



Eugene City Council

101 W 10th Ave., Suite 203
Eugene, OR 97401
541-682-5010 • 541-682-5414 Fax
www.eugene-or.gov

EUGENE CITY COUNCIL AGENDA

March 14, 2022

5:30 p.m. CITY COUNCIL WORK SESSION

As the state and community recover from the COVID-19 pandemic, City Council meetings will continue to be held remotely using virtual meeting technology. Information about online or other options for access and participation will be available at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>

**Meeting of March 14, 2022;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Claire Syrett, President
Mike Clark
Randy Groves
Jennifer Yeh

Matt Keating, Vice President
Greg Evans
Emily Semple
Alan Zelenka

5:30 p.m. CITY COUNCIL WORK SESSION

- 1. WORK SESSION: MovingAhead Deliberation and Action**
- 2. WORK SESSION: Potential Amendment to Penalties for Violation of EC 4.830 (Portion of Street Reserved for Vehicular Traffic)**

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March 14, 2022 Work Session



AGENDA ITEM SUMMARY

Work Session: MovingAhead – Adoption of Preferred Alternative

Meeting Date: March 14, 2022
Department: Public Works, Planning and Development
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Rob Inerfeld
Contact Telephone Number: 541-682-5343

ISSUE STATEMENT

The City of Eugene and Lane Transit District are collaborating on the MovingAhead project to determine how best to redesign major streets in Eugene to make them work better for taking the bus, walking and biking. 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 on five corridors 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 City Council to select locally preferred alternatives for the five MovingAhead corridors and to prioritize corridors for implementation.

BACKGROUND

MovingAhead is a partnership between the City of Eugene and Lane Transit District. The project is designed to take a system-level look at some of Eugene's major streets with the aim of making investments that support the City's and LTD's goals. Investments are necessary to:

- accommodate growth described in Envision Eugene;
- work towards the safety outcomes of the Vision Zero Action plan;
- lower greenhouse gases to meet goals in the Climate Action Plan;
- provide options that will work towards meeting the Transportation System Plan's goal of tripling trips by walking, biking, or transit;
- and implement a frequent transit network as outlined in LTD's Long Range Transit Plan.

MovingAhead public involvement started in 2015 with a series of public workshops held along the corridors under consideration. After gathering public input, the project team developed conceptual designs and performed technical analyses on the concepts. These conceptual designs include Enhanced Corridor and EmX alternatives, as well as a No-Build alternative. Numerous public engagement activities were conducted over the next five years including mailings to property owners along the corridors, tabling at community events, door-to-door canvassing of the corridors, in person and online open houses, listening sessions, neighborhood association meetings, meetings with business and property owners, and a public hearing.

Mar. 14, 2022 Work Session – Item 1

The City Council and LTD Board held a joint work session on February 28, 2022 to receive a recommendation from staff, the MovingAhead Oversight Committee, and the LTD Strategic Planning Committee on a preferred alternative for each corridor.

At the March 14 work session, City Council is being asked to adopt the recommended locally preferred alternatives for the five MovingAhead corridors and to prioritize corridors for implementation. The LTD Board is meeting on March 16 to take the same action.

Recommendation on Preferred Alternatives from Staff, Strategic Planning Committee and MovingAhead Oversight Committee

Corridor	Mode
Highway 99	Enhanced Corridor
River Road	EmX
30th Avenue to Lane Community College (LCC) via downtown	No-Build [<i>reconsider this corridor after other agency studies and projects are completed</i>]
Coburg Road	Enhanced Corridor [<i>requiring additional study and community engagement</i>]
Martin Luther King, Jr. Boulevard via downtown	Enhanced Corridor

For prioritization, staff recommend focusing on River Road and Highway 99 before moving forward on other corridors, with the understanding that work will occur on other corridors to advance planning concepts or to take advantage of funding opportunities.

Next Steps

A locally preferred alternative is a key milestone in the environmental review process that provides staff with direction on which alternative to pursue on each corridor. Next steps include creating more detailed designs for the selected alternatives, engaging with the community as we refine the designs, seeking funding, and completing the environmental review process. The locally preferred alternative will allow staff to take the next steps in the process to improve these streets for people walking, biking, using mobility devices, and riding transit over the next 10 years.

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 that considers the environmental, equity and economic impacts and benefits of different alternatives. This approach is part of the NEPA-required technical analysis. By focusing on the corridors identified in Envision Eugene, the MovingAhead alternatives provide opportunities for more compact housing along these corridors, helping to achieve the goals of both Envision Eugene and the Housing Implementation Pipeline.

[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)

The Lane Transit District Board passed a similar motion.

[April 25, 2016, Work Session](#)

Move 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)

The Lane Transit District Board passed a similar motion.

[February 19, 2019, Work Session](#)

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

The Lane Transit District Board passed a similar motion.

[July 15, 2019, Work Session](#)

Move to direct staff to amend the package and include a fifth package of EmX on Highway 99, River Road and Coburg Road. Move to direct staff to present the MovingAhead Proposed Investment Packages as amended for a Public Hearing. (Both motions passed)

COUNCIL AND BOARD OPTIONS

- A. Adopt the recommended locally preferred alternative and prioritize River Road and Highway 99 for implementation.
- B. Adopt a different locally preferred alternative and/or corridor prioritization.
- C. Take no action.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends adopting the preferred alternative put forward by staff, the MovingAhead Oversight Committee, and the LTD strategic planning committee.

SUGGESTED MOTION

I move to approve the Resolution attached to the AIS as Attachment [A], entitled “Approval of MovingAhead Locally Preferred Alternatives.”

ATTACHMENTS

- A. Resolution Approving of MovingAhead Locally Preferred Alternatives
- B. MovingAhead Comment Summary Memo

FOR MORE INFORMATION

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

Staff Contact: Rob Inerfeld, Transportation Planning Manager
Telephone: 541-682-5343
Staff E-Mail: RInerfeld@eugene-or.gov

Staff Contact: Terri Harding, Principal Planner
Telephone: 541-682-5635
Staff E-Mail: THarding@eugene-or.gov

Staff Contact: Andrew Martin, Lane Transit District Development Planner
Telephone: 541-682-6116
Staff E-Mail: Andrew.Martin@ltd.org

RESOLUTION NO. _____

A RESOLUTION APPROVING OF MOVINGAHEAD LOCALLY PREFERRED ALTERNATIVES.**The City Council of the City of Eugene finds that:**

A. The City of Eugene and Lane Transit District have entered into a partnership to coordinate transportation investments along key corridors, called MovingAhead.

B. MovingAhead supports the City’s Envision Eugene, 2035 Transportation System Plan, Climate Action Plan 2.0, Vision Zero Action Plan, LTD’s Long Range Transit Plan, and other community policies and plans.

C. As part of MovingAhead the City and LTD have held multiple corridor design workshops engaging members of the public to create conceptual designs, held open houses along the corridors, and conducted robust public involvement throughout the process.

D. City and LTD staff have engaged with residents, property owners, and businesses along the corridors and will continue to work with them in the development of future phases of the process.

E. Selection of a locally preferred alternative for each corridor will allow staff to conduct design refinement, coordinate with property owners and permitting agencies, schedule corridor improvements, and pursue funding.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. The following are the City of Eugene’s locally preferred alternatives as described in the September 2018 “MovingAhead Streets and Places Reimagined Alternatives Analysis Report”:

- Enhanced Corridor on the Highway 99 Corridor
- EmX on the River Road Corridor
- No Build on the 30th Avenue to LCC Corridor
- Enhanced Corridor with further study on the Coburg Road Corridor
- Enhanced Corridor on the Martin Luther King, Jr. Boulevard Corridor

Section 2. This Resolution shall become effective immediately upon its adoption.

The foregoing Resolution adopted the ____ day of _____, 2022.

City Recorder



MEMORANDUM

To: Eugene Mayor and City Council and LTD Board of Directors
From: Rob Inerfeld, Transportation Planning Manager, City of Eugene
Andrew Martin, Development Planner, Lane Transit District
Date: February 28, 2022
Subject: MovingAhead Comment Summary Memo

MovingAhead regularly presents summaries and original versions of comments received to Eugene City Council and the Lane Transit District (LTD) Board of Directors. This memo summarizes comments received since the publication of the Comment Response Report, which was the last time staff provided the Council and the Board with feedback from the public.

Background

At the May 26, 2021 joint work session between Eugene City Council and the LTD Board of Directors, staff provided the Comment Response Report summarizing public comment received in summer and fall 2019, including the October 21, 2019 public hearing.

Since the public hearing, the project has not conducted large-scale public engagement. However, to comply with federal public participation requirements related to NEPA, staff on the project sent letters to local Tribes and potentially impacted property owners and emails to agencies that may be involved in permitting the project. These communications advertised the project would accept feedback for 45 days from December 1, 2021 to January 14, 2022.

In practice, staff keep track of all comments received, regardless of whether a formal comment period is advertised. In an effort to be inclusive and respond to feedback, comments received after the January 14, 2022 deadline were included until it was necessary to begin analyzing comments for this memo. As such, this memo contains a summary of 27 comments received from January 8, 2020 through February 10, 2022. The original comments are attached as Appendix A.

Summary of Comments

Similar to the Comment Response Report, staff categorized comments into categories to allow for easier understanding of the issues. Twenty-two unique individuals commented during the period.

Major themes included:

- 48% (13 comments) provided general commentary or questions about the project without offering support or opposition;
- 33% (9 comments) discussed impacts related to the project other than business impacts;
- 30% (8 comments) opposed the project or some element of it;
- 26% (7 comments) expressed opinions about policy issues that are not NEPA issues;

ATTACHMENT B

- 19% (5 comments) expressed that the project had not adequately analyzed an issue;
- 19% (5 comments) brought up issues related to improving fixed-route service rather than building infrastructure (such as current low ridership)

Several individuals also brought up issues such as safety or congestion, issues with the process, and impacts to businesses.

ATTACHMENT B

Appendix A: Comments Received

ATTACHMENT B

From: [Joshua Kubu](#)
To: questions@movingahead.org
Subject: American Rescue Plan Funding
Date: Wednesday, April 7, 2021 3:39:58 PM

Hello,

I am wondering if the recently passed American Rescue Plan, which gives money to transit agencies, will help fund the goals outlined in the Moving Ahead process. Also, with the new infrastructure plan in congress likely to give billions to transit agencies around the country, has this been factored in to funding options?

Also, I am wondering when the decision will be made on which corridors will have EmX busses and if some will only get the enhanced service.

Thank you!
Josh

ATTACHMENT B

From: Questions@movingahead.org
To: "Steve Rose"
Cc: "Liz Zuanich"
Subject: RE: Our Property at 55 Silver Lane
Date: Monday, June 7, 2021 4:03:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hello Steve,

Thank you for your email inquiry. We have forwarded your questions to the project team.

We appreciate your feedback and encourage your continued participation. For the latest project information and to see additional opportunities to provide feedback, visit the project website, MovingAhead.org.

My apologies for not routing this email sooner.

Thank you,
Nicole

From: Steve Rose <steve@bristolequities.com>
Sent: Tuesday, May 25, 2021 1:20 PM
To: questions@movingahead.org
Cc: Liz Zuanich <liz@bristolurban.com>
Subject: Our Property at 55 Silver Lane

I have previously inquired about the current plans on River Road without any response whatsoever! Please update me on the proposed plans near and adjacent to our property at the corner of River Road and Silver Lane (Carl's Junior, Arby's) and if the plan includes attempting to condemn our drive through access by taking a portion of our property.

Your prompt response is appreciated!

Sent from [Mail](#) for Windows 10

Steve Rose
President

503-228-0645 Ext 111
steve@bristolequities.com
www.bristolurban.com



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ATTACHMENT B

From: [John Hammer](#)
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message
Date: Wednesday, May 26, 2021 12:10:24 PM

From: John Hammer <john@jphammer.com>

Message:

Good afternoon,

I would like to find out when the comment period is over to received comments or concerns from the public?

Thank you,

John Hammer

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

Contact Options:
I would like to receive email updates

ATTACHMENT B

From: [Smart Person](#)
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message
Date: Friday, May 28, 2021 3:06:53 PM

From: Smart Person <youaredumb@idiots.com>

Message:

EMX has made a worse impact on the infrastructure than a positive one. I hope your family gets the rona. How the fuck does opening a unused lane for a periodic vehicle improve the overall transportation for the citizens? It doesn't, you fucks.

Make it so tax lying citizens who contribute to your bullshit ideas be able to use the lane when the fucking piece of shit bus isn't present. Hoboexpress

Relevant Corridors:

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

Contact Options:

ATTACHMENT B

From: [Josh Kubu](#)
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message
Date: Friday, May 28, 2021 11:55:42 AM

From: Josh Kubu <joskubu@gmail.com>

Message:

Hello!

In the "Scheduling" portion of the full alternatives analysis report, it lays out a schedule that is quite out of date; for example, saying that operations might begin as soon as spring of this year. I'm just wondering if there is a updated timeline somewhere?

Thanks,
Josh

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

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

ATTACHMENT B

From: [Joshua Kubu](#)
To: questions@movingahead.org
Subject: Updated Project Timeline
Date: Tuesday, June 15, 2021 2:01:18 PM

Hello,

I am wondering if there is an updated timeline available for the Moving Ahead project. Currently in the Alternatives Analysis Full Report there is a schedule that is incorrect, for example saying that operations could begin this year. So if you have an updated schedule that is available that would be greatly appreciated.

Thanks!
Josh

ATTACHMENT B

From: [MrDarling_SkinnerWalton](#)
To: questions@movingahead.org
Subject: LTD BUS PASSENGER ADVOCACY . . .
Date: Thursday, July 1, 2021 10:04:43 AM

Hi,

I'm looking for a public oversight group dealing with LTD Passenger Rights. Is there currently a group? I will consider starting one if bus passengers are not represented.

Thanks. KEN DARLING - Eugene

ATTACHMENT B

Questions@movingahead.org

From: Branden Johnson <brandenjohnson@msn.com>
Sent: Thursday, July 8, 2021 7:38 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

Flag Status: Flagged

From: Branden Johnson <brandenjohnson@msn.com>

Message:

Rob Inerfeld:

You asked me to get in contact with regard to my comments on bike poor-transition/absent infrastructure points regarding corridors.

MLK: Aside from the ATC comment about needing another Springfield-Eugene corridor to supplement Whilamut NA with its ebike prohibition, I find this whole corridor dangerous, even though my main route through there is west on Centennial to take the Autzen turn to cross the bridge to reach the 13th Ave bikeway home. Widening sidewalks would be needed for almost all of the MLK mileage to yield good separation of ped & bike users, and does not address need to get across MLK safely to the Autzen (not feasible on the curve at Autzen), line of sight problems with cars emerging from sideroads on the south/west side of MLK preceding Autzen, or driveways between there and Coburg (per the other chat comment; I found this less of a problem for me, at least at my travel times in that western segment, than bad sidewalk pavement; most driveway cuts seemed to include pretty good sightlines). The north/east side of the I-5-to-Auzen route seems to have a more congested sidewalk, even outside the bus stop where the sidewalk is narrow, so I have abandoned doing that. Not sure what the solution is.

99: On that transition to 7th from 99S, after being dumped from the bridge/sidewalk back on to 99, you are forced (if you're being legal) to cross W 7th Place, and then you're marooned. You can travel on the sidewalk west on the Place to find a street heading south; head south on Garfield (road or sidewalk); or head east on W 7th Ave's sidewalk; none of these are particularly safe. Garfield is the worst option, but it's hard to avoid by going via 7th Place. The Garfield EMX lanes shouldn't be interfered with, but right now I feel less safe in this space than I do on 99 itself, as unpleasant as that is.

River Road: Although this is also unpleasant with thick, speeding traffic, I don't see any substantive connection problems here for bike infrastructure.

Coburg: Ditto, although I admit that I've mostly used it up to Harlow, and not much farther north

If MA cannot be used to resolve connection problems in the cycling infrastructure, at least I'd hope that it would not preclude them, or make things worse.

Thanks,
Branden

Relevant Corridors:

Highway 99, Coburg Road, MLK Jr. Boulevard, River Road

Contact Options:

ATTACHMENT B

From: [Paul Furnari](#)
To: [MovingAhead](#)
Subject: Re: MovingAhead Staff Recommendations and Upcoming Meetings
Date: Thursday, December 2, 2021 8:07:35 PM

Not sure if I should even be surprised, but foisting increased travel times- and the associated greenhouse gas emissions- on the vast majority of our community while granting a "no build" for the south Eugene corridor is transparently inequitable. Liberal elites don't have to deal with any (and I repeat, any) impacts, but my commute on the 99 corridor- and others on the Coburg Rd corridor- will double. Best quote: "Staff heard from businesses that parking and maintaining the character of Oak and Pearl Streets were essential to them." Oh, really? But you won't listen to all the businesses on 99? Or Coburg Rd? The ones that- in total- employ way more people than on Oak/Pearl? This tells me that the whole project- hundreds of millions of dollars of taxpayer dollar's worth- is agenda-based and completely adrift from reality. Just out of curiosity, does LTD track the number of empty seats per bus mile driven? Is it double the number of filled seats driven? Triple? Related to that, I can't help but point out that LTD does not pay weight-mile taxes or fuel taxes for the privilege of grinding down our streets with more weight per axle (with driver only) than an 18-wheeler at max GVW. Sweet deal for LTD, not so much for me and other tax payers.

On Thursday, December 2, 2021, 12:31:41 PM PST, MovingAhead <questions@movingahead.org> wrote:

[View this email in your browser](#)

ATTACHMENT B

From: [billRANDALL](#)
To: [Andrew Martin](#)
Cc: chenry@eugene-or.gov; [HARDING Terri L](#); [Dan Hill](#)
Subject: [External Sender] Moving Ahead | River Road Property
Date: Monday, December 6, 2021 9:52:49 AM
Attachments: [23-CH2M-2017-RX12.pdf](#)
[ATT00001.htm](#)

Andrew, Rob and Terri -

We received the letter dated December 1, 2021, regarding the preferred alternatives that will specifically affect our poverty at 785 River Road (Greenway Townhouses).

I couldn't find any newer information on the website that the July 2017 CH2M Concept Plans and the decision that Staff is recommending the EmX corridor. The proposed EmX station that affects our property is shown on R.X.12 of that document.

Is this the most recent iteration and the correct sheet I should be reviewing? Have there been any more detailed drawings developed yet? I just want to be sure that we are reviewing the correct document to provide comments. Thanks.

ATTACHMENT B

From: Questions@movingahead.org
To: [Andrew Martin](#)
Cc: [Adrienne DeDona](#)
Subject: FW: MovingAhead Website Contact Form Message
Date: Thursday, December 16, 2021 10:16:09 AM

Hi Andrew,

Please see below question submitted to the email inbox.

Nicole

-----Original Message-----

From: Cathy Martini <cathy_martini@yahoo.com>
Sent: Tuesday, December 14, 2021 8:30 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Cathy Martini <cathy_martini@yahoo.com>

Message:

I am wondering how far you have come with detailed plans for EmX stop at 22 Park Ave. I ask because of my need to plan ahead with regard to the trees on my property and the city property as well as fencing on my property. I have recently begun thinking about selling, and obviously need to keep informed about future lot adjustments. Please keep me in the loop! I support better public transport, but don't want to be taken by surprise.
Thanks, Cathy Martini

Relevant Corridors:
River Road

Contact Options:
I would like a response

ATTACHMENT B

From: Questions@movingahead.org
To: [Andrew Martin](#)
Cc: [Adrienne DeDona](#)
Subject: FW: MovingAhead Website Contact Form Message
Date: Monday, January 3, 2022 1:40:53 PM

Hi Andrew,

Please see below question submitted to the email inbox.

Nicole

-----Original Message-----

From: Katherine Miller <Kmillier498@gmail.com>
Sent: Friday, December 31, 2021 7:16 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Katherine Miller <Kmillier498@gmail.com>

Message:

Salutations,

Hope your time is going well.

I've recently become aware that Eugene once had a tram system that was known as the best in the country for its time. General Motors then "helped" us switch to busses as the main form of public transportation.

Now that there's more interest in green travel options these days, I'm wondering if there are any plans to revive our proud history of best small town tram in the country? I know many people wouldn't rely on cars here if they didn't feel like there was no other viable choice. Bikes don't feel safe without protected lanes and buses still contribute to the largest source of microplastics in the water ways, tire runoff from roads after rain.

Wouldn't a restoration of a historic trolley line would be a great tourist draw and would help businesses thrive? As there could be more room for shops when we don't need so much parking space because more people could trolley into/around the city center. Which by the way would benefit from a small car free walk/bike only district. It would bring back the small town feel and promote physical health. Some streets could be converted to outdoor seating for restaurants. I've seen many people asking around online for outdoor eating options in Eugene and it just doesn't feel like we haven't anything close to something competing with that charming European city way.

Please forgive me if this isn't the right place to send this message (if it isn't, could you pass it along? Thanks.), I'm just wondering and wandering around the site trying to see what I can do to get more involved without having to go back to school to become a city planner. I was disappointed to see only internships for current students, it would be nice if there was some sort of apprenticeship to learn on the job. I'd work for free or pittance. Our city offering more opportunities for people to join and contribute even if they aren't well suited for the college environment would be beneficial for the community as well. It's not just the price of college that can be a barrier, it's the format of learning.

I'll restrain myself from further rambling. I'm primarily curious about the tram system and if there's talk/thought on that? It would certainly help alleviate a lot of commuter traffic if folks could just catch the rail to work. Think of the emissions/ pollution it would cut down on. It would also boost our sense of community if we didn't have to be so isolated from one another in our individual vehicles. Buses have the bad rap of attracting a certain class of rider and I think that dissuades some people from using that system as well as the wait time and lack of smooth travel without connecting with another bus through the station. A well designed tram system may be the answer to get more folks out of their cars and into the community they live in.

ATTACHMENT B

Again, forgive if this isn't the place to send this and forgive my ignorant dreaming for a perfect little town. I'm aware there's likely several good reasons why these things aren't already established. However, car centrism is killing not only our communities, it's killing the planet. Eugene should live up to its hippy vibes and be passionate about addressing this in a meaningful way. Stop prioritizing cars and start prioritizing people. A city should be designed for people, not cars. As it stands, it's time consuming and physically unsafe to try and traverse this town in any way other than vehicular. Are y'all making real moves to fix that? Or just... going through motions to seem like it? A painted on bike lane isn't a safe bike lane. We need a proper barrier between large machinery and delicate meat sacks doing the two wheel thing. Might I suggest natures bollard? The tree? Throw a few of those puppies around and you got yourself a quaint little forest anyone would be proud to call home and throw money at supporting. Sure, there's leaf and branch maintenance, but isn't that worth the cleaner air and safer streets? The boost in mental health to everyone when they aren't surrounded by just concrete.

So much for no further rambling. Yeesh. Bless you for reading this if you made it this far.
Have a great rest of your time.

Regards,
Katherine M.

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

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

ATTACHMENT B

From: [Emily Secord](#)
To: [Andrew Martin](#)
Subject: Fw: [External Sender]Moving ahead plan
Date: Monday, February 7, 2022 11:05:08 AM

Forwarding in case this hasn't made it into your Moving Ahead records, yet. Thank you!

From: Rhonda Lindsten <malakailover@gmail.com>
Sent: Thursday, January 20, 2022 6:28 PM
To: lvinis@eugene-or.gov <lvinis@eugene-or.gov>
Cc: azelenka@eugene-or.gov <azelenka@eugene-or.gov>; Caitlin Vargas <Caitlin.Vargas@ltd.org>; csyrett@eugene-or.gov <csyrett@eugene-or.gov>; Don Nordin <Don.Nordin@ltd.org>; Emily Secord <Emily.Secord@ltd.org>; esemple@eugene-or.gov <esemple@eugene-or.gov>; gevans@eugene-or.gov <gevans@eugene-or.gov>; Gino Grimaldi <Gino.Grimaldi@ltd.org>; jyeh@eugene-or.gov <jyeh@eugene-or.gov>; mclark@eugene-or.gov <mclark@eugene-or.gov>; Michelle Webber <Michelle.Webber@ltd.org>; mkeating@eugene-or.gov <mkeating@eugene-or.gov>; Pete Knox <Pete.Knox@ltd.org>; rgroves@eugene-or.gov <rgroves@eugene-or.gov>; Susan Cox <Susan.Cox@ltd.org>
Subject: [External Sender]Moving ahead plan

You people are ruining Eugene!

You approved that monstrous housing development going up on lower River Road, ruining our neighborhood! That development will bring at least 90+ people to rent those units plus 125 parking places for cars! And you want to cut the road down to one lane going each way?!?!? It already gets super busy at rush hours. And stacked up if there's a wreck on the Beltline!

And guess what?

People don't want to ride the bus!!!!!!!!

They are rolling germ factories. And they drive around town practically empty!!! At this time, we want our cars, especially with the threat of Covid-19!

Why not get smaller buses and more of them! Create jobs, and capable of getting into the neighborhoods for folks that need to ride the bus.

Not to mention knocking down mature shade trees in the parkways! We need their shade in the Summers!

You have no right to steal land from residents and businesses to make way for more empty buses!!!

We want to be heard!!!

WE VOTE NO

ATTACHMENT B

on the “Moving ahead” plan LTD is trying to cram down our throats!!!
Rhonda Lindsten
465 River Road

--

Much Love and Peace...Rhonda

ATTACHMENT B

From: [Emily Secord](#)
To: [Andrew Martin](#)
Subject: Fw: [External Sender]Moving Ahead Hwy 99N.
Date: Monday, February 7, 2022 11:01:49 AM

Forwarding in case this hasn't made it into your Moving Ahead records, yet. Thank you!

From: Roger Oberg <Roger@midgleys.com>
Sent: Saturday, January 22, 2022 12:21 PM
To: Caitlin Vargas <Caitlin.Vargas@ltd.org>; Don Nordin <Don.Nordin@ltd.org>; Emily Secord <Emily.Secord@ltd.org>; Gino Grimaldi <Gino.Grimaldi@ltd.org>; Michelle Webber <Michelle.Webber@ltd.org>; Pete Knox <Pete.Knox@ltd.org>; Susan Cox <Susan.Cox@ltd.org>
Subject: [External Sender]Moving Ahead Hwy 99N.

To all of you who's minds are probably already made up,

This is not from a business owner who is concerned about business disruption. We'd be happy to take one for the team if it made sense. This is from a business owner who had a window facing Hwy. 99 where all day we see near empty busses going by. This project does not make sense. This is a waste of non-renewable natural resources and money to solve a problem that doesn't exist. The "free" federal grant money is still our money.

Please don't move ahead.

Respectfully,

Roger



Customer Input Form

Incident #	<input type="text" value="31221"/>
Received By	<input type="text" value="Christopher Hrynyshyn"/>
Type	<input type="text" value="Complaint"/>
Customer Name	<input type="text" value="Jason P"/>
Home Phone	<input type="text" value="ke7cwg@gmail.com"/>
Date Of Incident	<input type="text" value="1/25/2022"/>
Time of Incident	<input type="text"/>
Direction of Travel	<input type="text"/>
Location Street	<input type="text"/>
Location Cross Street	<input type="text"/>
Route Number	<input type="text"/>
Bus Number	<input type="text" value="0"/>
Employee Reported	<input type="text"/>
Department Code	<input type="text"/>
Supervisor	<input type="text"/>
Requested Call Back?	<input type="text" value="No"/>
Nature of Incident	<input type="text" value="Invalid Complaint"/>
Employee Description	<input type="text"/>
Customer Comments	<input type="text" value="I went to school at north Eugene high and Madison jr high do you remember when river rd was a safe 2 lane north south rd ,and it was safe to ride a bike. I do now you and the city have it unsafe 5 lane mess ,you bend over backwards to make the pot heads that can't drive or the over amount of California's that have invaded Eugene. leave river rd alone let everyone drive the electric cars that are government is shoving on us ! Jason prophet"/>
Employee Comments	<input type="text"/>
Supervisor Comments	<input type="text" value="More of a nostalgic observation than anything else>Invalid>JH"/>



Customer Input Form

Supervisor Comments Date

ATTACHMENT B

From: [Emily Secord](#)
To: [Andrew Martin](#)
Subject: Fw: [External Sender]movingahead on 99
Date: Monday, February 7, 2022 10:57:53 AM

Hi Andrew (and planning team),

Just wanted to share this information below in case it was a reasonable consideration for any future potential development of Hwy 99. I know we can't accommodate every scenario, so this is simply information-sharing and not a request for any modifications, etc. at this time.

Have a great week!

Emily

From: bobby patel <valueinmanager@gmail.com>
Sent: Thursday, January 27, 2022 6:13 PM
To: lvinis@eugene-or.gov <lvinis@eugene-or.gov>
Cc: esemple@eugene-or.gov <esemple@eugene-or.gov>; mkeating@eugene-or.gov <mkeating@eugene-or.gov>; azelenka@eugene-or.gov <azelenka@eugene-or.gov>; jyeh@eugene-or.gov <jyeh@eugene-or.gov>; mclark@eugene-or.gov <mclark@eugene-or.gov>; gevens@eugene-or.gov <gevens@eugene-or.gov>; csyrett@eugene-or.gov <csyrett@eugene-or.gov>; rgroves@eugene-or.gov <rgroves@eugene-or.gov>; Gino Grimaldi <Gino.Grimaldi@ltd.org>; Michelle Webber <Michelle.Webber@ltd.org>; Don Nordin <Don.Nordin@ltd.org>; Emily Secord <Emily.Secord@ltd.org>; Pete Knox <Pete.Knox@ltd.org>; Caitlin Vargas <Caitlin.Vargas@ltd.org>; Susan Cox <Susan.Cox@ltd.org>
Subject: [External Sender]movingahead on 99

With respect,

ON HWY 99 NORTH PROJECT

valuinn motel on hwy 99 north , Movingahead project, You are proposed private land to use as sidewalk for Trainsong Neighborhood , but you already have public land and public street (side st) very close by and better option for you. instead of bothering private property if you consider these two options for sidewalk then i don't have any problem with your moving ahead project. Hope you understand all 4 businesses: Motel ,Revas restaurant, Northwest self storage and Green health have to go through with everyday walking traffic

--

GENERAL MANAGER OF

ATTACHMENT B

VALUE INN
BOBBY PATEL
541 688 2733

ATTACHMENT B

From: [Emily Secord](#)
To: [Andrew Martin](#)
Subject: Fw: [External Sender]MovingAhead Problem
Date: Monday, February 7, 2022 10:59:15 AM

Forwarding in case this hasn't made it into your Moving Ahead records, yet. Thank you!

From: Mark Osterloh <mark4osterloh@gmail.com>
Sent: Monday, January 31, 2022 7:36 PM
To: Emily Secord <Emily.Secord@ltd.org>
Subject: [External Sender]MovingAhead Problem

Dear LTD Director Emily Secord:

The article, “The Transit-Industrial Complex”

<https://ti.org/antiplanner/?p=17445>

seems to explain why the MovingAhead Project Management Team and BEST (Better Eugene-Springfield Transportation) are trying to compel the Eugene City Council and Lane Transit District Board of Directors to ram through infrastructure plans without proper public notification or involvement by residents, businesses and property owners on the affected corridors.

Your thoughtful consideration of this matter before any votes are taken will be greatly appreciated.

Sincerely, Mark Osterloh (Eugene & Lane County resident)

ATTACHMENT B

From: [Caitlin Vargas](#)
To: rinerfeld@eugene-or.gov; [Andrew Martin](#)
Subject: FW: Questions regarding MovingAhead
Date: Monday, January 31, 2022 7:59:30 PM

Andrew and Rob,

I let Meta know I was forwarding her email. I believe she is expecting a response if you would be so kind to reply to her.

Thank you,

Caitlin

From: Meta Maxwell <metam@comcast.net>
Sent: Monday, January 31, 2022 7:43 PM
To: Caitlin Vargas <Caitlin.Vargas@ltd.org>
Subject: [External Sender]Questions regarding MovingAhead

Dear Caitlin Vargas, LTD President of the Board of Directors:

I understand that the MovingAhead Project Management Team (comprised of LTD and City employees) is asking the Lane Transit District Board of Directors and Eugene City Council to advance plans for five corridors in Eugene: River Road, Hwy. 99, Coburg Road, MLK Jr. Blvd. and 30th Ave.

Could you please tell me WHO ordered the MovingAhead "EmX" and "Enhanced Corridor" alternative plans that were completed by CH2M Hill in 2015-2017 (located at the following website)?:

<http://www.movingahead.org/wp-content/uploads/2018/09/23-CH2M-2017.pdf>.

WHAT INSTRUCTIONS were given to CH2M Hill when they were asked to complete the plans?

HOW MUCH did the plans cost?

WHO PAID for the plans?

I look forward to your response.

Respectfully,

Meta Maxwell
metam@comcast.net
PO Box 653
Eugene, OR 97440

ATTACHMENT B

From: [Emily Secord](#)
To: [Andrew Martin](#)
Subject: Fw: [External Sender]MovingAhead Plans
Date: Monday, February 7, 2022 2:49:56 PM

Moving Ahead communication below.

From: Vicky Winders <vickywinders@hotmail.com>
Sent: Monday, February 7, 2022 12:46 PM
To: Emily Secord <Emily.Secord@ltd.org>
Subject: Re: [External Sender]MovingAhead Plans

Thank you, Emily.

I appreciate your response. In matters like these, I often wonder who the response group represents as residents I talk to are 100% opposed.

I have not been involved in government matters before despite working for Douglas County for 18 years. I will be at the Public Forums calendared on your website.

Vicky Winders

From: Emily Secord <Emily.Secord@ltd.org>
Sent: Monday, February 7, 2022 10:44 AM
To: Vicky Winders <vickywinders@hotmail.com>
Subject: Re: [External Sender]MovingAhead Plans

Hi Vicky,

Thank you for your email and for sharing your thoughts on potential River Road developments. Your perspective is helpful as we have largely heard feedback in support of further infrastructure on River Road, primarily due to the increased housing going into that area. I am glad you reached out as I find it helpful to hear from all sides of a proposal.

This is slated to go before City Council for another review, I believe it was last reviewed and

ATTACHMENT B

then postponed by City Council in late 2019 or early 2020 to consider alternative and additional options.

Thank you again for your thoughts on the proposals regarding Moving Ahead.

Emily

From: Vicky Winders <vickywinders@hotmail.com>

Sent: Thursday, February 3, 2022 10:16 AM

Subject: [External Sender]MovingAhead Plans

Dear Council Members and LTD Board of Directors,

The recent news about the City of Eugene and LTD plans along River Road to take away traffic lanes, impede flow, create traffic congestion and potentially take what small yard I now have has made me sick to my stomach and thoroughly disappointed in those we trust to lead us. Was proper public notification given? NO. Have we been told where the funds will come from and how much the cost? NO. Have we been told how much destruction will occur on our properties? NO. What will be gained is questionable as the LTD ridership on River Road is dismal and there are already bus pull-off's in place as well as established bike lanes and sidewalks. I respectfully ask that this issue be delayed so that all aspects of the project can be disclosed, reviewed and discussed with the public.

Thank you,

Vicky Winders
806 River Road
Eugene

ATTACHMENT B

From: [Emily Secord](#)
To: [Andrew Martin](#)
Subject: Fw: [External Sender]EMX buildouts
Date: Monday, February 7, 2022 2:49:44 PM

Moving Ahead communication below.

From: C Rojas <c_rojas15@yahoo.com>
Sent: Monday, February 7, 2022 1:36 PM
To: Emily Secord <Emily.Secord@ltd.org>
Subject: Re: [External Sender]EMX buildouts

Thanks for responding. The most impacted corridors are the RR-SC and Coburg Rd. I've been speaking with many property owners and small businesses in the RR-SC area, and they hadn't heard anything of this buildout. Many would lose business parking, signs, front yards, trees. All would see a huge decrease in property value. All to accommodate.....bigger busses?

The 51-52 run on RR-SC. When I board either one, they're mostly empty. This EMX buildout makes no sense. The council and LTD haven't given any of us a decent reason why all this destruction must be done to accommodate bigger busses that get you to where you don't want to go more quickly. Can you tell me of any proof that an overwhelming public demand exists for EMX on RR-SC and Coburg corridors? Can you please explain why property owners and businesses that will be most adversely impacted haven't been notified?

Sent from my iPhone

On Feb 7, 2022, at 10:36 AM, Emily Secord <Emily.Secord@ltd.org> wrote:

Charlie,

Thank you for your email and for sharing your experience with your frequently used route. It is really helpful to hear from our community members about what is working - and what is not.

I'm in favor of EmX on certain corridors but do not think it is the right solution for all corridors and your email is a great sample of why some corridors aren't appropriate for further development at this time.

ATTACHMENT B

I have forwarded your request for additional information to our staff, as they will have more detailed information that they may be able to provide or direct you to the appropriate resource for your questions in your post-script.

Thank you again,
Emily

From: C Rojas <c_rojas15@yahoo.com>
Sent: Sunday, February 6, 2022 12:02 PM
To: Emily Secord <Emily.Secord@ltd.org>
Subject: [External Sender]EMX buildouts

You will soon be deciding to approve, or disapprove, Moving Ahead's build-outs for five corridors in Eugene. As someone who actually uses EmX from downtown Eugene, through the Springfield loop to Riverbend hospital three times a week, I'm in a position to critique its efficacy.

The EmX bus I ride has approximately 42 seats. I first get on at the Eugene station between 8:00AM - 8:30AM. The bus is busy with university students though not full, but once the EmX passes UO, and proceeds to Springfield station, less than 5-8 patrons remain. Rarely does anyone get on or off at the three Glenwood stops, and once Springfield station is reached, most depart, and maybe a few get on. As we continue the Springfield loop, many other stops are bypassed for lack of riders.

At the Harlow Road roundabout, the EmX either goes to Riverbend, then on to Gateway Mall, prior to returning to Springfield Station, or vice versa. Rarely, are there more than 10 people on the bus. Most often, no more than two or three riders. Keep in mind, The EmX travels through the heavily populated Washburn district, with its mixed use development, goes past both a grade and middle school, numerous shopping centers, including Gateway, and several large apartments complexes, including The Chalet, Gateway Village, Cloverdale Apartments, and The Point condos. Despite all the potential EmX patrons, the EmX is usually over 90% empty. If public transportation's most important financial element is ridership, the EmX is a failure.

As bad as that may be, the International Way route is worse. Whoever was on the bus before reaching that location will have disembarked at Gateway Mall. Most of the time, I'm the only one left. If there should be a heavily traveled EmX path, International Way should be that venue. Richardson, Selco headquarters, Wayfair, etc, are all located on International Way, and it's massively underutilized. Likewise

ATTACHMENT B

with Riverbend station, almost no one gets on as I'm getting off.

Keep in mind, I make the Springfield-Glenwood-Downtown Eugene loop twice a day, three times a week, and have been doing so for several years. Most importantly, this was the trend BEFORE the lockdowns. Frankly, I'm in a far better position to determine EmX viability than you, as you are obviously not actual bus riders. If you were, you could not support ANY buildout schemes. The EmX has been a terrible waste of money because it doesn't pay for itself. For this last year, fare enforcement has been almost nonexistent on the Glenwood-Springfield loop. Even with that, ridership is very poor. How do MovingAhead proponents justify build-outs?

I invite you to ride the EmX Downtown Eugene-Glenwood-Springfield loop for a week, twice a day, morning and late afternoon, to verify my claims. We can compare notes, videos, still shots, in order for you to make an informed decision prior to destroying more trees and property value along our thoroughfares. Moving Ahead purports all that destruction is necessary for the supposed inevitable development along the River Road-Santa Clara and Coburg Road corridors. Well, Springfield is highly developed, so why the lack of ridership? EmX has been a waste of money. Please don't compound that folly.

Charlie Rojas

P.S. Please send me the projected numbers for ridership that were submitted with funding grant applications to build out three LTD lines long Franklin Blvd., to Gateway and Riverbend, and West 11th Avenue. Also, please include the current ridership numbers for those corridors. I believe the actual ridership has fallen far below the projections submitted with request for funds.

ATTACHMENT B

From: [Emily Secord](#)
To: [Andrew Martin](#)
Subject: Fw: [External Sender]EMX buildouts
Date: Monday, February 7, 2022 2:49:48 PM

Moving Ahead communication below.

From: C Rojas <c_rojas15@yahoo.com>
Sent: Monday, February 7, 2022 1:56 PM
To: Emily Secord <Emily.Secord@ltd.org>
Subject: Re: [External Sender]EMX buildouts

Oh, one last thing, Emily. My understanding is Eugene/LTD won't compensate property and business owners for loss of value due to buildouts. If that's true, would you make a public statement saying that prior to your decision? That would be helpful in gauging public sentiment..

Sent from my iPhone

ATTACHMENT B

From: [Emily Secord](#)
To: [Andrew Martin](#)
Subject: Fw: [External Sender]MovingAhead - Letter from Wendy Sabin, 570 River Road
Date: Monday, February 14, 2022 1:33:43 PM

Andrew -

For your Moving Ahead records.

Have a wonderful week,
Emily

From: Meta Maxwell <metam@comcast.net>
Sent: Tuesday, February 8, 2022 8:05 PM
To: Emily Secord <Emily.Secord@ltd.org>
Subject: [External Sender]MovingAhead - Letter from Wendy Sabin, 570 River Road

I am sending the following letter to you on behalf of Wendy Sabin, 570 River Road, Eugene, OR. She wrote the letter 1-16-22 but does not use email, so she asked me to send it on her behalf.

Truly,
Meta Maxwell

FROM WENDY SABIN:

“As a resident who has lived on River Road since 1976 and has seen many changes with the road and development in this area, I have to say this is one of the worst ideas yet! The impact of forcing two lanes each way of busy traffic down to two lanes going both directions is insane. It is already so difficult to get onto River road from a side street or onto a side street from the River Road turn lane in the center. It will be so much more difficult if this change is made. I travel River Road north from my home to work near the BeltLine every week day at peak traffic times and I have yet to see an LTD bus with even half the seats taken. Stop trying to fix what is not broken and what will make livability of our area so much less.”

Wendy Sabin
570 River Road
Eugene, OR

ATTACHMENT B

From: [Camille Gandolfi](#)
To: [Andrew Martin](#)
Subject: FW: [External Sender]LTD EmX plans for River Road
Date: Thursday, February 10, 2022 11:43:29 AM

Camille Gandolfi

Lane Transit District
Clerk of the Board
O: 541-682-6103 | C: 360-853-3947
F: 541-682-6111
Contact us at ltd.org

From: Gino Grimaldi <Gino.Grimaldi@ltd.org>
Sent: Wednesday, February 9, 2022 5:02 AM
To: Camille Gandolfi <camille.gandolfi@ltd.org>
Subject: Fwd: [External Sender]LTD EmX plans for River Road

FYI

Sent from my iPad

Begin forwarded message:

From: Aretha DeSpain <despainaretha@gmail.com>
Date: February 8, 2022 at 1:58:08 PM MST
To: Gino Grimaldi <Gino.Grimaldi@ltd.org>
Subject: [External Sender]LTD EmX plans for River Road

Mr Grimaldi,

I live on River Road and am very concerned with the plans to add dedicated bus lanes to our area.

I have carefully observed bus traffic during main rush hours both morning and evening. I am seeing single as well as double buses, with very few riders. A double bus headed north with three passengers and a driver seems a bit of overkill. Wasting money, our clean air, and reenforcing the lack of responsible management of LTD funds.

If the truth of Eugene's goals of being "Green" is put to the test by LTD expansion of River Road, I think we would see it is just talk, without accountable action. The mature

trees that exist on River Road, provide shade, better air and certainly aesthetic value. Where we have seen roads around town with newly planted trees, after LTD improvements there is more hot pavement, trees poorly chosen and planted, struggling to survive. Not an environment improving action.

River Road has had much money and resources used to widen and provide sidewalks, bike lanes, and friendly curbs. To take these things out and spend the money again for dedicated bus lanes is fiscally irresponsible, and in no way “green”.

There has been no conversation/information to the neighbors who border the road as to what it would mean to our homes.

I would ask that you carefully reconsider this path of dedicated bus lanes. This area has already felt the theft of privacy and community/neighborhood with the previous widening of River Road. I feel the lack of transparency is in no way a responsible way to represent our community.

Sincerely,

Aretha DeSpain

ATTACHMENT B

From: Questions@movingahead.org
To: [Andrew Martin](#)
Cc: [Adrienne DeDona](#)
Subject: [External Sender]FW: MovingAhead Website Contact Form Message
Date: Monday, February 14, 2022 8:19:13 AM

Hi Andrew,

Please see below for a email sent to the questions@ email inbox.

Nicole

-----Original Message-----

From: Brian McDonald <brian@discovermac.com>
Sent: Wednesday, February 9, 2022 1:47 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Brian McDonald <brian@discovermac.com>

Message:

I've received a map of the proposed Hwy 99 corridor and have questions and concerns. Our building at 2380 W. 7th Ave has a proposed bus stop directly in front which will also close an existing entry onto our property. I'd appreciate a call and in-person discussion with a decision maker to discuss these plans as well as eminent domain reimbursements and updates to our affected property. You can reach me at 541-736-8886 or 541-915-8159.

Relevant Corridors:
Highway 99

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

ATTACHMENT B

From: [Meta Maxwell](#)
To: [Andrew Martin](#)
Cc: Rinerfeld@eugene-or.gov
Subject: [External Sender]MovingAhead Organization
Date: Thursday, February 10, 2022 12:28:47 PM

Hello Andrew -

People are asking basic questions about the MovingAhead organization. Please tell us -

1) Who are MovingAhead's "Other Regional Partners"? -

Your website says: " MovingAhead — a partnership between the City of Eugene, Lane Transit District, and other regional partners"

2) What is the organizational chart for MovingAhead?

3) Who head's up MovingAhead? (i.e. who is ultimately responsible for MovingAhead messaging and actions?)

4) Who runs MovingAhead's website - who is the "third party"?

Connecting to the MovingAhead site, through the LTD website, a pop-up box appears saying "www.ltd.org says By clicking on this link, you will leave the LTD website for a third-party site not operated by Lane Transit District. Although it has been approved as a reliable partner site LTD does not represent the third party. Lane Transit District is not responsible for third-party website content. Privacy and security policies may differ from those practiced by Lane Transit District."

5) What privacy and security measures are in place for the third-party website and who/what organizations is information submitted through the MovingAhead website shared with?

I look forward to your response.

Meta Maxwell

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Potential Amendment to Penalties for Violation of EC 4.830 (Portion of Street Reserved for Vehicular Traffic)

Meeting Date: March 14, 2022
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Matt Rodrigues
Contact Telephone Number: 541-682-6877

ISSUE STATEMENT

Increasingly, staff have received requests for service from the public concerning unauthorized uses of space within the curb line of City streets, including storage of materials, staging of construction activities, or placement of tents or other nonvehicular shelters.

Eugene City Code (EC) 4.830 (Portion of Street Reserved for Vehicular Traffic) addresses unauthorized use of the portion of the street between the curbs reserved for vehicular traffic for any other purpose than vehicular traffic. Further EC 4.990 (Penalties) sets the maximum penalty for a violation of EC 4.830 as a \$250 fine.

When unauthorized use of the portions of streets reserved for vehicular traffic pose an immediate safety hazard, the Eugene Police Department has found that a \$250 fine has not been an effective penalty to compel some persons to immediately address the safety hazards associated with the unauthorized use.

This work session is Council's opportunity to consider and discuss with staff a potential code amendment for addressing violations of EC 4.830 that impose an immediate safety hazard. The code amendment would add an enhanced penalty to EC 4.990 for a "willful violation" of EC 4.830. For purposes of EC 4.830, the Code amendment would define a "willful violation" as a violation not remedied after an individual has been informed that the violation poses an immediate safety hazard. A willful violation could be punished by a \$500 fine or up to 10 days in jail, or both. While staff anticipate using the willful violation tool sparingly, in those circumstances where a violation of EC 4.830 poses an immediate safety hazard, the ability to arrest someone that refuses to remedy the hazard is needed to effectively manage City streets.

PREVIOUS COUNCIL DIRECTION

None.

COUNCIL OPTIONS

The City Council may consider the following Options:

- A. Direct the City Manager to set a public hearing to consider an ordinance amending EC 4.990 (“Penalties”) to add the penalty of a \$500 fine or up to 10 days in jail, or both, for a “willful violation” of EC 4.830, which prohibits unauthorized persons from making nonvehicular use of the portion of the street between the curbs that is reserved for vehicles.
- B. Direct the City Manager to prepare for City Council consideration at another work session, an ordinance amending EC 4.990 (“Penalties”) to add the penalty of a \$500 fine or up to 10 days in jail, or both, for a “willful violation” of EC 4.830, which prohibits unauthorized persons from making nonvehicular use of the portion of the street between the curbs that is reserved for vehicles.
- C. Direct the City Manager to take another action.

CITY MANAGER’S RECOMMENDATION

In order to better address immediate safety hazards within the portion of the street reserved for vehicular traffic the City Manager recommends setting a public hearing to consider an ordinance amending EC 4.990 (“Penalties”) to add the penalty of a \$500 fine or up to 10 days in jail, or both, for a “willful violation” of EC 4.830, which prohibits unauthorized persons from making nonvehicular use of the portion of the street between the curbs that is reserved for vehicles.

MOTION OPTIONS

- A. I move to direct the City Manager to set a public hearing to consider an ordinance amending EC 4.990 (“Penalties”) to add the penalty of a \$500 fine or up to 10 days in jail, or both, for a “willful violation” of EC 4.830, which prohibits unauthorized persons from making nonvehicular use of the portion of the street between the curbs that is reserved for vehicles.

OR

- B. I move to direct the City Manager to prepare for City Council consideration at another work session, an ordinance amending EC 4.990 (“Penalties”) to add the penalty of a \$500 fine or up to 10 days in jail, or both for the “willful violation” of EC 4.830, which prohibits unauthorized persons from making nonvehicular use of the portion of the street between the curbs that is reserved for vehicles.

ATTACHMENTS

- A. None

FOR MORE INFORMATION

Staff Contact: Matt Rodrigues
Telephone: 541-682-6877
Staff E-Mail: mrodrigues@eugene-or.gov