



Eugene City Council

125 E. 8th Ave., 2nd Floor
Eugene, OR 97401-2793
541-682-5010 • 541-682-5414 Fax
www.eugene-or.gov

EUGENE CITY COUNCIL AGENDA

May 26, 2021

**12:00 p.m. JOINT WORK SESSION OF THE EUGENE CITY COUNCIL AND THE
LANE TRANSIT DISTRICT BOARD OF DIRECTORS**

Due to Governor Kate Brown's Stay Home, Save Lives Executive Order to combat the spread of Covid-19, this meeting will 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 May 26, 2021;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Jennifer Yeh, President
Mike Clark
Randy Groves
Emily Semple

Claire Syrett, Vice President
Greg Evans
Matt Keating
Alan Zelenka

**12:00 p.m. JOINT WORK SESSION OF THE EUGENE CITY COUNCIL AND THE
LANE TRANSIT DISTRICT BOARD OF DIRECTORS**

1. JOINT WORK SESSION: MovingAhead Project Update

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El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Television, Canal 21 de Comcast y son retransmitidas durante la semana.

For more information, contact the Council Coordinator at 541-682-5010,
or visit us online at ***www.eugene-or.gov***.



AGENDA ITEM SUMMARY EUGENE CITY COUNCIL AND LANE TRANSIT DISTRICT BOARD OF DIRECTORS

Joint Work Session: MovingAhead Project Update

Meeting Date: May 26, 2021

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 (LTD), with the help of other regional partners, are collaborating on the MovingAhead project to determine how best to invest in the main corridors that connect neighborhoods, shopping areas and places of employment. 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 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 Eugene City Council and LTD Board of Directors to receive a project update, hear a report back on the October 21, 2019 public hearing, and provide feedback.

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 busiest 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.

The partnership approach recognizes that coordinated investments for people walking, biking, rolling, and riding transit will result in more sustainable, livable, and vibrant corridors. By looking at five corridors at once, the project intended to take a coordinated approach to the system and reduce the time to deliver important transportation services to the community.

May 26, 2021, Joint Work Session – Item 1

In 2015, MovingAhead 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 and performed technical analyses on the concepts. These conceptual designs include Enhanced Corridor and EmX alternatives, as well as a No-Build alternative (descriptions may be found in the Executive Summary, Attachment C).

EmX is the version of bus rapid transit that has been developed for the Eugene-Springfield area and it includes specialized articulated buses that can open on either side, high quality bus stations, and dedicated bus lanes where there is the opportunity or need to reallocate street space for buses. Enhanced Corridors would be served by regular buses running at a high frequency of around 15 minutes and stopping at enhanced bus stops; some Enhanced Corridors would also have bus lanes to help buses get through traffic. For the purposes of federal grant programs, Enhanced Corridors may also be considered to be bus rapid transit.

EmX Alternatives are the highest level of investment on each corridor, with the Enhanced Corridors being a moderate level of investment. Both EmX and Enhanced Corridor options include pedestrian and bicycle improvements such as protected bike lanes and safe pedestrian crossings of busy streets.

No Build, Enhanced Corridor, and EmX are being considered on:

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

No Build and Enhanced Corridor are also being considered on Martin Luther King Jr. Boulevard.

Multifaceted Public Involvement

Using the designs developed collaboratively with the community, staff engaged in technical work that resulted in the publication of an Alternatives Analysis in September 2018. Results from the Alternatives Analysis are included in the Executive Summary (Attachment C) and in full at <http://www.movingahead.org>.

The technical analysis evaluated the different corridor design options according to a wide range of different criteria including the following:

- Potential ridership gains on both the individual corridor and overall LTD system;
- Travel time savings on each corridor;
- Potential land use changes due to MovingAhead implementation;
- Impacts to public and private properties along the corridor; and
- Impacts to street trees and trees outside of the right of way.

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 all 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.

The public review period was 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). In total, staff attended more than 27 community meetings and spoke with more than 866 people. An additional 611 people visited the online open house and 241 provided comments. Staff also met with 21 property owners who may be impacted by the project. 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 revised packages that contained different combinations of proposed alternatives. With five corridors under evaluation, there are abundant options for aligning different corridor investments in a package. Ideally, one of the three alternatives will be advanced for each corridor, either EmX, Enhanced Corridor, or No-Build. Each combination was evaluated based on: (1) the MovingAhead project criteria, and (2) comprehensive benefits across the LTD system. This second public review period included one large open house as well as an online open house. Staff participated in many public meetings and the overall level of outreach was similar to the first public engagement period.

On July 15, 2019, after a briefing on the public engagement on the initial range of packages, staff presented the Council and Board with refined investment packages that incorporated feedback. After discussion, the Council and Board voted to move five packages forward to a public hearing.

Public Hearing

On October 21, 2019 Eugene City Council and LTD's Board of Directors held a joint public hearing. Prior to the public hearing, staff held an open house for interested community members in the lobby of Harris Hall. Twenty-two people signed in at the open house, though the room was crowded with additional drop-in attendees. Written comments were accepted at the open house and for several weeks after the public hearing.

Thirty-one individuals spoke at the public hearing. A Comment Response Report was developed to document and synthesize the input provided at the public hearing and through the public comment process; the report documents 120 comments that were received. All comments were sorted into categories; responses to each category of comments are included in the report. Additionally, all comments received are included as an appendix to the report. The Comment Response Report without appendices is provided as Attachment B and the full report with appendices has been posted online at https://www.ltd.org/file_viewer.php?id=5050.

Comments were generally more positive than negative. Though many commenters spoke about

individual corridors, few provided comment on specific packages. Many commenters indicated that they wished to support options that improved safety or congestion or build for the future. Other commenters expressed concern about project costs and impacts to the community.

Next Steps

The formal decision-making process by the Eugene City Council and LTD Board of Directors is planned for later in 2021. There are likely two levels of decisions needed. The first is to prioritize the five corridors and the second to select the preferred concept design package. Staff will work with the project's Oversight Committee and LTD's Strategic Planning Committee to provide recommendations to the Council and Board. The Eugene City Council and LTD Board of Directors will deliberate and will be asked to select a preferred package of investments for people walking, biking, using mobility devices, and using transit with a goal to complete them over the next 10 years.

By prioritizing corridors, the agencies will be better positioned to pursue funding and focus on design details. The selected package will be advanced to the next MovingAhead project phase. This future phase will include design refinements that 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.

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

May 26, 2021, Joint Work Session – Item 1

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)

ATTACHMENTS

- A. MovingAhead Proposed Investment Packages Handout
- B. Comment Response Report (without appendices)
- C. MovingAhead Executive Summary

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

UPDATED INVESTMENT PACKAGE OPTIONS

MovingAhead – a partnership between the City of Eugene, Lane Transit District, and other regional partners – is exploring updated transportation investment packages that identify possible changes for some of our most important streets over the next 10 years.



In 2015 and 2016, community input identified five key corridors for future investment and the vision for those investments: Highway 99; River Road; Coburg Road; MLK, Jr. Blvd; and 30th Avenue to LCC. In 2017 and 2018, based on community preferences and technical analysis for each of these corridors, the City and LTD developed a range of proposed investment options bundled into packages, which included a combination of No-Build, Enhanced Corridor and EmX investment alternatives in the five corridors.

In spring 2019 we asked the community for input on the proposed investment packages. Based on that community feedback and additional technical analysis, we updated the investment packages. *(See inside.)*

We need your input again. On October 21, we will hold a public hearing to hear what you think about these updated investment packages. Your feedback will help us select a preferred package of investments in some of our most important streets. *(See reverse.)*

What we've heard so far

Over summer and fall 2018 and again in spring 2019, the City and LTD gathered valuable input from the community. We continue to hear a number of key themes:

- Strong support for transit investments, with a preference for the EmX and Enhanced Corridor options compared to No-Build options.
- Improvements and safety for people who walk and bike, ridership, travel time, and operating costs are important criteria for selecting the preferred package.
- More support for investment packages with higher levels of investment.

Investment Alternatives

No-Build Alternative

(No new investments at this time)



- Only currently planned investments would be implemented.
- Acts as a comparison for costs and benefits of other options.
- Does not forward existing plans and policy goals, such as Envision Eugene.

Enhanced Corridor Alternative

(Lower investment option)



- Can range from limited improvements to a relatively high level of investments that are comparable to EmX in some features, like transit signal priority and enhanced bus stops.
- Includes safety and access improvements for people walking and biking.
- Enhanced Corridor transit service may or may not include branded buses.

EmX Alternative

(Higher investment option)



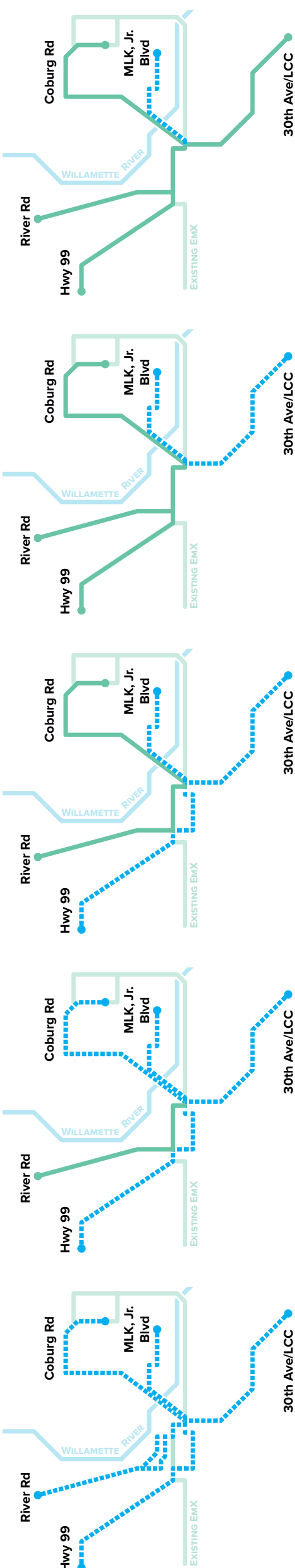
- Short for “Emerald Express,” EmX is LTD’s branded bus rapid transit (BRT) service.
- Typically includes transit priority, enhanced stations with raised platforms, specialized buses, and off-board fare collection.
- Greater improvements for people walking and biking.

September 16, 2019

Updated Investment Packages for Community Consideration

The five packages represent a range of investment levels based on community feedback, findings from the Alternatives Analysis, and additional technical analysis. The lowest-level investment package (considering both capital and operating costs) is all Enhanced Corridor, followed by three increasing investment levels in packages C, D and E. The highest-level investment package is all EmX (except MLK, Jr., where EmX was not considered). New packages D and E were added based on 2019 community feedback. This table illustrates how the packages compare on a variety of evaluation criteria.

Enhanced Corridor EmX



	NEW		NEW		Package E		EmX Package	
Cost	Enhanced Corridor Package		Package C		Package D		Package E	
	+\$0 / ADDED TRIP	-\$0.1M	+\$4.34 / ADDED TRIP	\$2.5M	+\$5.58 / ADDED TRIP	\$4.3M	+\$7.77 / ADDED TRIP	+\$6.18 / ADDED TRIP
Capital Cost		\$148M	\$202M		\$274M		\$303M	
Transit Performance								
★ Transit Travel Time Improvement		21%	23%		23%		24%	
★ Systemwide Annual Ridership Increase (Compared to No-Build)		389,000 ²	576,000 ²					
Bicycling & Walking								
	★ New Bike/Ped Access and Safety Investments (1-5 rating)	○○●●●	○○●●●●		○○●●●●		○●●●●●	
Development Impacts								
Support Development and Redevelopment (1-5 rating)		○○●●●●	○○●●●●		○○●●●●		○●●●●●	
Number of Medium and Large Trees Impacted		103	222		362		388	
Number/Acreage of Acquisitions		115 / 4.1	150 / 5		176 / 8		170 / 8.3	
Potential Business Relocations ¹		4	6		8		8	
Parking Impacts: On-Street/Off-Street (Number of spaces)		188	217		285		288	
Community Vision								
	★ Percent of Investment in Corridors with Higher Level of Disadvantaged Population	56%	68%		50%		55%	
	Support from the Public (1-5 rating)	○○●●●●	○○●●●●		○○●●●●		○●●●●●	
Consistency with Local Plans and Policies (1-5 rating)		○○●●●●	○○●●●●		○●●●●●		○●●●●●	

★ Starred criteria have been identified as a top priority based on public feedback.
1. Mitigation measures would be used to avoid or reduce impacts.
2. LCC Enhanced Corridor ridership estimates do not account for peak student ridership that is included in No-Build.

Comparing Updated Investment Packages

Enhanced Corridor Package - Low capital cost, no annual operating cost increase, and relatively low impact on property, trees, and parking. Relatively low rating for safety and access investments for people who walk and bike, only a small ridership increase, and low travel time savings. Rates lowest of the five packages for consistency with local plans and policies.

Package C - Moderately high investment with build alternatives on all five corridors. All corridors include features strongly supported by community input. Compared to Packages D and E, has relatively low capital and operating cost and less adverse impact on property, parking and trees, but lower projected ridership and less travel time savings.

Package D - High level of investment with improvements on all five corridors, with EmX on two corridors and Enhanced Corridor on three corridors. Compared to Packages C and E, has moderate costs, moderate benefits in ridership and travel time savings, and moderate impacts on trees, property and parking.

Package E - The highest investment among Package C, D, and E, with EmX on three corridors and Enhanced Corridor in two corridors. High level of ridership and travel time savings, but higher operating and capital costs and more impacts on property, trees and parking.

EmX Package - Highest level of investment options for each corridor. Rates highest for safety and access improvements for people who walk and ride bikes, travel time savings, and ridership. High capital and operating costs and a high level of impacts to property, trees and parking. Rated highest for consistency with local plans and policies due to investment in enhancements that contribute to improved safety and ridership.

How Packages Were Evaluated

The investment packages were evaluated using a broad range of criteria. (See matrix graphic on previous page.) These include some of the same criteria as the corridor-level evaluation, along with new criteria to help assess system-wide benefits.

Return on Investment (ROI) was explored as a way to determine benefits relative to cost. However many of the benefits – such as safety improvements for people who walk and ride bikes, support for economic development, and tree impacts – are difficult to quantify in dollars.

Environmental impacts to air quality, water quality and natural resources were also evaluated as part of the Alternatives Analysis (AA). Since differences in environmental impacts were minimal among the corridor alternatives, these impacts were not considered to be helpful as evaluation criteria. (For more detail, see Chapters 3-8 of the AA.)

Benefits to the Community

MovingAhead is an important step toward meeting many of our community's long-term goals. By increasing safety for everyone – whether walking, biking, taking the bus, or driving – we can help implement our Vision Zero action plan, which strives to prevent loss of life or serious injury on Eugene's streets. Additionally, by providing more and better transportation options across our community, MovingAhead will help us meet our climate recovery and greenhouse gas reduction goals by lowering our reliance on automobiles.

All of the investment packages would bring some level of ROI to the community, such as creating more than 100 direct and induced jobs for every \$10 million of construction and drawing federal funding to the community.

Next Steps

Public input on the package options has been and will continue to be an important factor in the decision by the Eugene City Council and LTD Board of Directors on a preferred package of investments. That decision is expected in early 2020. Once approved, the preferred investment package will inform which projects are prioritized for construction over the next 10 years.

We Need Your Input Again

On **October 21**, we will hold a public hearing to hear what you think about these updated investment packages.

Please join us on **OCTOBER 21**
OPEN HOUSE 5-7 PM / PUBLIC HEARING 7:30 PM
Lane County Public Services Building – Harris Hall
125 E 8th Ave, Eugene

After selecting a preferred package of investments, the City and LTD will develop a plan for funding and timing of corridor investments, with the goal of using local dollars to leverage state and federal funding.

For more information on the public hearing, visit www.movingahead.org/public-hearing.

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

www.MovingAhead.org

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

**Lane Transit District and City of Eugene
MovingAhead Project**

Eugene, Lane County, Oregon

May 1, 2021

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Introduction

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

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

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

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

Project Background and History

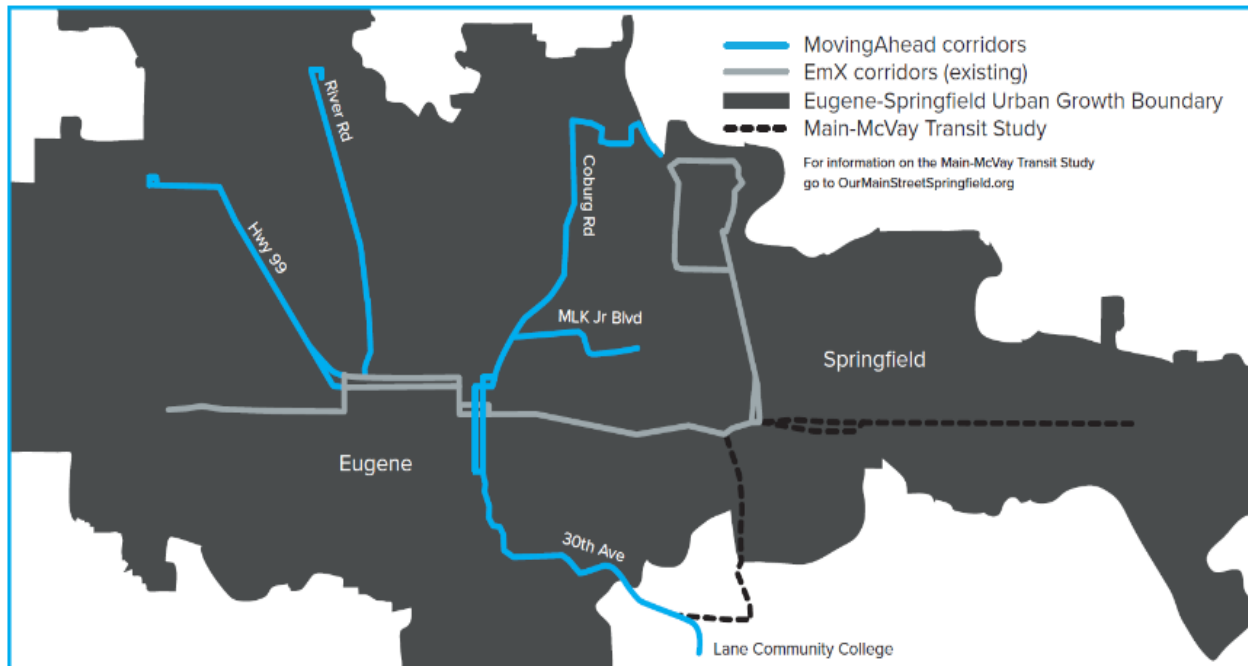
MovingAhead began in 2015 as a partnership between the City of Eugene, Lane Transit District (LTD), regional agencies, and the Eugene-Springfield community. The purpose of the project is to determine what transportation investments are needed on some of our most important streets.

Project Overview

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

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

Figure 1. Project Corridors Overview



Range of Investment Packages

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

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

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

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

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

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

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

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

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

Agency Coordination and Public Opportunity to Comment

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

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

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

October 2019 Public Hearing Testimony

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

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

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

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

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

Comments on the Investment Packages

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

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

Comments Summarized by Topic Area

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

Table 4. Summary of Comments Received by Topic Area

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

The greatest number of comments fell into six categories:

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

Comments on Specific Investment Packages

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

Table 5. Number of Comments on Each Package

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

Comments on Individual Corridors

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

Table 6. Number of Comments on Each Corridor

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

Who Commented on the Range of Investment Packages

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

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

Table 7. Organizations Represented in Comments

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

Consideration of Public Comments

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

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

Using the Appendices

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

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

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

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

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

Referenced Reports

MovingAhead Alternatives Analysis (September 2018)

MovingAhead Investment Packages Technical Memo (December 2018)

MovingAhead Investment Packages Alternatives Supplemental Refinement Report (May 2019)

MovingAhead Outreach Summary (May 2019)

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

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.



WHAT IS MOVING AHEAD?



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)



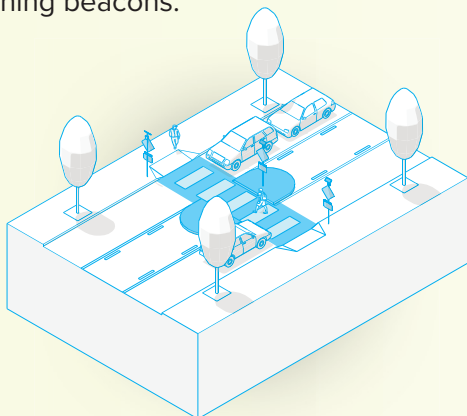
This option is helpful as a reference point to measure the relative benefits, costs, and impacts of the build alternatives. Under the No-Build option, the City and LTD would only make changes that are already planned as part of other projects. No additional investments would be made as a part of the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



Toolbox for Enhanced Corridor and EmX Options

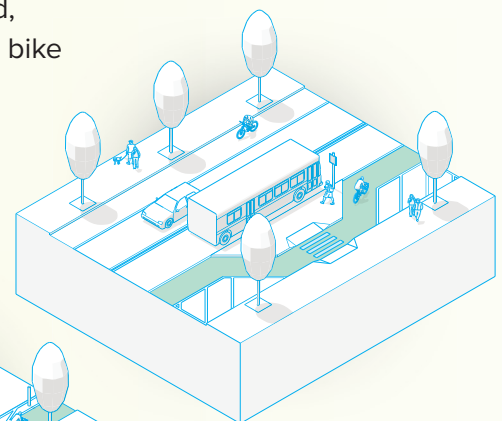
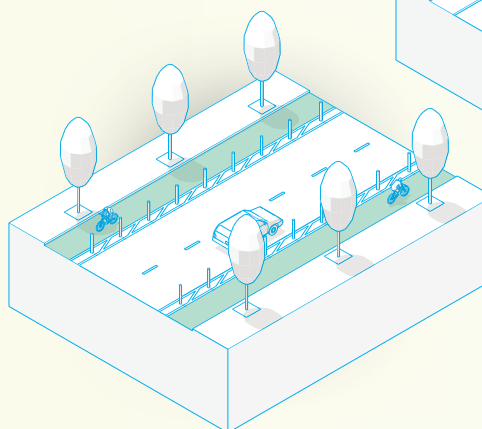
Upgraded and Enhanced Crossings

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)



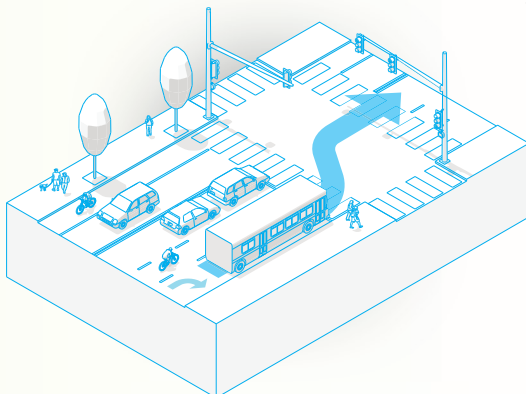
EmX is short for Emerald Express and is LTD's branded Bus Rapid Transit (BRT) service. EmX currently operates between the Gateway area and west Eugene serving downtown Springfield, downtown Eugene, and the University of Oregon.

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

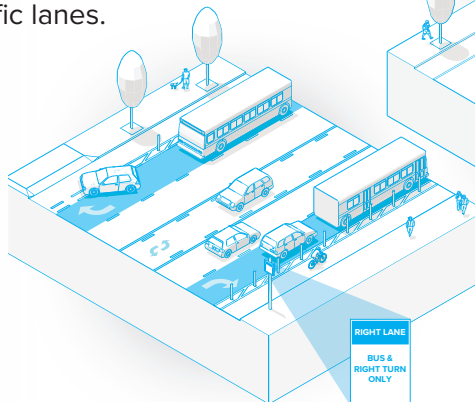
Transit Queue Jumps

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.



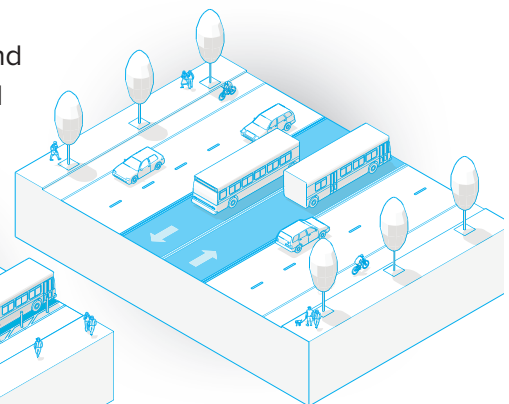
Business Access and Transit (BAT) Lanes

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.

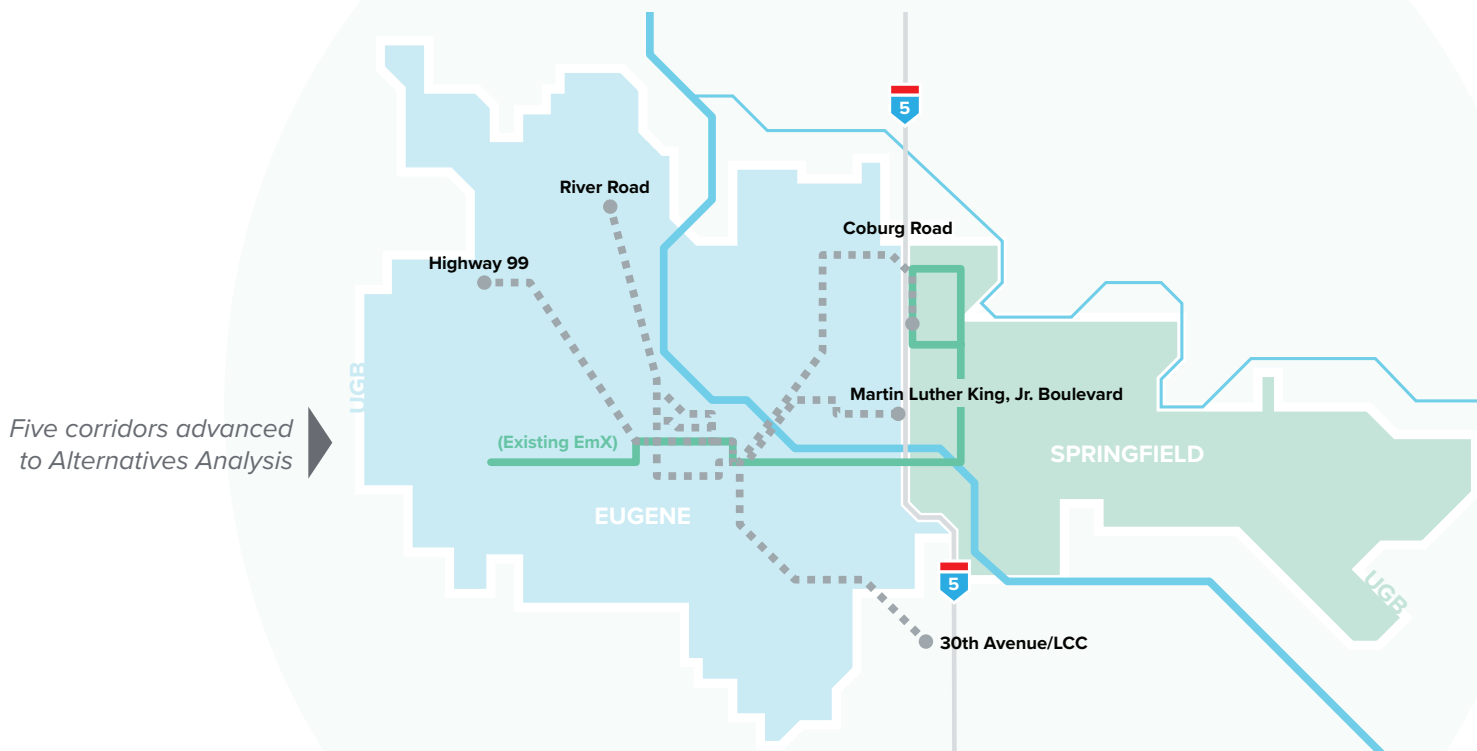
The project started with a list of 10 potential corridors that were then subject to an evaluation process to determine the best options for near-term investment.

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.

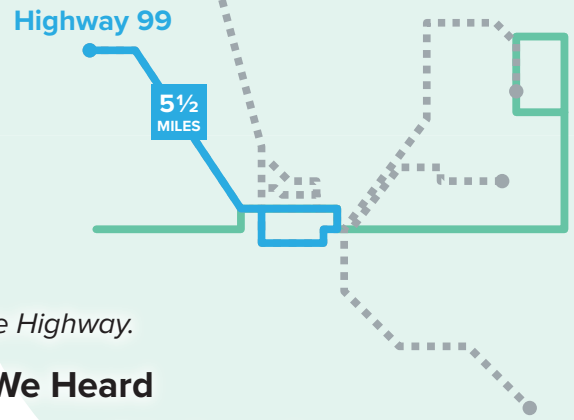
What We Heard

- 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 (Change from No-Build)	\$0.0M	-\$0.1M	\$2.8M
 Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	10 min	12 min
Systemwide Annual Ridership Increase (Compared to No-Build)	0	111,000	267,000
 Bicycling & Walking			
New Bike/Ped Access and Safety Improvements (1-5 rating)	★	★★★★★	★★★★★
 Property & Development Impacts			
Support Development and Redevelopment (1-5 rating)	★	★★★	★★★★★
Number of Medium and Large Trees Impacted	0	14	40
Number/Acreage of Acquisitions	0/0	44/1.3	38/1.6
Potential Property Displacements ¹	0	0	0
Parking Impacts: On-Street/Off-Street (number of spaces)	0/0	0/50	0/53
 Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	≈29,000
Population	≈34,000	≈34,000	≈50,000

¹Mitigation measures would be used to avoid or reduce impacts

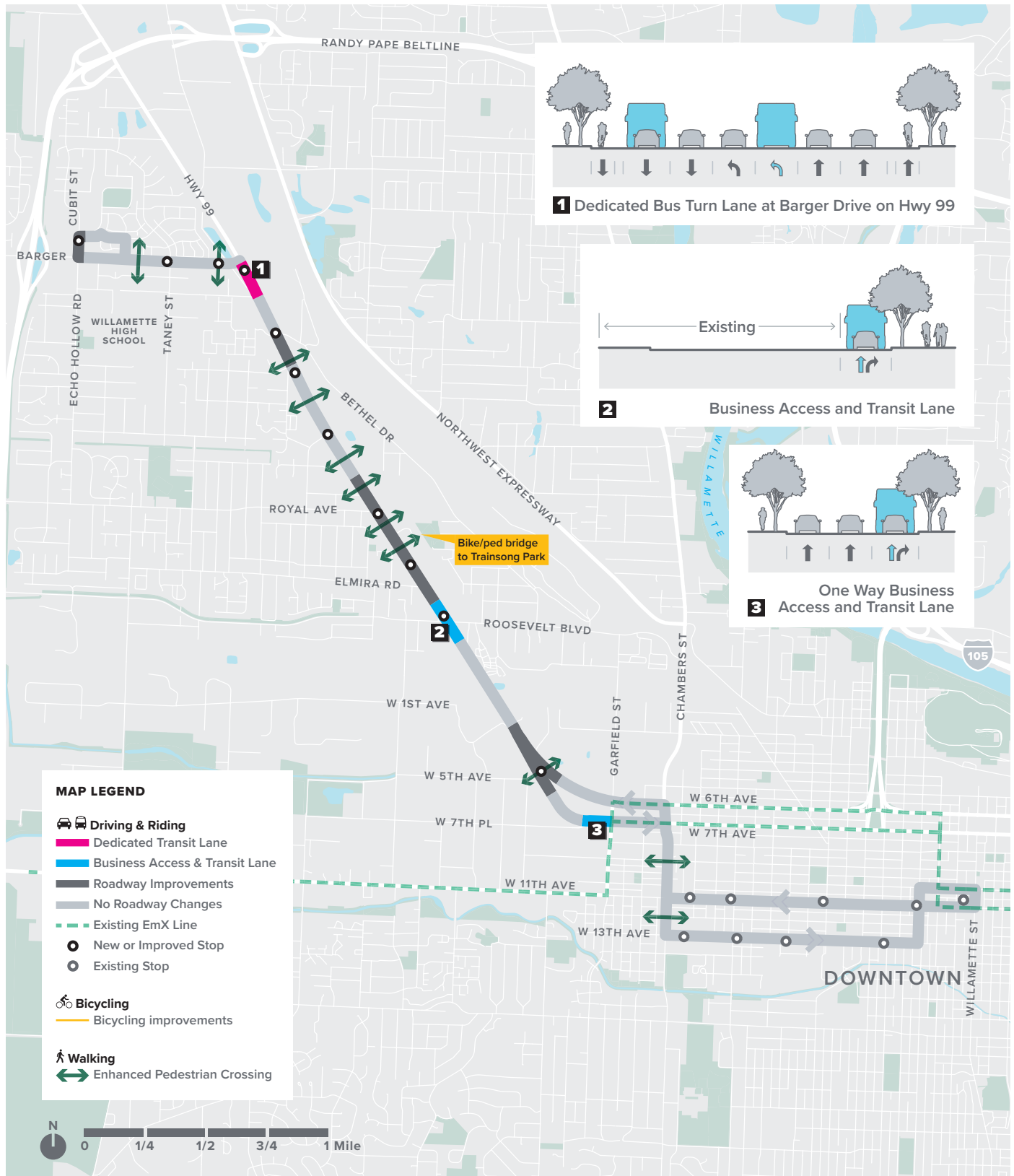
▲ Supports Project
Criteria

▲ Does not Support
Project Criteria

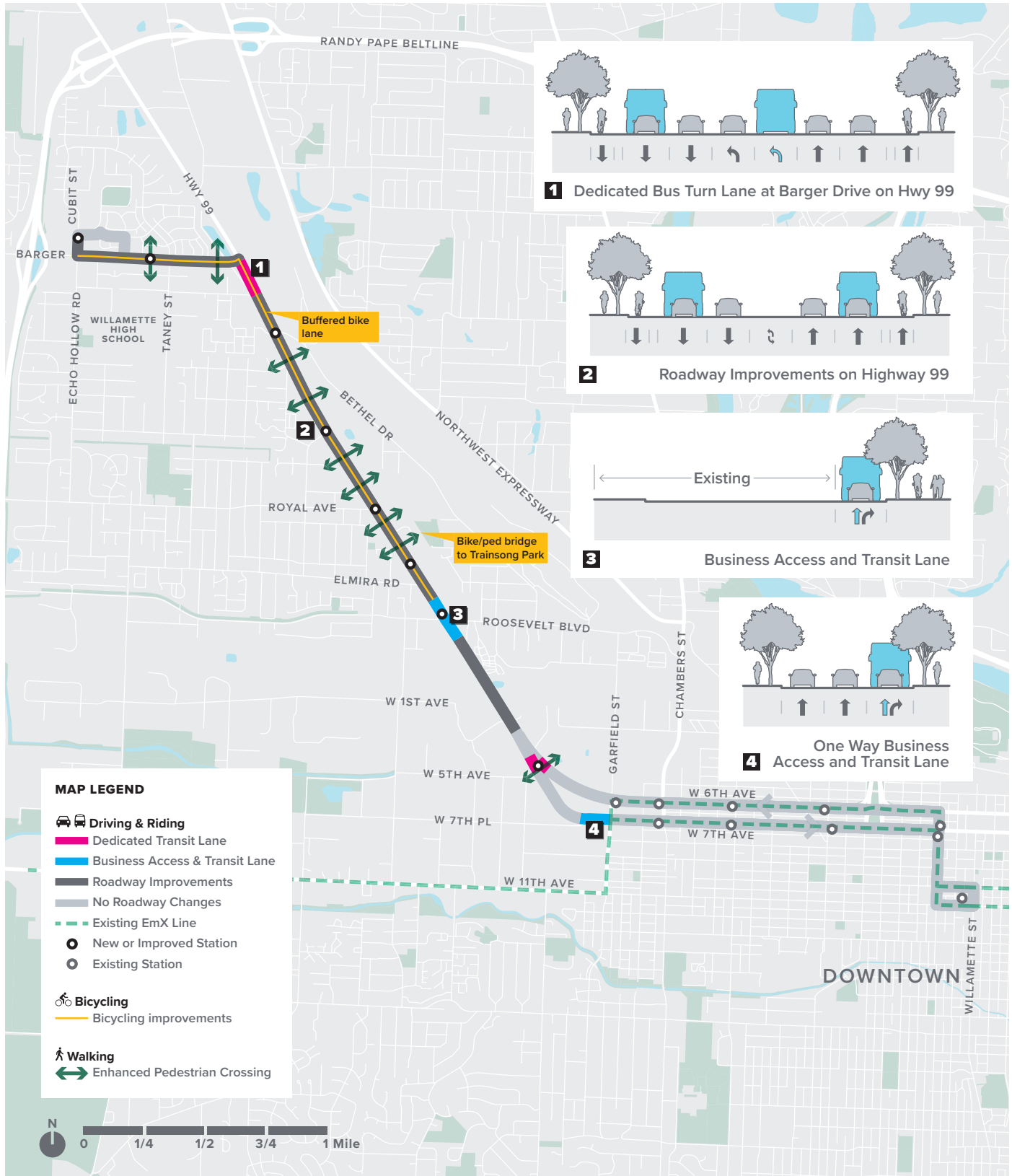
Highway 99 Corridor

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

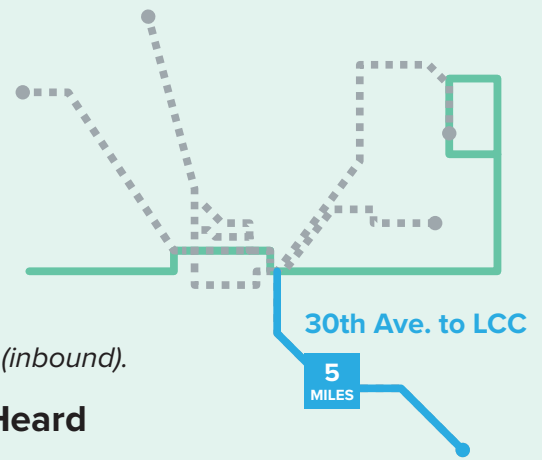


EmX Alternative



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

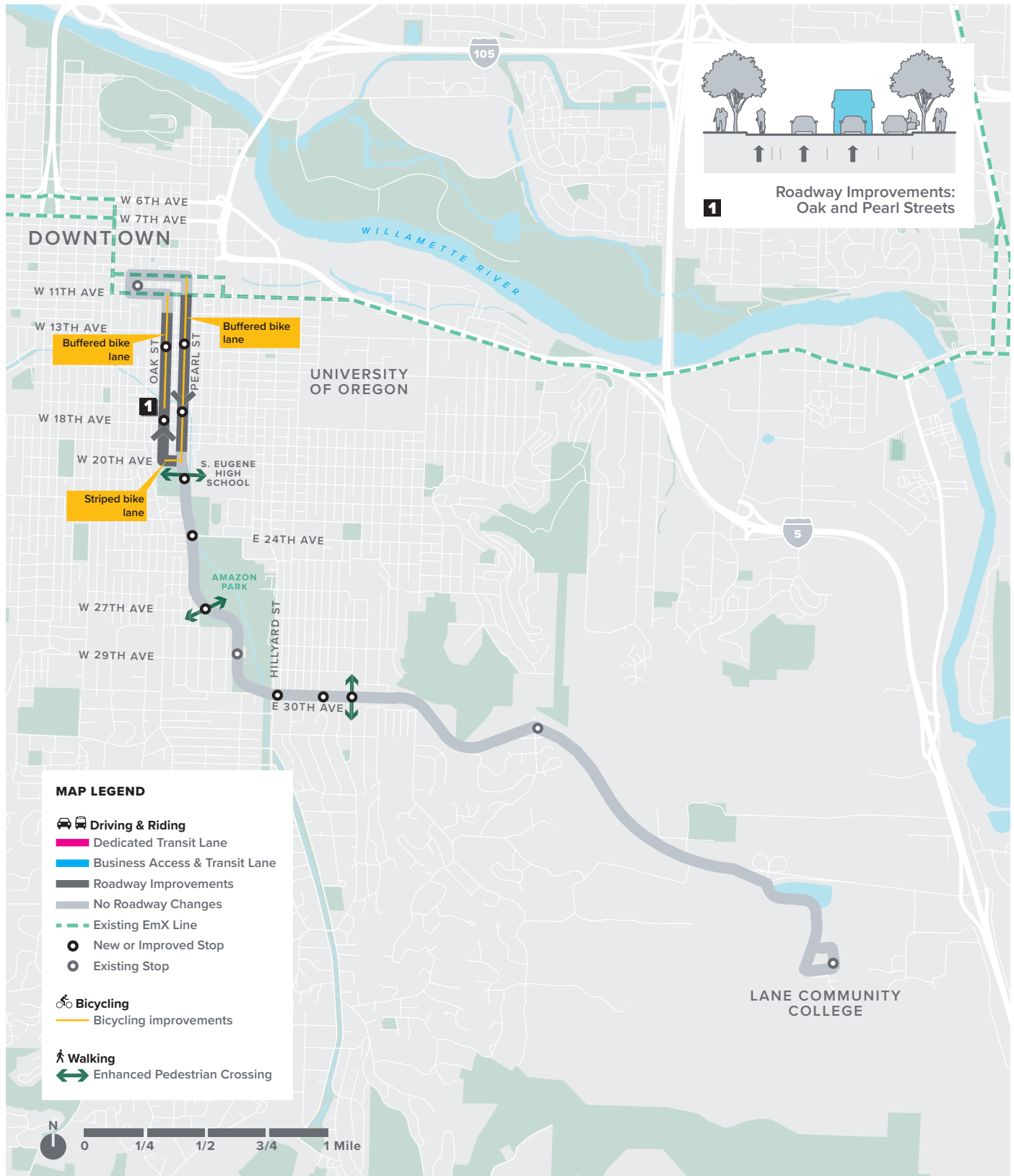
▲ Supports Project Criteria

▲ Does not Support Project Criteria

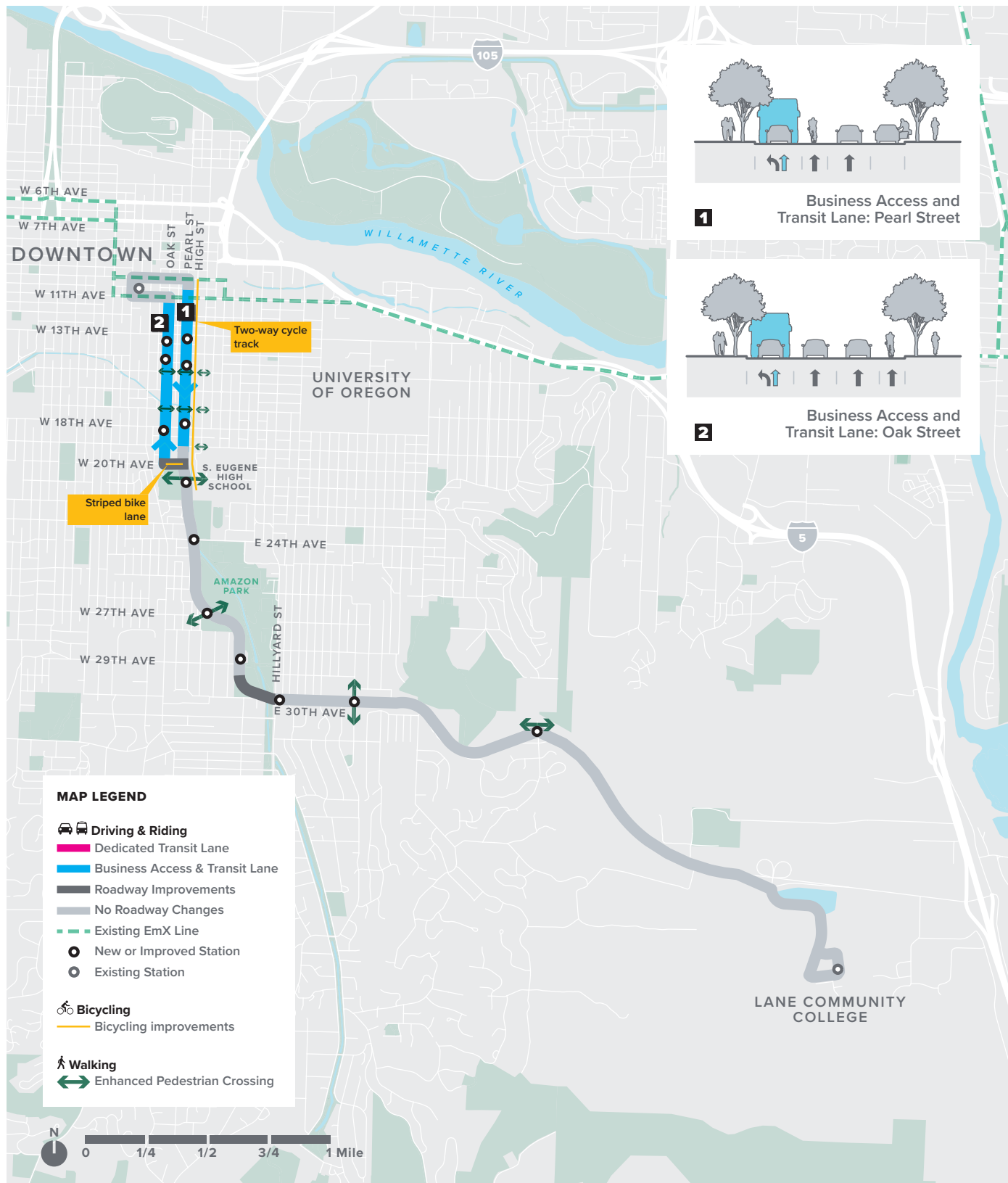
30th Avenue to LCC Corridor

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.

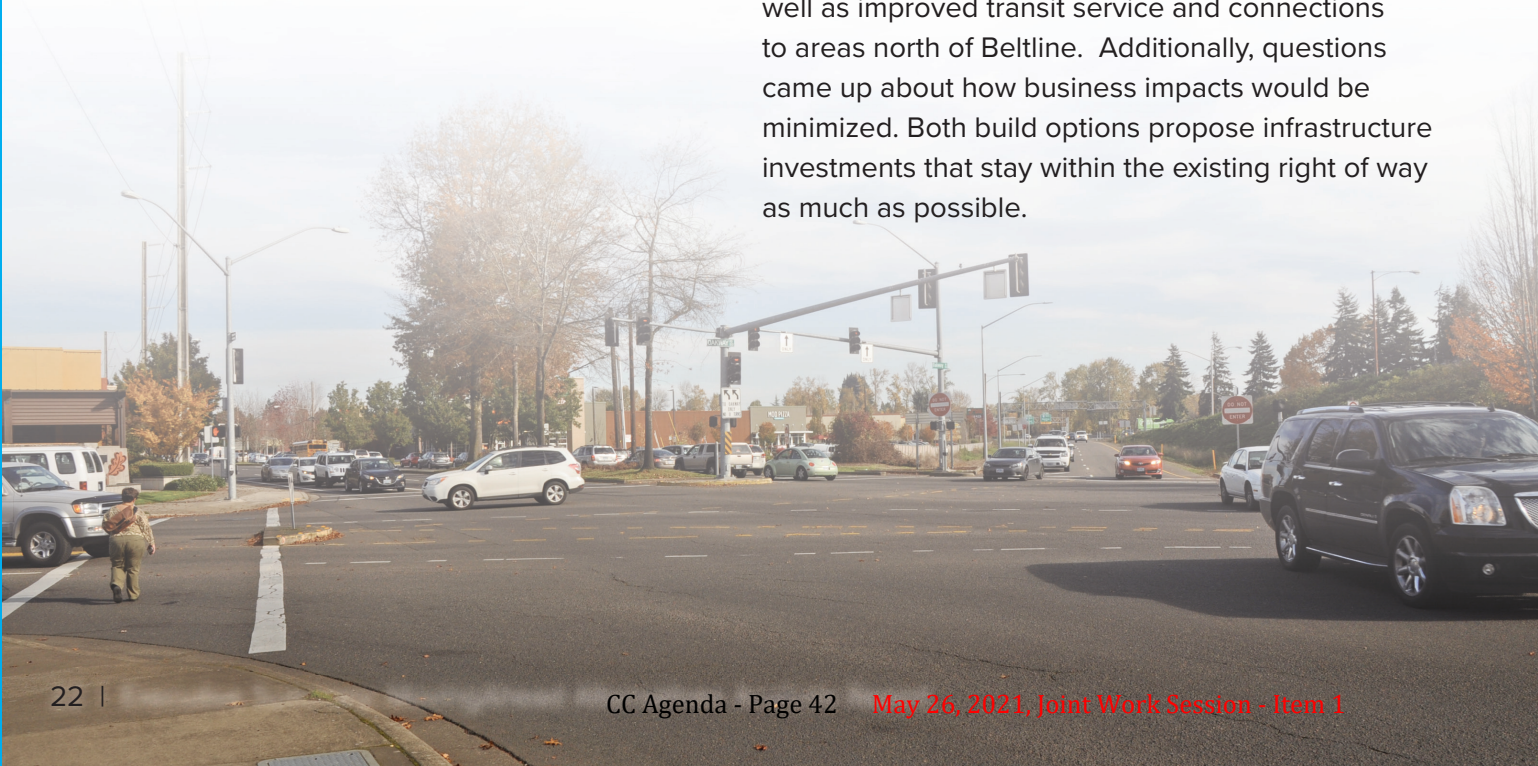
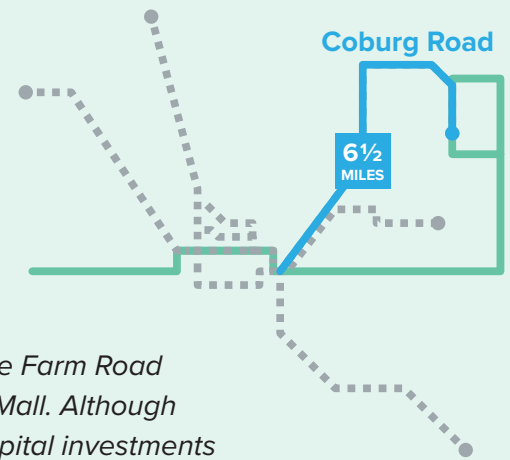
The No-Build Alternative avoids cost and impacts (including property acquisitions, off-street and on-street parking impacts, and potential tree removal).

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

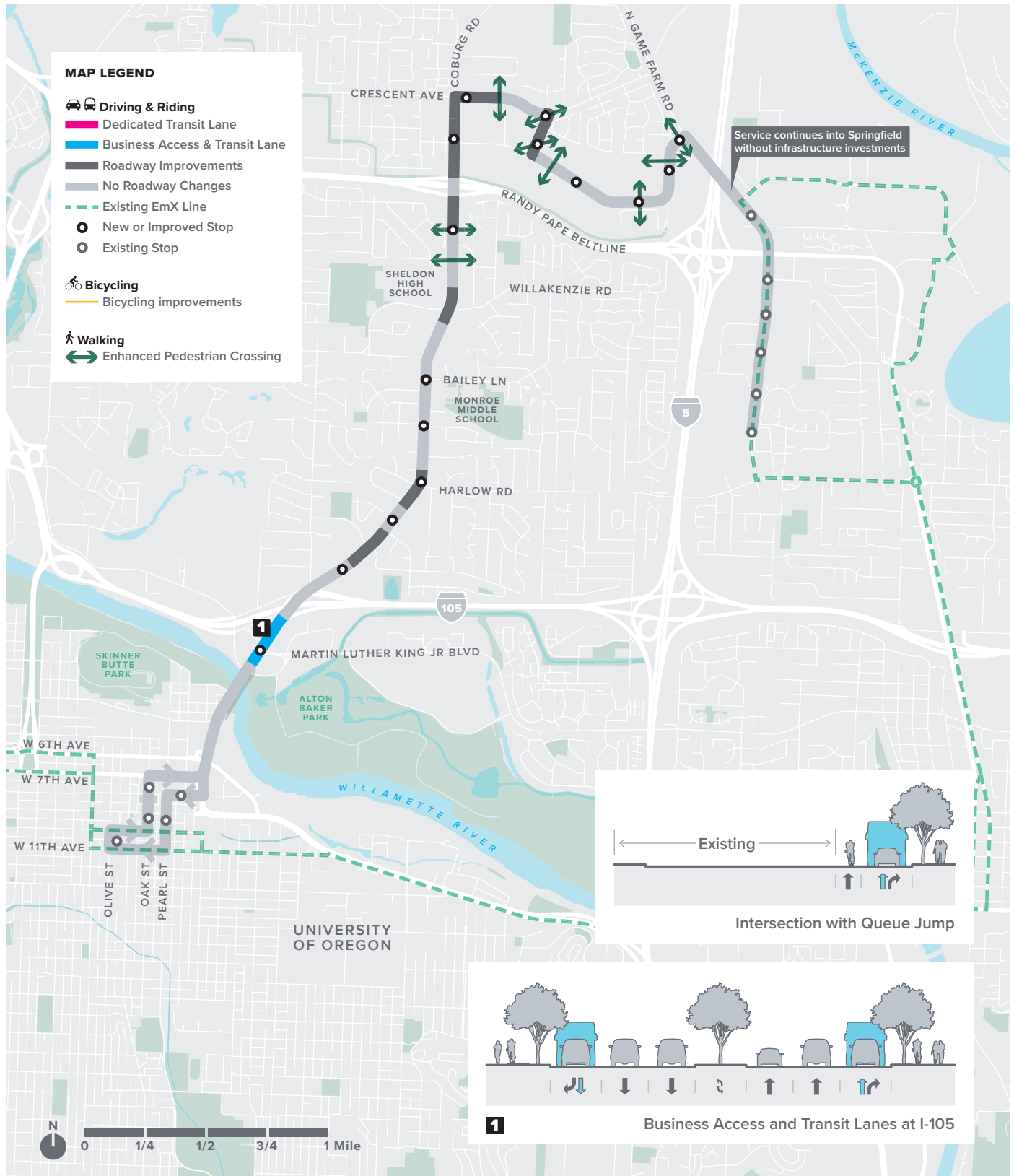
▲ Supports Project Criteria

▲ Does not Support Project Criteria

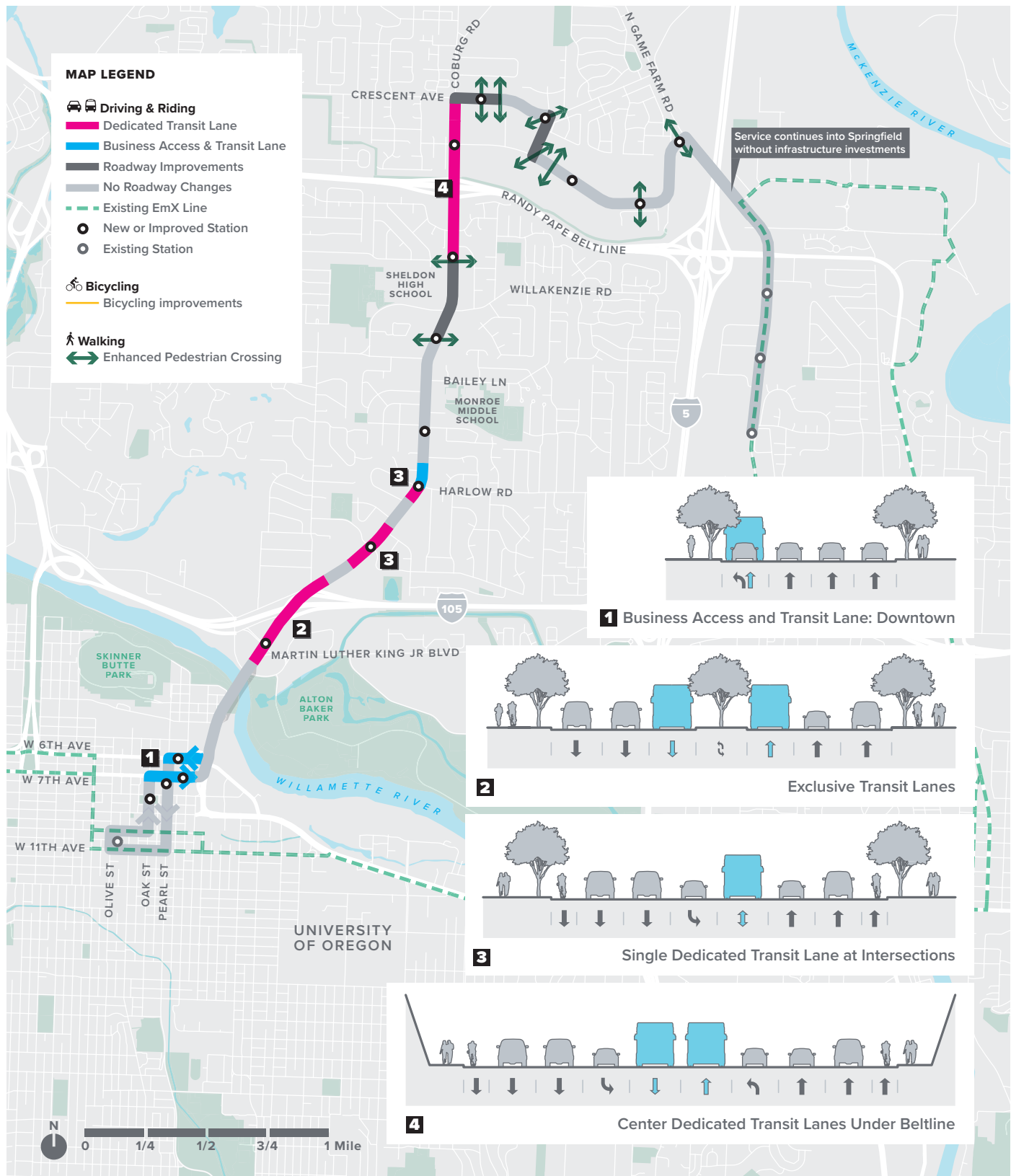
Coburg Road Corridor

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.

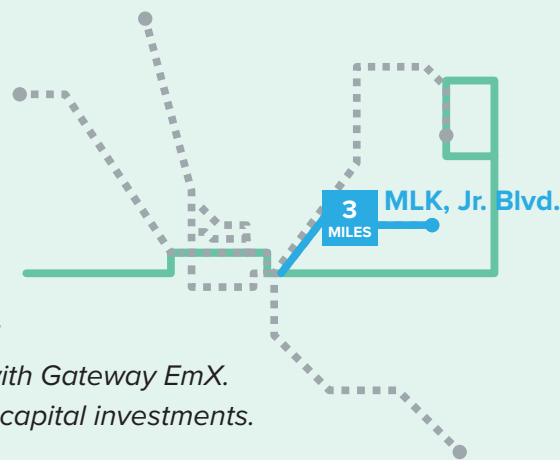
The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and cost.

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

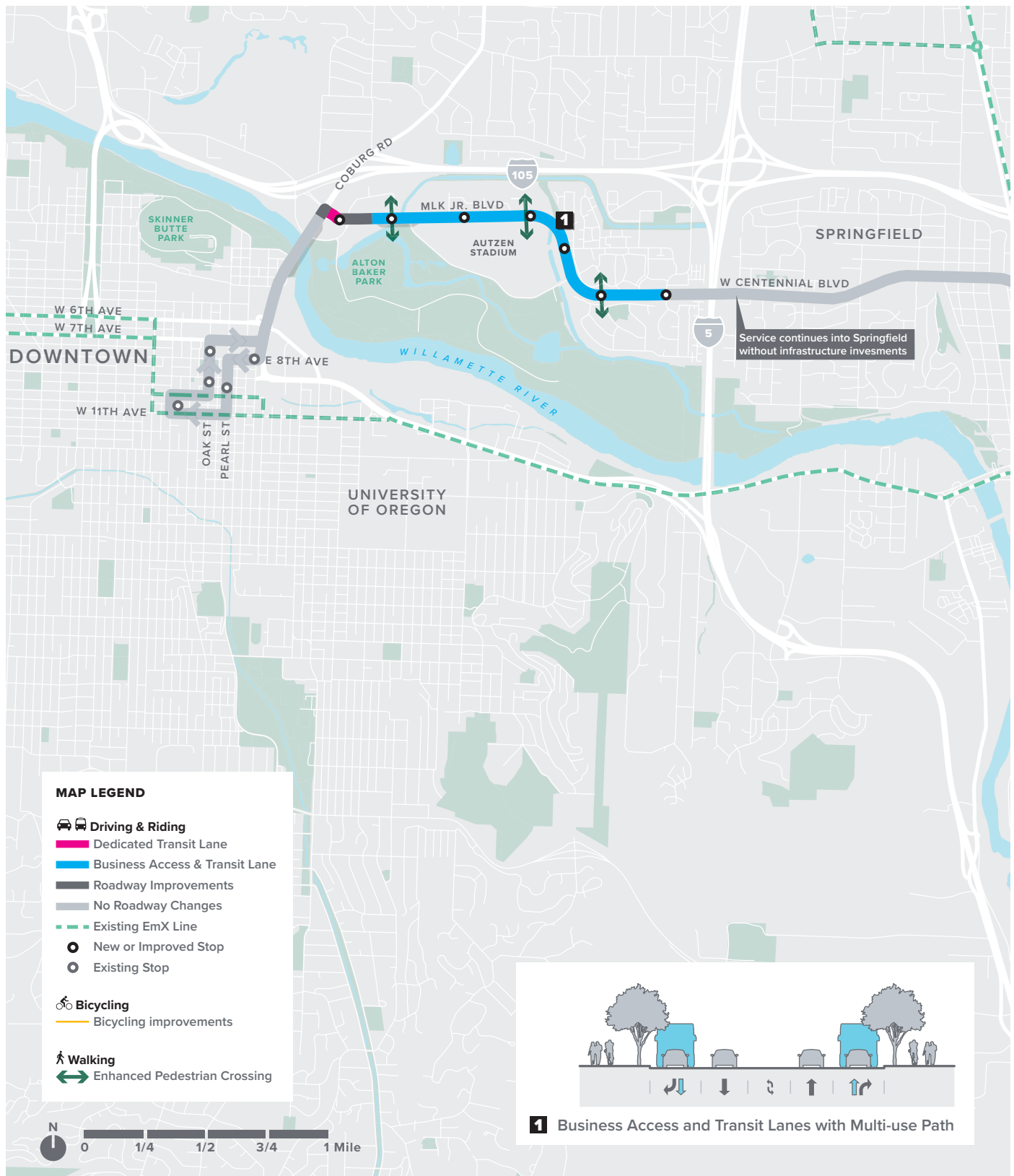
▲ Supports Project
Criteria

▲ 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

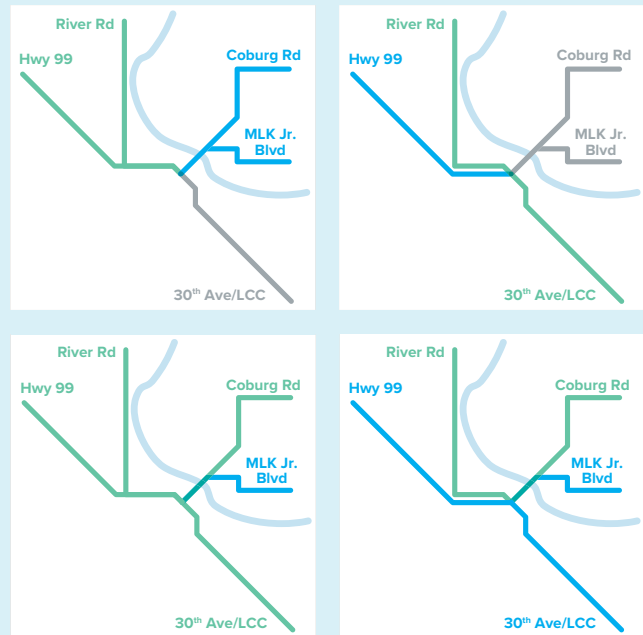
O&M costs are funded through LTD's annual budget. LTD maintains a Long-Range Financial Plan that projects O&M revenues and costs for a rolling 10 year period. That plan will be used to evaluate the system-wide O&M funding needs along with how the MovingAhead investments fit into the overall funding picture. 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

