competitive with cars, especially once door-to-door trip time is considered,
- I think LTD should focus on providing cost-effective transportation for low income residents. Considering both, cost per trip and total time. I applaud the on demand test in Cottage Grove. (I'm not asking for a smaller LTD budget, just that it be most effectively to serve the users.
- We NEED improvements to the THURSTON 11 ROUTE. Travel time is a huge issue, I think mainly impacted most by how many people are on each bus--too many people, the bus drivers are late because they have to hit every single stop and there is not enough seating--isn't this why we built the emx near campus in the first place?
- BRING US THE EMX PLEASE, or something else that will help improve this.
- I am on W 11 th corridor but am unable to ride EMX due to inconvenience of start time. My daughter is unable to get to high school due to inconvenience of service.
- Overall I like the plans and am excited to see which option is chosen. One thing I wish for though is more focus on east-west traffic. There are many lines that go vertically into downtown using the bus system but no lines that cut travel times in east-west traffic. One option that I would be interested in would be a light rail system or bus lane system that runs along beltline that connects highway 99, river road, coburg and gateway.
- Regular bus rider for work commute. Parent of person with a disability who will likely depend on this system as an adult. Interested in a balance of good long term function investments and fiscally responsible decisions.
- I cannot ride the bus or EMEX due to toxicity issues (materials off-gassing?). The buses make me ill for days, something I cannot afford
- Connectivity into intercity transit stations would be a nice improvement to the system overall
- My family is looking to buy our first home. We work downtown and rent nearby. Our reluctance to travel any of these corridors is making it very hard to find a house that we like. I am looking forward to these upgrades. Thanks for asking for my input!
- there were not enough details to each plan. I like the improvement to Coburg Rd and LCC and River Road. I do lots of commuting by bicycle and bus. I ride the East Amazon Protected bike lane 3 times per week. (I live at the end of East Amazon Pkwy.) It is a joy when I get on the path.

My stress diminishes and I can ride with pure joy. What I want is more protected bike lanes, less parking downtown, more parking at out lying transfer stations so that people can ride buses to downtown. More secure bike parking downtown (valet parking, I would gladly pay to have safe, secure parking.

- more frequent buses are more important than faster driving time for the buses - shift some of those capital funds to operating funds.
- I think it is very important for LTD to maintain rural bus routes. I do not believe the individual requested service that is being tested in Cottage Grove is where the agency should put its effort. Choose a package that is a compromise between meeting all the community goals and costs.
- West River Road is a forgotten land by you. Why?
- I am looking ahead to the day I quit driving, which will be quite soon. Public transportation including reduced need for transferring conveyances from one route to another will become important.
- Greater frequency and SOME small bus neighborhood transit to main bus stops is main need.
- EmX is a huge investment worthy of our community and long term commitment.
- We need connector busses to link RR to HW 99 to Coburg to LCC etc.
- I lived in Eugene for the first 22 years of my life, and I still have family there. I now live in Portland, and through taking public transit every day to and from work have realized more than ever how important it is for Eugene to invest in public transit -- not incrementally, but on a large scale. Increasing ridership through expanding service coverage, installing frequent routes that are reliable and run along arterials, and providing technological benefits and low-income rider subsidies to improve the rider experience can take Eugene to the next level as a growing, 21st century city.
- Route 55 needs more service! Especially on weekends and 10 a.m.-12 p.m. weekdays, and later at night during the week. A route with 4 schools, 2 city parks, and virtually no services like laundry, grocery, banking, etc., & with such a high proportion of disabled people, families, & children from infant to 17, and a neighborhood that has had TWO new housing tracts installed in the past 4 years, there's no reason we should have to walk a mile to get to River Rd. buses AND BACK if we need to go somewhere on the weekend. Walking up & down Howard is not safe especially at night. More people would ride the bus if the service was better/more. There are a lot of low income families without a vehicle in our neighborhood.
- Also: you need a bus to run from Gateway area up the freeway to River Rd. Station, then on freeway to Wal-Mart -- and back. Traffic between these points and downtown Eugene would be much less congested. We shouldn't have to go downtown if we want to go anywhere. Finally, I'm not sure what can be done about this, but there's a disconnect between Maxwell Rd. & Highway 99/Barger area. It would be great to have at least some service directly between these two areas.
- Please do all that you can to establish parking lots where riders can park to catch the EmX and other buses. I learned recently that the Park and Ride I use every day is being discontinued effective 4/30/19 by the owner of the property (Commerce Station). I currently don't know where I will park after that date because the Seneca Park & Ride is very small, and much less convenient. I really appreciate being able to catch the EmX, but I have to drive to a Park and Ride to do that. We need more Park and Ride options for any of the plans to be effective. Whatever option is chosen, it will benefit some people, and more people will check it out, but if

there isn't a place we can park our cars when we get there (when it isn't close enough to walk to the stops), then we won't be able to use it.

- River Road transit is so frustrating! It takes an hour to get downtown! Thanks for working on this!
- Build out the EmX system !
- I use the existing EmX on 11th Avenue. Will use other corridors if improvements are made.
- Extending EMX is the most sound route, in general. The more we invest now in sensible mass transit, the more livable our city will be.
- LTD should sell tickets that are good for 90 minutes, so that people don't have to pay a second fare for a transfer. LTD should switch to a grid model and abandon its foolish hub model.
- Run a bus on Beltline and connect the outer spokes of the hub so that everyone doesn't have to go downtown in order to get from one corridor to another. Inefficient bus travel reduces ridership. People need an easier way to get from one corridor to another.
- Hoping to see a healthy mix of immediate improvements and planning for longer-term easing into more EmX lines. I know it's a bit slower overall, but doing stuff like making a WinCo run on the weekend can be challenging right now (and once I find a job, who knows how well I can do that during a weekday) because bus timing is just hard to make match my own schedule neatly.
- By the way, since there seems to be a shift to using TV screens at EmX stops for upcoming times instead of those old-school monochromatic dot arrays, and the text needed to convey the destination/time coming up is horizontally a lot less than the screens, it would be nice if those stops started doing half/half with upcoming times and a map showing nearby buses. LTD's site keeps pestering me about location and trying to force me to load Google Maps to show bus locations, which suggests the data already exists, so it would be handy to have that load on an LTD-controlled screen at the stops. This not only acts as a convenience to quickly observe this information relatively built-in to the stop, it also relieves users of the burden of LTD having picked Google and the way that Google does its tracking and some of the grave implications of using a Google service to look at explicit where am I now and where am I going type data.
- Oh, one last thing under anything else, it would be nice if bus stops could be enhanced some way to detect/deter the folks who keep smoking at them. Apparently some individuals have not noticed in the last couple decades that this is very explicitly not allowed (alas, not just e-smoking, legacy smoking seems to still be happening regularly too), so I don't know what exactly to do about it, but it is getting tiresome to get to an EmX platform just to find someone blatantly standing right in the middle of it with a cigarette lit up and even the non-EmX platforms where drivers have plenty of opportunity I can unfortunately only recall a couple instances out of all the bus riding I do where smokers are actively told to stop it. Given nobody under 30 at this point legitimately missed all the messaging about why not to start smoking, it is hard to sympathize with someone who started anyway wanting to stay dry in the process to the expense of everyone else trying to stay dry and everyone who needs a seat not being able to get near one without having to suffer consequences of being right next to an active smoker. If there's some clever way to, like, detect smoking/e-smoking/whatever and do, like, an alarm to deter the smoker or give the next driver a heads-up to call the smoker out or something, that would be a nice addition to any new/improved stops along these routes (and to stops along all the routes in general).

- I live in walking distance to almost all necessary services, thus not using the corridors. However, I emphatically support public transit; it is essential.
- Even though I think SE Eugene is generally paid attention to over much, although it's generally from NIMBYs, I have seen our service deteriorate. I would love to ditch our car and rely on transit, but with small children it's just not feasible - I can't get to where I need to be in time.
- I am strongly in favor of the EmX full-build option. I think the economic and social benefits to the community more than justify the cost. We live in Eugene because we know how much this city values it's community, and taking people out of cars and giving them options to engage with transit/biking/walking will lead to a better, more connected community.
- I think creating an EmX priority might be difficult but worthy of doing. Having safe stops that are accessible to ALL is critical. Having designated run times for buses to decrease in ridership time is also very important. In addition, I am hopeful with the amount of financial investment into EmX routes it can create an opportunity for curbside appeal upgrades in ares of economic depression and increase business hubs around EmX stops.
- I live within a block of Eugene Station, so I use several corridors equally and others occasionally. Currently to West 11th, I prefer LTD route 36 or EmX. I find the side and rear-facing seats on EmX unpleasant. And seat selection is easier at the route's point of origin.
- You can't abandon local transit. How will people get to a transit corridor, especially if older and less abled? (Walk 1 or 2 miles? Why not drive?)
- You are abandoning homeowners from aging in place in neighborhoods, as well as those less able who bought or rented a place on LOCAL bus and transit.
- LTD Should transition away from buses that use fossil fuels.
- EC seems like too much \$ for little improvement.
- [from paper] We need whatever will get the most people out of single-occupant vehicles -- which probably is the EmX package. Having frequent buses that aren't stuck in traffic, along with good bike/ped options, has the best chance of changing the choices people make. It's expensive, but will only get more expensive in the future. I have no idea how you would make it work on Coburg Road, and it doesn't currently seem necessary on 30th LCC, but it should be where we head.
- I definitely support transit improvements for Highway 99, River Road (I think there are more users) and Coburg Rd. (because of the congestion). 30th to LCC is probably the least used for transit, but is a main corridor for car access to & from I5.
- It is way past time for LTD to provide service to Florence. A good model is the Linn/Benton/Lincoln county co-operative effort to provide service from Albany and Corvallis to Newport with connections to Yachats and Lincoln City. A co=operative effort with Lane, Lincoln, and Douglas counties could provide service from Eugene to Florence, with connections to North Bend and Yachats. Florence is part of Lane County. It's time to move on this.
- There are no corridors available for my transportation needs.
- The corridor concept serves only the employed, and enrolled students at various education levels. People who need transportation to medical, religious, political, and social appointments typically do not travel distances measured in miles, but in blocks. LTD has eliminated service to people who need short-distance rides at frequent intervals.
- The most chilling statement I've heard was a few years ago, when Andy Vobora claimed that LTD's goal was that no one should be farther than SIX BLOCKS from an EMX route. Has he, or any

othe decision-maker walked SIX BLOCKS while carrying full grocery bags, pushing a stroller, and supervising one or more children? Or walked six blocks assisted by only a basic. lightweight aluminum walker with fragile plastic wheels?

- A well designed well functioning transit system is extremely important to the livability of a city
- In the past I had concerns about EmX and its West 11th expansion. However, now that I see it in action, my opinion has changed. In talking about the public support for the different options, I wonder how and when that public support was measured and how many others, like me, are now more in favor of EmX?
- I miss bus 81 LCC/Harris.
- Develop a 50 year plan and build toward it. Develop a grid system with efficient transfers. All vehicles should store bicycles inside. Level boarding at all doors makes boarding faster for the disabled and elderly (and anyone hauling luggage or groceries). Chip based transit cards would enable accurate trip measures and would take the guesswork out of system improvements. GPS enabled vehicles would enable easier trip planning with apps such as nextbus and citymapper. Try to bring LTD into the 21st century!
- I would like MLK jr. Blvd route to run were i live. It will be a smart investment for the community.

Biking

- No roadsharing with bicycles. In many places bike lanes can run aside sidewalks. The only way to ride safe to schools.
- Bike infrastructure is, by far, my most important concern. A nice bike route over 30th is needed!
- There is work being done on Prarie Road, why is it not extending to the railroad tracks? Pedestrians and bicyclists need a safe path in that area! It is very well traveled. Also the Maxwell bridge was recently resurfaced and it does not drain rainwater at all. Every single time it rains, water pools up in the bike lane and onto the road, in a dangerous area where cars and trucks are already speeding by with no heed for bicyclists or pedestrians
- Buses are great but don't neglect bike infrastructure. If people feel safer more people will ride.
- I encourage significant funding of bicycle transportation infrastructure. This is a much lower cost that bus/EMX development and sends a strong message that cycling is supported in this city.
- I would use the Highway 99 corridor but I can't safely access it by bike
- remove homeless from bikepaths to reduce car traffic. the bike paths are no longer safe even when traveling in groups
- Any investment in cycling infrastructure is of high importance to my family.
- I'm an older woman using my feet, a bike and a car to navigate the city. I only use the car when it is really, really inconvenient not to. I rarely use the bus as I like riding a bike, but as I age, I imagine the bus will become more attractive. Most of my friends do not ride because they are scared of traffic. Hence the need for barrier bike lanes. They increase safety, and the feeling of safety. It takes strong nerves for older people to ride next to cars and buses, yet we are the people who can afford the time, and need the exercise that biking provides. I do have a beef about the EmX and bikes. Can't you put bike racks on the front as well as inside the bus? When I was working, I used the EmX a lot, and it was very frustrating to not be allowed to board because the bike racks were full. It happened a lot on the downtown to Springfield route.

- For those of us who ride bikes, there's only 3 spaces (if that) on an EMX or in front of a normal bus. It'd be nice if they had a better system for both. How can bikes be let on but not end up trapped and/or tangled with 1-2 other bikes so they can exit swiftly? I always feel pressured when it comes to wrangling my bike off the bus (unless I'm the only bike on board). And, as far as the rack in front of buses, it's nearly not an option to use the bus if your bike is weighted down with groceries. You have to be pretty strong to hoof up your bike on a rack. Anyone with a shoulder or back issue probably can't use a normal bus bike rack. But, outside of those issues, I AM grateful for the option of being able to use the bus if I'm biking. I've been without the use of a vehicle at times & running a days-worth of errands (+ groceries) out to Springfield from SE Eug, it was then nice to get a lift, especially in the rain or dark, on the EMX from Springfield.

Cost

- If this is the best we can do, then transit just doesn't make sense at this scale. Disband and give the money to the riders.
- It's costing \$10 per round trip systemwide. Ridership is down over the last five years,
- Provide more information re: funding sources and project viability. The overall price tag may influence some of this input, but if we understood the feasibility there may be more support for more costly investments.
- Stop forcing emx on us. It is not wanted or needed in Santa Clara or river road. Improve roads first for all the housing that has been built. Stop taxing us for unwanted projects
- What criteria was used to develop the annual operating budget? ie; revenue vs. expense.
- It seems REALLY strange to present annual operating costs without including projected income, especially if some scenarios are expected to significantly increase ridership. Did I miss something?
- I do not believe the cost's of any of these ideas is worth it, How many people will be headed to Jerry's to buy sheetrock and use LTD to get it back home, along with all the traffic crossings that will cause delays and collisions.
- It would be nice to see a plan on how annual costs are expected to be acquired and maintained. The full package (or any combination of the options) looks beautiful and promising in terms of making Eugene-Springfield a great place to live. But these are big costs — please be transparent about how these funds would be generated. I would love to support the project but do have concerns about the cost.

Driving

- No plan exists for traffic on Beltline. By traffic, I mean current traffic. I can't imagine how bad it will be in 10 year! I'm completely lost as to why that is. There are probably more greenhouse gases being expelled on that section of road than just about anywhere else. You CAN'T make folks ride the EMX. And some folks just can't ride the EMX! Every plan looks like gridlock and it saddens me.
- Bridges need to be expanded to handle greater traffic volume, especially on the Beltline across the Willamette River by Delta Hwy. That interchange needs revision, too.
- Coburg road is already so full of traffic and slow. No one going to Costco is going to take a bus. How would they get things home? All a bus lane would do is clog up that road more without

changing behavior at all. I would very much like the traffic situation improved but a bus that no one uses is not a good or efficient solution.

- Eugene needs to install traffic cameras to catch drivers who run red lights CONSTANTLY! In my opinion, the biggest problem is at the corner of Coburg Road and MLK. Plus, Eugene Police need to give tickets to pedestrians who purposely disobey the walk/don't walk signals, especially downtown. It's been a major problem for years.
- I would also urge you to evaluate the safety of the NW Expressway. Do to the speed it seems unsafe for buses pulling out. I've sat behind a bus a number of times on North Park.
- The most important change you can make in all corridors is to make LTD purchase land for turnouts for all bus stops so the buses do not impede traffic. Secondly, do not extend any more wasteful and costly EMX lines that just displace businesses and disrupt auto traffic.
- I would hope we would not lose a lane of traffic as a result.
- See comments made earlier on questioning the purpose of EMX along River Road. Rather spend money on improving the congestion and delays at the River Road/Beltline interchange. I believe no matter what is done for River Road that the predominate traffic and cultural aspects of the Santa Clara neighborhood will be defined by the reduction of congestion at Division and River Road and along the Beltline which has more traffic than I5 in the Eugene area, especially as the city allows more population growth in the Santa Clara neighborhood.
- I would much rather roads and bridges are improved for individual drivers/commuters, as well as pedestrians and bicyclists. While I think having a bus system is good for the city overall, I don't want LTD to dictate how the city's transportation infrastructure evolves.
- Fix the roads for CARS
- East and West Amazon changes emphasize bikes too much. I don't want to lose parking spaces or trees.
- Maybe carpool lanes would also help, and maybe they could share bus lanes.
- Interesting that the criteria that we can chose from doesn't include anything relating to emissions or how the projects would affect non-transit motorists. You would think you would a little more considerate towards those that are ultimately footing the bill for these horrible additions to our community.

Environment

- Why the greenhouse gas theory is incorrect science
The Discovery — The crystal clear solar system wide climate discovery by Dr. Karl Zeller and Dr. Ned Nikolov is based on official NASA data derived from space probes. They used advanced mathematical analysis techniques to study the climates of rocky surfaced planets and moons in our solar system. They found they could accurately predict their long term average surface temperatures by knowing just two strategic facts: their distance from the Sun and their atmospheric pressure. This formula has worked correctly for Mercury, Venus, Earth, Mars, and Pluto, and for Earth's moon, Europa, Callisto, Titan, and Triton. Their predictions have been proven accurate to within one degree Celsius. Like the value of Pi, this natural mathematical relationship will never go away because it was created by Nature, not by man. Zeller and Nikolov found that the specific gaseous composition of the atmospheres of planets and moons are irrelevant to determining their long-term average surface temperatures. For example, the atmosphere of Venus is composed of 96.5% carbon dioxide, while Earth's

atmosphere contains only .04% carbon dioxide, yet that information was not even needed to predict temperature. The logical conclusion is that atmospheric gases only contribute to warming by their physical mass, which increases atmospheric pressure. Atmospheric compression due to gravity keeps the Earth warm, not the infrared radiative properties of the so-called greenhouse gases. Therefore, carbon dioxide has no special role in controlling Earth temperatures. Zeller and Nikolov suggest that the greenhouse effect be replaced by the term atmospheric thermal enhancement.

Gas compression heating in a diesel engine eliminates the need for a spark plug. Obvious atmospheric heating due to air compression occurs regularly in Brookings, Oregon, which is famous for the Brookings effect weather phenomena, also known as a katabatic wind. Winds sweep down from the coastal mountains at high speed which causes atmospheric compression at sea level. This causes the air to heat up, which often makes Brookings warmer than lower latitude towns on the California coast. Gravity driven atmospheric compression heating happens everywhere on Earth at all times. We do not notice it because it is a continuous phenomenon. Without it, our oceans would freeze to the Equator.

Schools teach that the carbon dioxide rich atmosphere of Venus creates a powerful greenhouse effect that keeps surface temperatures hot enough to melt lead: about 462 degrees Celsius. The new evidence suggests that heat is actually produced by Venus's proximity to the Sun and the weight of its atmosphere, which is over 90 times heavier than Earth's. Venus's tremendous atmospheric mass produces crushing atmospheric pressure, which generates intense heat. The Secret — Dr. Nikolov points out that the greenhouse gas theory violates the Energy-Conservation Law in trying to explain the atmospheric thermal effect exclusively through radiation. Specifically, the total amount of short wave solar radiation absorbed by the Earth is about 240 watts per square meter. The measured long wave radiation coming down from our atmosphere is about 343 watts per square meter. This downward long wave radiation has been falsely assumed to be due to greenhouse gases absorbing long wave radiation emitted by the Earth's surface as it heats up through short wave radiation bombardment from the Sun. We thus have 43% more energy coming down from the atmosphere than all the energy received from the Sun in total. The most likely cause of this excess energy is gas compression heating, not the greenhouse effect, which by definition can only help contain energy created by the Sun.

The Fallacy — An actual greenhouse has glass walls that blocks convective heat exchange with the surrounding environment, thus insulating the air inside. Earth's atmosphere has no walls, so convective cooling acts as an escalator transferring heat from the surface of the Earth all the way up to the stratosphere. The commonly used greenhouse gas theory analogy to a parked car's windshield is therefore false. A free flowing gas cannot trap heat, and thus cannot act as insulation to keep the Earth warm. The insulating effect of the atmosphere was first proposed in the 19th Century as a conjecture without observational evidence. It later became settled science through repetition by many generations of scientists quoting their mentors and peers.

The Evidence — Earth's climate history does not reveal any evidence of carbon dioxide increasing Earth's temperatures as a greenhouse gas. The temperature increase Earth experienced after the end of the Little Ice Age (1300 to 1870) up to about 1940 was not caused by man-made greenhouse gas emissions because industrial output during those years was too low to make any significant difference. Therefore, the heat waves and drought that caused the Dust Bowl of the 1930s had nothing to do with fossil fuels.

Industrial output and CO₂ emissions increased dramatically during World War II and during the post-war economic boom, but the Earth's temperature dropped after 1940 until about 1975. By the early 1970s the weather had become so cold that there was fear of a coming ice age. If CO₂ was the driving force behind temperature increases, the Earth would have experienced vigorous heating during the 50s, 60s, and 70s, not the remarkable cooling that actually occurred.

When the world dramatically increased biofuel farming during the Bush and Obama administrations, CO₂, methane, and nitrous oxide emissions rose as a result of deforestation, land use change, and increased fertilizer production, yet Earth's global temperature remained flat instead of rising. That fact goes counter to the basic premises of the man-made global warming hypothesis.

The Past — This new evidence helps explain our planet's history. During the Jurassic Period, about 200 million years ago, Earth was significantly warmer with tropical plants growing in polar regions. Dinosaurs ruled the land while pterodactyls roamed the skies. Pterodactyls were large winged reptiles that flew like birds despite their heavy bone structure. Flight would be impossible in today's relatively thin atmosphere, but when pterodactyls existed our atmosphere must have been much denser; perhaps up to three times as dense. The greater the air density, the greater the aerodynamic lift, and the greater the atmospheric heat.

Correcting Misconceptions — The net effect of having water in all three phases (solid, liquid, gas) on Earth is cooling, because clouds reflect sunlight back into Space. Water dramatically affects weather and the distribution of heat, but it does not cause total global planetary warming.

Politicians unscientifically brand carbon dioxide as a pollutant, forgetting the obvious proven fact that carbon dioxide created and feeds all life on Earth — and most likely — all life that exists anywhere in the universe. Adding more CO₂ to our atmosphere makes plants grow faster, bigger, and more resistant to drought, which produces more food and lumber. NASA satellite observations have shown this is already happening around the world. If we want to make Earth warmer, we will have to either significantly increase total atmospheric pressure or permanently reduce global cloud cover, both daunting tasks beyond our capabilities.

Renewable Energy — Windmills and solar schemes have been financial and ecological disasters all over the world, causing far more harm than good, and without any benefit to our climate. Needlessly increasing the cost of electricity hurts the poor the most. Global biofuel farming has raised the cost of fertilizer, farmland, and food all over the world while increasing topsoil erosion, deforestation, water pollution, and deaths due to malnutrition and related illness. By even the most conservative estimates, global biofuel farming has killed far more people over the last twenty years than all wars and acts of terrorism combined. Malnutrition is the primary worldwide cause of avoidable mental retardation in children, but environmentalists and green politicians do not seem to care. Pesticides used on biofuel crops are a major cause of the worldwide kill-off of bees and other beneficial insects.

Hysteria — The obvious political, financial, and religious motives for spreading climate fear are the real drivers of anti-carbon climate hysteria, not science. Doomsday religions have been popular since the dawn of man. Scientists — devout true believers — at NASA, NOAA, and the IPCC have been caught distorting data to increase our level of anxiety. You can argue with science, but you cannot argue with religious fervor. Thus, we see the Orwellian spectacle of Americans protesting global warming during record cold and snow, and after Niagara Falls froze

two winters in a row. Humans are 18.5% carbon by weight, eat carbon based food, and live in homes made with carbon. A war against carbon is a war against humanity and life itself. The Bottom Line — The Nikolov-Zeller formulas have been examined by scientists around the world, and no one has been able to find flaw in their mathematics, only displeasure in what their discovery means. It means this whole charade of dangerous man-made global warming has been much ado about nothing. It makes famous politicians and scientists look like charlatans and fools, and puts in jeopardy a trillion dollar renewable energy business, which has become a vampiric drain on humanity rather than a savior. Nikolov and Zeller have not been rewarded for making the greatest discovery in climatology of the twenty-first century. Instead, they have faced censorship, mud throwing, and deafening-silence from world leaders who should use this new information to develop productive energy policies that will dramatically elevate the human standard of living worldwide."

Impact and Change

- Please think long and hard about the plants, animals, families and businesses this will negatively impact. Since you're going to do what you want anyway, at least please have the decency to feel real pain for the people whose property values will be impacted--who may lose value in the one thing that will sustain them in retirement. Think of the trees and critters that have lived and thrived here for longer than most of us have being displaced--yet again. And be grateful this isn't happening in your neighborhood--yet.
- I am curious about the potential impact to our property at 365 Coburg Road. In the Enhanced Corridor Alternative, will the addition of dedicated transit lanes require the removal of the sidewalks in the area? And will this effect the current distance between our door and the street? Thanks for your attention. Feel free to email me at the address below.
- Concerned about redevelopment in the adjacent neighborhood (SE Eugene/E&W Amazon area) that have single family homes and expressed dissatisfaction with recent transportation planning on Hilyard/Amazon intersection and E. Amazon--please see Nextdoor comments.
- Please think of those who would be shelling out these millions of dollars and those who would be displaced as a result of implementation of one or more of these projects.

LTD Process

- Have an elected transit board. No support without one
- Yes, please stop stealing money from me through forced taxation to pay for needless councils and board to deliberate on how to waste tax payer dollars. If citizens believed enough in what you were doing then they would voluntarily give you the funds to proceed with these projects instead of you taking it from us at the point of a gun and threat of imprisonment. We already pay some of the worst taxes in the state of Oregon when it comes to income and property taxes. Lane Transit should be able to fund its own service if it is actually of benefit to society then people will pay for it and you won't have to steal it from people like me.
- LTD is a local bully that gets whatever it wants. Just a few years ago, they raised business taxes for the sole purpose of creating a slush fund for future project (they were even bold enough to admit it in the media). The city supports that garbage. The fact that downtown EMX was pushed down our throats shows me that decisions are already made. My money is that the biggest, most expensive package is what will be approved. Put it on the general election ballot and see how far

it gets, and proceed with what each area approves (such as River Road voters only vote for River Road work, South Hills voters don't get a say).

- LTD needs to listen to the whole community. Not just the people who say what you want to hear. EMX is intrusive in our community and a waste of taxpayer dollars. Of course, I'm sure you won't listen to this input either, just as you ignored all of the businesses and concerned individuals regarding the W. 11th, 6th, 7th project.
- The vernacular used throughout this questionnaire is deceiving and blatantly misleading. Suggesting that no build zones are against public opinion and safety while insinuating all 5 EmX corridors are supported by the general public, and that it is for the greater good, points to biased positions this City's governing personnel have always taken. This kind of program that goes hand-in-hand with those that have driven this city into a homeless haven and nightmare in which to do business. Support for future projects rests in the hands of those who generate revenue and pay their fair share in taxes. As you continue to interfere with peoples abilities to generate income, you will encounter decreases in funding, increasing discontent, and rejection of future investments (no matter how well-intended they be).
- I have said all I want to say. It is clear you don't really listen to the little guy. ever!!!
- This survey is not super well designed. I can't view the corridors in detail. I can't give specific feedback. I can't say, The more parking spaces are removed, the better. Don't ask me which corridors i use regularly, ask me how often i use each one (daily, weekly, monthly, few times a year, never). And ask me which i use by bike, bus or car. Checking off which 5 factors of these bunch are important feels silly. I think what matters to public wisdom is BALANCING THE TRADEOFFS, and nothing in this survey is designed for citizens to wrestle with that.
- Less complex process for comments and feedback and more outreach with a less time consuming explanation would involve more people.
- Basically think feedback process (even as extensive and complicated as this) is just a required step and plan will go forward as public officials want and as long-term transportation planning demands.

Walking

- I always ask for attention to sidewalks. Where are plans to upgrade sidewalks to the basic level of safety? Even sidewalks to get to bus stops!

Planning

- I hope we can use existing ROW widths whenever possible to achieve the goals of installing EmX lanes and bike lanes while also preserving mature trees and existing properties. I support elimination of travel lanes or reduced-width travel lanes (which have multiple benefits, including slowing traffic and making roadways safer for pedestrians to cross) to enable greater tree preservation. Please be creative and flexible, and try to reduce overall pavement footprint.
- Highway 99 from the airport to the down town area is an an embarrassment to the long time residents of Eugene and Springfield. This has been the first impression that residents as well as visitors see when they arrive in town from other regions. What Springfield has done with Gateway street is what Eugene needs to take as an example for the main RED CARPET from the airport to the nearest .. When travelers are driving north or south past Springfield they want to stop off in Springfield at Gateway and eat, drink, shop, rest or just visit. Why? Take a look.

Where is that from the air port??? We have no hotels motels food entertainment on HWY 99 that is a destination like Gateway or even Oakway . This has needed to be addressed for 40 YEARS. My question is when ? Why should travelers travel another 30 minutes from the airport to get to a hotel, restaurants and shopping. Space is available near the airport and on hwy 99 to provide these accommodations. Don't you agree?

- Consider decreases in ridership over time. Review ridership numbers from downtown Springfield to RiverBend. That is an indicator of what's ahead for ridership. Don't burden local business owners with ever increasing payroll taxes. Vehicle ownership and usage is not a dirty word in this community. Ride sharing usage will increase by leaps and bounds in the next few decades.
- Preserve and increase room for trees and other vegetation, and remove and diminish paved surfaces wherever possible. Fund local nonprofit tree groups to plant more trees not just along these corridors but in the few blocks adjoining them where large canopy trees can be planted.
- Stop pushing EmX. Subscription transport is going to eat your lunch in five years.
- EC physical improvements should be made in a way that would not require reconstruction if/when the route is upgraded to BRT.
- Full EmX, just go as fast as we can fund. Need good sidewalks/bike facilities on all!
- I believe we can expect many more than 34,000 in our community. Parking lots are filled daily with out of state licenses and climate disasters are forcing many to move from other parts of the country.
- Ten years is too long to wait!
- Due to the lack of large retailers in the south end of town we generate a lot of traffic going out west 11th, Hwy 99, River Road, and north to Coburg Road for supplies and shopping. We need a Fred Meyer, a Winco, a Jerry's, and like stores in the area of the 30th Ave/LCC corridor. This would greatly reduce traffic on west 11th, Coburg Rd, Chambers, Willamette/Oak Streets, and local trips on I-5.

Appendix D: All General Comments

Comments received mostly via email and the website submission form.

To whom it may concern:

I have been trying to reach someone to discuss the impact on our property of the different Coburg Development plans. We are the owners of 365 Coburg Rd and are trying to verify what we understand from the proposed impact study.

It appears that in both the Enhanced Corridor and EmX Alternatives the construction footprints will go beyond the street onto the sidewalk. We want to find out if the future distance from the front of our building to the street will change and, if so, by how much.

Also, we are interested to find out if there is a timeframe for the construction itself in our area so we can plan for the disruption.

Feel free to email me at the address or call me at the number below.

This is a very good plan and I support it. I live in Lakeridge, a 55+ housing location on N. Delta Rd. There are roughly 300 residents here and just north of us across Ayers Rd is a new development of around 200 homes and 500 apartments. There is also significant development on Gilham Rd. north of Ayers. This all lies between your planned River Rd and Coburg Rd corridors. I would like to see provisions for some sort of scheduled shuttle service between this location and either River Rd or Coburg Rd bus stops. The nearest bus stop now is at Green Acres Rd which is a half-mile from Lakeridge and even further from the new construction north of Ayers--further than many will walk.

I'd like further details on the status of the proposals for the Coburg Road corridor before replying to the on-line open house. Would appreciate a call at my office (541/600-8018); thanks!

I have taken the bus into Eugene from Dexter several times in my attempt to lower my carbon pollution footprint. The Dexter stop usually has two or more customers waiting and there is NO shelter from the rain/weather. Why is this? Also, we need weekend service and one more run to and from Eugene in the early evening. Folks that get off of work need time to get to the downtown bus stop and a 5:30 departure is very limiting to who can make that from their work place without a car. If you cannot have weekend service, perhaps the bus from Oakridge could stop in Lowell and Dexter on weekends? Electric buses with solar panels powering them would be best.

I am writing to voice my concerns for the LTD expansion on Hwy 99. For over four years I sat on the Lane county commission of transportation, representing the Trucking industry and have driven trucks for forty years.

I have lived in the Bethel area since 1958. I travel Highway 99 and Roosevelt Blvd , and I know that intersection.

Where those two road cross can be maddening. One of your planners should do a survey for one week and do a count of how many trucks heading north and south or east and west crossed that intersection. To compound the problem there is the railroad switching cars blocking Roosevelt and backing vehicles

until you have a total mess. Then you have all the traffic going north to Junction City, Monroe and Harrisburg waiting on the bridge.

Highway 99 has a large amount of truck traffic and when in a traffic jam for trucks to start and stop only going one or two car lengths, that is a problem. These trucks are attempting to deliver almost every commodity that you could think of. It needs to be done on a time table or the store might quit receiving and then that truck is stuck over night.

Highway 99 is not a residential road. There are some homeless along that road and a few bike riders and pedestrians. Hwy 99 must remain a major through way for close to over five hundred trucks a day. Many of these are trucks used by companies that build roads and these trucks are making circles each day to get the job done.

Then to have this compounded by bus traffic each day the amount of accidents that could be caused by vehicles in a hurry is anyone's guess. As I noted in the beginning having been on government committees they are mandated to request public input but from my experience the boards mind is already made up. I would sincerely hope you will except my professional advice and don't make Highway 99 one of your choices.

I lived near the San Antonio area (world famous for its riverwalk area)

<https://www.thesanantonioriverwalk.com>

And grew up in the Reno Nevada area before moving here in 2011.

Reno flew its city council to San Antonio years ago to tour the riverwalk area and talk to city planners. As a result, Reno has invested heavily in the downtown riverside area adding bike paths, store fronts, eateries and pubs, a theater, whitewater kayaking park and outdoor amphitheater.

The results was dozens of new events, tens of thousands of new visitors, and millions of dollars in tax revenue.

I can't for the life of me, understand why Eugene, with 2 beautiful rivers, has dragged their feet and lagged behind. I know there are plans for the old EWEB properties, but it seems like a drop in the bucket compared to what it could be.

Bus service needs to be improved in the neighborhoods if you expect us to use EmX. Please add back the one-hour service we used to have in the Onyx and 25th Ave neighborhood. Use smaller buses if necessary. Is anyone listening?

For every action taken by LTD, there is an equal and opposite reaction on the community....mostly taxes and pollution. Until you start paying your fair share for all the damage your buses cause to our streets and roads, I will vote NO and fight against anything and everything you propose. It's not right that others have to subsidize LTD riders by \$5 for every dollar paid for fare. LTD is a greedy money sucking monster that needs to be neutered.

The city of Eugene has the most idiotic engineering department. I can not imagine a more stupid result from a bridge installation than the one across the wash at Seneca St. near 11th Ave. The south approach to that Bridge is very dangerous. It is merely a matter of time before someone gets hurt and sues the city for gross negligence. Why can a bridge not be sloped a little? I resent the implication that I as an 83 year old am incompetent enough to be able to ride my bike up the steep slope of about 45 degrees in order to use the bridge in the northerly direction. Is the city capable of fixing this ludicrous error?

Walter 541 246 0398 avail. 07:00 to 19:00 Lots of Luck!

I am sure that the corridors and plans will benefit the most people in Eugene. I have confidence that the alternatives will be carefully considered.

BUT, what about some smaller buses, vans even, to serve some of the less well-served areas? Such as mine. When we moved here, there was a bus stop about 1/4 mile away, and it was one of the things that made us choose that location. About 12 years ago, the route was discontinued. We had to buy a 2nd car. The bus that comes the closest to our neighborhood stops about a mile away from our home, down a long steep hill (and thus up a long steep hill for a walk home in the dark and the rain after work). We would love to use the bus system. We would love to have only one car.

The discontinued route was Route 22.

The route that comes the closest to our neighborhood is 33. If it snows, I have to walk down to 18th & Chambers to intercept the 36. That is really a long walk, especially in the wintertime.

I wish that something could be done to improve service for all. thanks for listening.

I would like to see bus's coming faster and on time and not coming late and would like to see if when a person is trying to get to their stops to where the bus's come on Corburg Oregon Eugene area. I would also like driver's of LTD not to be very rude to anyone whom rides the bus's and would like a shuttle of LTD to picking people with many kinds of disabilities with special needs at their homes to where ever they live at. And adding more under cover shelter's to all locations in Oregon and even Eugene and Springfield and Junction city all the above. I would like driver's to work as late as they can in the evenings and bus's not showing up late of picking up anyone in Eugene even on cold days at nights. I would like bus's to live every 10 mins or 30 mins so then people won't be late of showing up to their jobs or even for other things even for no bus's of the driver's or staff members to stay calm at all times with anyone whom is disabled. Plus I want comfortable seating to all bus's to where it doesn't hurt people's backs. Plus I don't want anyone in Eugene area feel upset with bus driver's showing up late or people not feeling upset with mess's smelling bad inside or the bus's it self because of the gas smell or the air blowing cold. Plus if people aren't able to make it for any reason because of their health issues like asthma and aren't able to run to get to the bus stop on time then what to do of that because I have missed my bus before from the past and from present. I've been riding the bus's since 2007 to present for 12 whole years. Not a huge fan of riding the bus's because don't like the driver's being at times being late of picking up anyone yearly and monthly year round. 541-3599471. Go Ducks. Plus I have back issues.

Thanks for having this campaign! I've been meaning to email the city about a concern I've had since you rehabbed West Amazon this summer. I live on E 38th, and as a bus commuter it was immediately apparent that the city forgot to install a street light over the bus stop at 37th. There used to be one there.

I'm also concerned about the apparently random curb configuration jutting out into the intersection at the north side of E 37th and W Amazon. It's painted yellow which helps in daylight hours, but between the missing street light and no reflectors it's an accident waiting to happen. Since the snow storm I've noticed that one driver has already taken a chunk of concrete out of it, and it feels like a death trap when I wait for the bus at night. It also has a mysterious curb cut for accessibility without a matching curb cut on the other side of W Amazon. I appreciate the noble intentions, but lately it's been a mulchy swamp with the snow melt. It's not only useless but dangerous for someone with accessibility issues. I don't use a chair myself but the curb configuration is dangerous to everyone as it is now. Ideally I would love to see that barrier smoothed out entirely to a regular curb as it was before, or at least mark it with lots of reflectors for night drivers. And most importantly, please replace the street light over the

bus stop. There are plenty of street lights over W Amazon that don't cover bus stops; if it's too expensive to get a new one perhaps you could just move one of those.

Hello, I was wondering, for the packages recently posted combining different options across all the corridors... Are they as described within the alternatives analysis?

E.g. If Package A says a corridor investment would be Enhanced Corridor investment, would the details in the alternatives analysis covering that investment option accurately reflect what is being suggested for Package A?

I was looking through your web survey about the improvement options and had a couple question about the Enhanced Corridor and Packages A-C options: will they require 13th Ave. to be switched to 2-way traffic to allow the buses to return from Hwy 99? And if so, what will that require regarding 13th Ave improvements (such as widening and tree removal)? Are there any more details about the changes that will happen to Chambers and 13th if one of these options is chosen?
I hope to make it to the open house on March 18 as well.

I have visited your website and would like to know why the Beltline Hwy. is not a corridor that is considered in this project.

Could you please explain some detail?

Changes to the street improvements and traffic lane patterns. Will they remain as is or not?

Hi there,
We live off Irvington in the newer area of Santa Clara. We have lived here for about 10 years. This area is growing so much and there is way too much congestion and traffic as you already know. It seems like it is getting addressed, so thank you. But, please....when you put your new bus station in santa clara, please please please add more retail...LIKE COFFEE SHOPS, etc. Not only will it keep it safer for people to use but also we are in desperate need of good coffee and restaurants out here!! There are ??35,000 people waiting for good, local coffee and food....

We are the owners of river Road Road Plaza Shopping center at the corner of Silver lane and River Road. About a year ago i met with Moving Ahead representatives at our property and they revealed the proposed changes to River Road including expanding the right away to accommodate a transit stop. The additional space was proposed to be part of our parcel which would eliminate the drive through lane for our tenant Carls Jr.

I expressed in no uncertain terms that this would not be possible and that we would rigorously fight any taking whatsoever. The indication by your staff at the time was simply a possible direction but not yet decided.

What is the current status?

It is difficult to use either computer or phone apps to determine location of a bus that is en route. Often I want to decide whether to take the car or the bus. I've tried to use the apps but find them cumbersome at best. What I hope for is a display of a map with current location of the bus I anticipate taking. Tnx

Oh my goodness, On Coburg road, the bus stops were not cleared of snow for several days. This made it difficult for older people, as well as people who had challenges of many kinds. I saw people walking on Coburg Road because the sidewalks were not cleared by the businesses who ignored their duty to clear the sidewalks on their property.

City code is a bit vague and there appear to be little or no consequences for property owners who delay clearing sidewalks. On Wednesday and Thursday of the storm week. Only one business on Coburg road between Harlow and the Ferry Street bridge shoveled its walk! But most had their driveways and parking lots and entries cleared. This includes Oakway Mall, Albertsons, Natural Groceries to name a few.

I saw no one on a wheelchair, because the sidewalks were impassable.,

There was one exception, the car wash! This owner did his duty. As far as I can tell no one else did. This business should be commended for doing the right thing.

But the other businesses should be shamed. City Code needs to be strengthened as the code is vague and the consequent city notices are passive at best. LTD and the city could collaborate in notifying business directly of the duty to clear sidewalks in a timely manner!

I was many elderly, and people with disabilities struggle. On Monday and Tuesday, people had to walk on the road itself. Thursday and Friday the sidewalk snow turned into ice. Walking on the sidewalks was treacherous.

We need to make non car transportation safe!

Thank you for listening.

Interested to support efforts for improvements to the 30th Avenue/LCC corridor.

I am 10 year resident, recent retired, hoping for a bus to go to Mt. Pisgah Arboretum. no need to respond

Could you please share with me the current timeline for MovingAhead decision-making, i.e., an updated version of the attached?

I recall seeing this timeline as part of the slide presentation to the Metropolitan Policy Committee 1-1/2 weeks ago, as well as I believe at recent LYTD board meetings. But I am not seeing it on either the MovingAhead or LTD websites.

BEST is wanting to share this info with the public as part of our efforts to help spread the word about tonight's open house.

As soon as possible, could you please let me know where my front property will end and the new side walk, bike path, larger streets are planned so I can move plants and maybe get a new fence going before summer. Thank you.

I'd like to see better and safer bike lanes. Bike lanes physically separated from vehicular traffic instead of a 6 foot lane demarked by paint.

I am in support of the Enhanced system improvements. We have already spent so much money (via Fed and local funding) for EM-X. But the business/traffic interruption and costs outweigh the benefits, especially for an EM-X line up Coburg Road. Please don't bring EM-X to the Coburg Road!

No build option! But do something with River rd and Coburg area!

Sending this message to convey that Bethel, Eugene, Hey 99 area desperately needs improvements and investment. It would help the area so much! Thanks all!

There is absolutely no need for an EmEx line on River Road. With the residences and businesses along River Road there is no room to build a bus-only lane, Please reconsider the idea of an EmEx line of River Road. No matter how convenient you try to make bus service I will never ride an LTD bus. Many of my neighbors I've spoken with feel the same.

I suggest a \$25 gift card to a local business, preferably one working to expand local food production.

Is enhanced option less expensive than Emx option? If so, support enhanced option. It may be a smart choice and cost less to operate.

I would highly recommend enhanced option as a go ahead, because i really want a MLK Jr. Boulevard route to run here where i live at willamette gardens near autzen stadium. I really think its important for me and my mom. Thank you so much, and the other corridors are important to. If i were you all of you to support all five corridors and move them forward.

From Tabling and Presentation Events

River Road/Santa Clara Neighborhood Planning (4/10/19)

Most individuals expressed strong support for the EmX Alternative. There were some concerns about congestion at River Road and Beltline. There were also concerns expressed about the potential tree impacts. Residents were clear that they wanted a greater level of transit service. Several other people expressed concerns about safety on River Road, particularly for people walking and biking given the high speeds by some people who are driving. They expressed support for investments in safety including additional RFB enhanced crossings and protected bicycle facilities.

LiveMove (U of O), 4/4/19

Attendees had several questions about how the project would link up with TransitTomorrow and how we would address rural service. I provided them with information on how to comment and engage with the project.

Eugene Chamber of Commerce LGAC, 3/29/19

LGAC members raised a number of questions, in particular about funding, how values inform our process, how many people our outreach connected with, whether we missed anyone in the outreach, and whether we reached enough people. Members provided comments about costs and what that might mean for the business community. Some members suggested the Chamber should focus on how LTD can serve employment centers and get people to work.

Members suggested some ways MovingAhead can better do outreach. Suggestions included making the dollars and impacts very concrete when we are asking for input. Some suggested doing more random sample polling.

Staff encouraged all participants to take the online open house and provide feedback on the project more formally.

Metropolitan Policy Committee, 3/07/19

MPC members had questions about the outreach conducted the first time, specifically around the number of participants and whether or not staff were conducting special outreach to the business community. MPC members also asked about the connection to Transit Tomorrow.

Staff also provided an updated time line for decision making.

Appendix E: Correspondence with Property Owners

Mike Collins, potential property owner along corridor

March 29, 2019

Andrew Martin met with Mike Collins who currently owns Midgley's on 7th and Chambers. He was previously impacted by West Eugene EmX and wanted to discuss possible impacts on a property he is considering purchasing.

Andrew reviewed the project background and potential investment options with him. There are potential 2-stage left turn impacts under both build alternatives due to an enhanced crossing. Andrew directed Mike to the online open house and encouraged him to comment. At this time he did not express any concerns with potential impacts to the property.

Phil Farrington of CDC Management Corp. (2295 Coburg Road)

April 5, 2019

Via email:

I'd like further details on the status of the proposals for the Coburg Road corridor before replying to the on-line open house. Would appreciate a call at my office; thanks!

April 8, 2019

Andrew spoke with Phil Farrington. They discussed the project timeline, the design of the Coburg Road build alternatives, and potential impacts to the property owned by CDC Management.

John Harper, Reliable Credit, 365 Coburg Road

April 10, 2019

To whom it may concern:

I have been trying to reach someone to discuss the impact on our property of the different Coburg Development plans. We are the owners of 365 Coburg Rd and are trying to verify what we understand from the proposed impact study.

It appears that in both the Enhanced Corridor and EmX Alternatives the construction footprints will go beyond the street onto the sidewalk. We want to find out if the future distance from the front of our building to the street will change and, if so, by how much.

Also, we are interested to find out if there is a timeframe for the construction itself in our area so we can plan for the disruption.

Feel free to email me at the address or call me at the number below.

Thanks for your help,

Jon Harper

Manager

Reliable Credit Association, Inc.

365 Coburg Rd

William Hutchins, 2060 Martin Luther King, Jr. Boulevard

March 25, 2019

Andrew Martin and Chris Henry met with William Hutchins and his brother in law (unsure about name) who are the owners of the property where Lithia Nissan is located. They have potential property acquisitions under the MLK Enhanced Corridor alternative.

We discussed the project and potential impacts on the MLK EC as well as the Coburg build alternatives. They do not have potential impacts on Coburg, but are very close to the corridor so are also interested in that.

They were concerned about losing property and the potential for any stop along their property causing traffic to back up because the proposed stop is in the travel lane. Staff provided project background and information on the alternatives and packages. Staff also provided information for property owners to participate in the online open house.

Eric Vance, Cowboy's Savannah, 74 E. 18th Avenue

April 10, 2019

Dear MovingAhead team, Eugene City Council and Eugene Citizens,

I have expressed specific concerns with the LCC corridor specifically in my prior written correspondence with MovingAhead and the City Council. Those concepts will stand on their own validity or be discounted in the final decision by the City Council. I hope validity will win out.

My previous comment letters should not be considered as unsupportive of mass transit in general or a not in my backyard perspective. We own a commercial property on Oak Street and have a vested interest in preserving this "Great Street" along with Peal Street from a rapid transit overbuild. The reasons that this inner city corridor should be analyzed differently from all the other "strip commercial" corridors are again outlined in my previous comment letters.

We are in support of LTD maintaining an efficient and affordable transit system for Eugene, Springfield and surrounding areas. I was a participant in choosing the project manager for the LTD Glenwood headquarters facility. My wife Dona was a LTD bus driver. A complete and affordable mass transit system is imperative for a well-functioning City to have. Having EMX rapid transit at every corner is not necessarily the best way to attain that goal without sacrificing other considerations for citizen livability.

The EMX package would have EMX on all proposed transit corridors. With the additional cost of \$200M over option B this would be equiviant to the project costs of 6-8 new City Halls. No, this money is not

just sitting in a bank ready to be spent, but City Halls also must have some State or Federal funding in addition to City funding for the complete funding package. This well can run dry.

The Logo of MovingAhead is “streets and places reimagined” This is a lofty if not slightly pretentious statement. We have seen local examples of reimagined streets and places that didn’t ultimately work out so well. “Thoughtfully considered streets and places” might not frighten me so much. We really don’t need another downtown mall, urban renewal agency gone mad or the permanent removal of over a half mile of ground floor commercial street frontage in the city center with a large student housing project. All these things were an attempt to make things better by virtue of fixing problems that really didn’t exist. The City Council can afford no more mistakes with the Eugene City center. I urge the City Council to consider the transit proposals carefully and consider Option B as the best well considered transit VS livability choice.

Sincerely,

Eric Vance

March 6, 2019

Andrew Martin called Eric Vance, the owner of Cowboy's Savannah, to let him know about our upcoming public comment period. I informed him of the open house and online open house. Andrew explained he will receive a letter from us containing more information and offered to answer any questions. He didn't have questions at this time, but said he will check out our new materials and let us know if he has any questions then.

Steve Kurtz, Oakway Center

March 13, 2019

Staff spoke with Steve Kurtz, owner of Oakway Center, at the Coburg Road Outreach Bus event.

Meta Maxwell, 315 Coburg Road

March 13, 2019

Staff spoke with Meta Maxwell, owner of 315 Coburg Road, at the Coburg Road Outreach Bus event.

Kelsey Moulds, 2769 Chad Drive

March 13, 2019

Staff spoke with Kelsey Moulds, owner of 2769 Chad Drive, at the Coburg Road Outreach Bus event.

John Lochner, 20 Coburg Road

April 16, 2019

Andrew Martin and Chris Henry met with John Lochner, owner of property at 20 Coburg Road (Kendall Subaru). They discussed potential impacts to the property and the design of the Coburg Road build alternatives and Martin Luther King Jr. Enhanced Corridor Alternative.

Steve Rose, River Road Plaza

March 8, 2019

We are the owners of river Road Road Plaza Shopping center at the corner of Silver lane and River Road. About a year ago I met with Moving Ahead representatives at our property and they revealed the proposed changes to River Road including expanding the right away to accommodate a transit stop. The additional space was proposed to be part of our parcel which would eliminate the drive through lane for our tenant Carls Jr.

I expressed in no uncertain terms that this would not be possible and that we would rigorously fight any taking whatsoever. The indication by your staff at the time was simply a possible direction but not yet decided.

What is the current status?

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
Support Corridor Development and Redevelopment (1-5 rating)	3	3.4	3.8	4.6
Support from the Public (1-5 rating)	3.6	3.6	3.6	3.6
Transit Travel Time Improvement	21%	23%	23%	25%
Trees: Number of Medium and Large Trees Impacted	103	222	362	432

Original Investment Packages

Evaluation Measure	Enhanced Corridor Package	Package A	Package B	Package C	EmX Package
Bike/Ped Access and Safety Investments (1-5 rating)	3	2.4	3.1	3.5	4.4
Capital Cost (millions)	\$148	\$119	\$181	\$202	\$335
Consistency with Local Plans and Policies (1-5 rating)	3.2	2.4	3.2	3.4	4.4
Investment in Corridors with Higher Level of Low Income and Minority Population	56%	98%	76%	68%	50%
Number/Acreage of Acquisitions	115 / 4.1	84 / 3.5	137 / 4.6	150 / 5	177 / 8.4
Operating Cost: Systemwide Change from No-Build (millions)	-\$0.1	\$1.9	\$3.0	\$2.5	\$8.2
Parking Impacts: Corridor On-Street and Off-Street Parking Impacts (number of spaces lost)	188	81	148	217	375
Potential Property Displacements	4	6	6	6	8
Ridership: Estimated Annual Systemwide Increase Compared to No-Build	389,000	385,000	576,000	521,000	1,327,000
Support Corridor Development and Redevelopment (1-5 rating)	3	2.2	3	3.4	4.6
Support from the Public (1-5 rating)	3.6	3.1	3.4	3.6	3.6
Transit Travel Time Improvement	21%	13%	22%	23%	25%
Trees: Number of Medium and Large Trees Impacted	103	146	164	222	432

Proposed Investment Packages

	Corridor				
Package	Highway 99	River Road	30th Ave to LCC	Coburg Road	MLK, Jr Blvd
Enhanced Corridor	EC	EC	EC	EC	EC
Original Package C	EC	EmX	EC	EC	EC
Modified Package C	EC	EmX	EC	EmX	EC
EmX	EmX	EmX	EmX	EmX	EC



Timeline 2018 – 2020

	FALL 2018	WINTER 2018 DEC - FEB	SPRING/SUMMER 2019 MAR - AUG	FALL/WINTER 2019/2020 SEP - JAN
Alternatives Analysis	▲ Publish Corridor Findings		▲ Publish Investment Packages	
Community Input Opportunities	▲ Open House		▲ Open House <i>Start of 30-Day Comment Period</i>	▲ Public Hearing
Recommend and Adopt Investment Package of Multimodal Improvements				
Sounding Board	▲	▲	▲	
Oversight Committee		▲	▲	
LTD Strategic Planning Committee		▲	▲	
Eugene City Council		[▲]	[▲]	▲ [▲] ▲
LTD Board		[▲]	[▲]	▲ [▲] ▲
Metropolitan Policy Committee Central Lane Metropolitan Planning Organization				▲ ▲

[] = Joint Work Session

Final Decisions
(two meetings)

Updated: JAN 2019

July 15, 2019, Joint Work Session – Item 1

Frequently Asked Questions



What is MovingAhead?

The City of Eugene and Lane Transit District have partnered to study and prioritize near-term (within 10 years) investments along five corridors for people who are walking, biking, using mobility devices, and riding transit. These corridors are Highway 99, River Road, Downtown to LCC via 30th Avenue, Coburg Road, and Martin Luther King, Jr. Boulevard.

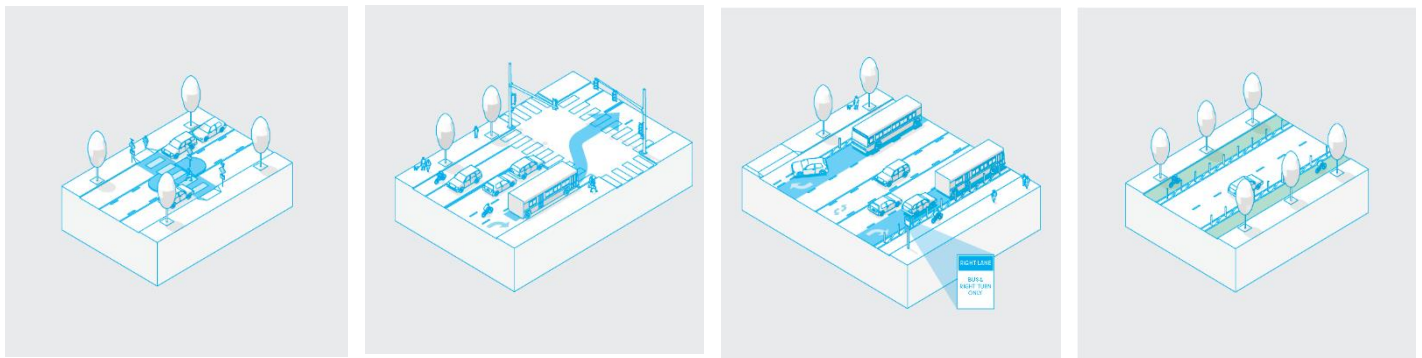
Eugene is growing – by 2032 Eugene is projected to have 34,000 new residents and 37,000 new jobs. Much of that growth is expected to occur along the five corridors being studied in MovingAhead. The project is aligned with local plans and policies, including Envision Eugene, Eugene’s 2035 Transportation System Plan, Eugene’s Vision Zero Action Plan, Eugene’s Climate Recovery Ordinance, LTD’s Long Range Transit Plan and Frequent Transit Network, and so many more.

MovingAhead is considering three multimodal investment options on most corridors. These options are No-Build, Enhanced Corridor, and EmX. No-Build means no investments within the 10-year timeframe, other than what has been adopted in existing plans and programs. The Enhanced Corridor and EmX alternatives use a common toolbox of investments – including Business Access and Transit (BAT) lanes, dedicated transit lanes, enhanced pedestrian crossings, and protected bike lanes – to make travel easier and safer along the corridors.

Since 2015, the MovingAhead project team has been working with the community to develop and evaluate investment alternatives along each of the corridors. At each stage of the project, the community has weighed in on preferences. In fall and winter 2019, decision makers will set a vision for how to proceed with investments over the next 10 years. At the end of the 10 year period, investments selected by decision makers will be completed or on their way towards completion. With these investments, Eugene will have safer, more convenient travel options for people traveling along some of the most important corridors in the city.

What is the difference between Enhanced Corridor and EmX?

Enhanced Corridor and EmX Alternatives use the same set of tools, but differ in the amount of investment along the corridor. EmX investments will feature more dedicated right of way (BAT lanes and dedicated transit lanes), more investment for people walking and biking (enhanced crossings and protected bicycle facilities), and a greater investment in transit service. EmX proposes service every 10 minutes for most of the day, while Enhanced Corridor proposes service every 15 minutes.



Examples of investments: enhanced crossings, queue jumps, business access and transit (BAT) lanes, and protected bike lanes.

All EmX stations will receive a high level of improvement. Some Enhanced Corridor stops will receive improvement, though not as much as EmX, and other stops will remain similar to the existing stops.

It's important to note that the greater level of investment under the EmX Alternatives means that the project will have more benefits for the community, such as lower travel time, increased safety, and more ridership. The greater level of investment also usually means more impacts, such as property acquisition, trees impacted, and greater capital costs.

How will this be funded? Can you really build all of this within 10 years?

At this time, no funding is dedicated to build the investments on the MovingAhead corridors. Staff are currently working with Lane Council of Governments to identify potential funding and implementation strategies to build out the preferred package of investments selected by decision makers. Staff anticipate that our community will have to be strategic and creative in packaging the funding required to build on multiple corridors. Funding will likely include federal, state, and local money to implement the preferred package of investments. Currently, the Federal Transit Administration requires a 50% match for all of their BRT projects, so the community may need a fairly large match that combines local and state funding for any corridors with EmX investments.

MovingAhead will result in the selection of a 10-year package of investments. While not all projects will be completed within 10 years, staff intend to start all projects included in the approved plan within the 10-year timeframe. Staff will be strategic and consider incremental development, including some investments that may be implemented across multiple corridors, while also pursuing large projects that may attract federal money.

What are the next steps? What happens when Eugene City Council and LTD's Board of Directors select a preferred package of investments?

In fall 2019, Eugene City Council and LTD's Board of Directors will hold a public hearing, followed by several deliberations at subsequent meetings. After these deliberations, both bodies will select a preferred package of investments. By early 2020, the selected preferred package of investments is expected to go before the Metropolitan Policy Committee for final approval.

Staff are currently working with Lane Council of Governments on a funding and implementation plan that helps describe the next steps after a decision is made. First steps include strategizing about how to

pay for the preferred package. Some projects may be more competitive for large federal grants, while other projects may be clear candidates for local and state funds. The smaller projects could be built incrementally using funds available to our local community. These funds might include local tax revenues, SDCs, Metropolitan Policy Committee discretionary federal funds, and others.

No matter how the projects proceed, it's important to know that there will be additional decision points and opportunities for public feedback. A small sample of some of these check-ins include:

- Design refinement: MovingAhead has developed preliminary designs, but final detailed design is still necessary before any projects could be built. This will include opportunities to work with the public on station placement and working with property owners to mitigate impacts.
- Environmental Clearance: The work staff have done to date was designed to meet federal environmental standards. Depending on which package of investments is selected, some projects may require additional public engagement to complete the required federal environmental clearance.
- Funding: Eugene City Council and LTD's Board of Directors will each regularly make decisions about funding for any potential corridor investments through their typical annual budgeting processes. All projects will also need to be included in both LTD's and the City's Capital Improvements Programs. Spending any local funds, even if they match federal funds, will require one or both organizations to take action. The Central Lane Metropolitan Planning Organization controls some regional discretionary federal funds and is composed of elected officials. All of these decisions will require public input and action by local elected and appointed officials.

In short, the current decision making provides a direction and vision for staff to pursue over the next 10 years, but there are many other opportunities to provide input and shape the projects.



Steps remaining before the implementation of MovingAhead.

How does MovingAhead relate to Transit Tomorrow?

Transit Tomorrow is a short-term look at changes in LTD's fixed-route bus network, including in Springfield, that can be implemented within the next three years. MovingAhead is a partnership with the City of Eugene to consider multimodal (people walking, biking, using mobility devices, and riding transit) investments to increase safety and accessibility along five specific corridors in the City of Eugene over the next ten years.

Put another way, Transit Tomorrow is about what we can do to improve the bus system with the resources we have today. MovingAhead is a longer-term plan to determine what LTD and the City of Eugene should invest in to help implement local policy direction, including the Frequent Transit Network

found in LTD's Long Range Transit Plan, the land use policies found in Envision Eugene, the safety goals in the City's Vision Zero Action Plan, the greenhouse gas reductions of the City's Climate Action Plan, among many other plans and policies.

	WHAT		WHERE		WHEN	
	BUS SERVICE	INFRASTRUCTURE	METRO AREA	EUGENE	NEAR TERM	LONGER TERM
	●		●		●	
	●	●		●		●

How do decisions made about Transit Tomorrow influence MovingAhead?

Transit Tomorrow has engaged the community in a conversation about how to deploy LTD's current resources in the most effective manner: should LTD concentrate on frequency-oriented service in fewer places or should LTD try to reach as many places as possible with less frequent service. This may result in changes to LTD's fixed route-bus network. In recent decisions, LTD staff have been directed to draft a sample network that makes service more frequency-oriented. All of the MovingAhead corridors are places where frequency-oriented service would be concentrated.

MovingAhead began studying the transit system in 2015. Much of the analysis comparing MovingAhead alternatives to the existing network was completed in 2016-2017, so the analysis completed for MovingAhead reflects changes compared to the network at that time. Because no decisions have been made about service and network changes from Transit Tomorrow, precise modeling of how MovingAhead will change in response to Transit Tomorrow would be speculative at best. While LTD's Board has provided direction on a draft network to explore, no specific changes have been approved yet. But that doesn't mean that the two projects won't align.

Federal environmental regulations require all work to be updated to current conditions as individual corridors in MovingAhead prepare for implementation. What this means is that when MovingAhead corridors are being designed and permitted, staff will update ridership numbers, costs, and other topics of interest to reflect current conditions including any changes made to the network. Over the 10-year period of implementing MovingAhead, there will likely be many updates to LTD's fixed-route network. The project implementation process allows the community and decision makers to update our MovingAhead designs to respond to changes as we work towards our overall vision.

Given that, we do know in general terms how changes from Transit Tomorrow might affect the implementation of MovingAhead alternatives. We know that the two biggest areas of change will be the potential increase in ridership and operating cost. If Transit Tomorrow increases the level of transit service in the corridors that are part of MovingAhead, then the operating costs projected under MovingAhead will be lower. Those increases in level of service also mean that ridership in those corridors will probably go up as a result of Transit Tomorrow. For MovingAhead, this means that the change in projected ridership from the baseline conditions (No-Build) will be less. The reverse is also true. If changes from Transit Tomorrow move towards a network with more coverage, then transit service in the major corridors will be reduced. For MovingAhead, this means that the projected difference in ridership and operating cost between No-Build (the baseline conditions) and the MovingAhead options would increase.

Where are the projects the same? Where are they different?

Acknowledging that no decisions have been made about Transit Tomorrow, the current draft plan in Transit Tomorrow, based on preliminary direction, recommends 15-minute service for much of the day on all of the MovingAhead corridors.

There are two routing differences between the projects, despite their agreement on corridors. Transit Tomorrow suggests removing service from the northern part of Highway 99 and running through neighborhoods to reach the Route 41 terminus on Barger Drive. Transit Tomorrow also suggests removing service from Amazon Parkway and focusing service on Willamette Street and Hilyard Street.

There are several considerations in resolving these differences. First, Transit Tomorrow is about how we should deploy service *today* with no capital investment. What makes the most sense for ridership without capital investments doesn't necessarily make the most sense if we make the proposed MovingAhead capital investments. Second, design refinement will be required for MovingAhead corridors, so if there are modifications that would improve the project and are feasible, they can be addressed during the more detailed project development for each corridor that will occur prior to final design decisions. Finally, it may be that there is a tradeoff between being able to run frequent service on the alignments in Transit Tomorrow and being able to make the capital investments proposed in MovingAhead. The community may be faced with a choice about whether to operate the service on a particular street without the benefits of multimodal infrastructure investments or to make the investments but operate on another street.

Is there anything in Transit Tomorrow that will prevent implantation of MovingAhead?

No decisions made in Transit Tomorrow will preclude any MovingAhead corridors from being constructed. The more frequency-oriented service that is implemented as part of Transit Tomorrow, the more the capital investments being considered by MovingAhead can provide benefits to LTD's riders without increasing operating budget. No matter what is decided in Transit Tomorrow, MovingAhead can be responsive and meet the community's desire for improved safety and access along Eugene's key corridors.