



MEETING AGENDA

MovingAhead Oversight Committee – Meeting 5

MEETING DATE: Thursday, July 12, 2018
 MEETING TIME: 2-4 p.m.
 MEETING LOCATION: Next Stop Center – 1099 Olive Street, Eugene

Time	Agenda item	Requested action	Lead
2 p.m.	Welcome and introductions <ul style="list-style-type: none"> • Introductions • Review agenda and purpose • Approve meeting summary 	Information	Zach Galloway/ Chris Henry/ Sasha Luftig
2:10 p.m.	Public comment		
2:20	Project and schedule <ul style="list-style-type: none"> • Review MovingAhead purpose and approach • Discuss changing approach based on Sounding Board feedback • Review schedule 	Provide direction	Zach Galloway/ Chris Henry/ Sasha Luftig
2:40 p.m.	Preliminary investment packages <ul style="list-style-type: none"> • Review findings from initial evaluation of investment packages 	Provide feedback	Stef Viggiano (WSP)
3:35 p.m.	Outreach strategy, events, and informational materials <ul style="list-style-type: none"> • Review infographics • Review key messages • Review calendar of activities • Review sequence of open houses and what feedback will be sought from the community 	Provide feedback	Adrienne DeDonna (JLA)
3:50 p.m.	Next steps and adjourn <ul style="list-style-type: none"> • Review upcoming key milestones • Adjourn 	Information	Sasha Luftig

MOVINGAHEAD OVERSIGHT COMMITTEE MEETING

Tuesday, April 17, 2018

Pursuant to notice given to *The Register-Guard* for publication on April 14, 2018, the MovingAhead Oversight Committee held a meeting on Tuesday, April 17, 2018, beginning at 2:00 p.m., at the Next Stop Center, 1099 Olive Street, Eugene, Oregon.

Present: Zach Galloway, City of Eugene
Chris Henry, City of Eugene
Sasha Luftig, LTD
Mark Bernard, ODOT
Andrew Martin, LTD
Shareen Springer, JLA
Hart Migdal, LTD
A. J. Jackson, LTD
Tom Schwetz, LTD
David Reesor, Lane County Public Works
Rob Inerfeld, City of Eugene
Terri Harding, City of Eugene
Sarah Medary, City of Eugene
Therese Lang, LTD
Denny Braud, City of Eugene
Don Nordin, LTD Board Member
Alan Zelenka, Eugene City Councilor (arrived at 3:12)
Marina Brassfield, Minutes Recorder

Absent: Greg Evans, Eugene City Councilor

WELCOME AND INTRODUCTIONS — Ms. Luftig convened the meeting at 2:10 p.m. and called the roll.

- Introductions

Those present introduced themselves.

- Review Agenda

Before diving in, Ms. Luftig gave a precursor that the meeting was intended to be a discussion, and members should feel free to ask questions or contribute comments throughout the presentations.

- Approve Meeting Summary

Ms. Luftig reported the last time the MovingAhead Oversight Committee was together in person was March 28, 2016, so even though it was two years ago, the group had to approve the summary. She explained the charter for the committee had voting members, but for this purpose an informal head nod would suffice. There were no corrections or objections to the meeting summary, and it was approved by acclamation.

- Reminder of the Oversight Committee purpose and approach

Ms. Luftig reminded the committee that the charter was included within the packet of materials. She reiterated that the charge of the Committee was to provide direction to the project

management team and guide development of MovingAhead projects; to act as liaisons to the decision making body by providing project information; solicit feedback; and to approve a recommendation on prioritization of corridors for multimodal enhancements.

PUBLIC COMMENT —

There was no public comment. Those present in the audience included Rob Zako, Executive Director of Better Eugene-Springfield and Mike Eyster, Chair of LTD's Strategic Planning Committee.

PROJECT AND SCHEDULE UPDATE—

- Update and Schedule

Mr. Henry presented a PowerPoint. He explained since last meeting, LTD had a new board member, Don Nordin, and had hired a new consultant for the MovingAhead project who had a strong understanding of the bottom line related to the community's interest. Mr. Henry explained they had modified the decision making process and instead of selecting a locally preferred alternative for each of the five corridors, they would be looking at packages of investment. Mr. Henry added there would be two more check-ins with the group, as well as with the LTD Board and Eugene City Council. There would be a decision making process near the end of 2018.

Mr. Henry said the Oversight Committee needed to meet in the summer, prior to the LTD board and City Council, prior to publishing the Alternatives Analysis report. The analysis would launch the public comment period. Fall 2018 would feature a second comment period, reviewing modifications made. By the end of 2018, the decision making process should be complete.

Ms. Luftig wondered if there was feedback, and if the timeline seemed appropriate. There were many meetings toward the end of the year, but she thought the schedule was still doable.

Mr. Galloway provided background. He said in many ways, it was an implementation project. As a community, key corridors were discussed around multimodal transit and those goals were embedded in documents like Envision Eugene. In the past, they talked primarily about bus rapid transit (BRT) on main corridors. Now, they were looking at investments to pedestrian and bicycle infrastructure. Mr. Galloway explained the project team was considering multiple corridors at one time.

Mr. Galloway said they were looking at Highway 99, River Road, Coburg Road, Martin Luther King Jr., Boulevard, and 30th Avenue to Lane Community College (LCC). It would provide some efficiencies in doing the environmental analysis for all corridors. Another unique aspect of the projects were that city planning, public works, and LTD were all working together. There were diverse perspectives embedded in project management. Lastly, Mr. Galloway highlighted they were making way toward a decision with elected officials to choose a package. He was excited the projects could be scaled in some ways, so there could be incremental progress and investments.

PUBLIC INVOLVEMENT PLAN —

- Activities
- Key messages incorporating community values

Ms. Springer, JLA Public Involvement Inc., provided a PowerPoint presentation on the public involvement plan. Ms. Springer explained JLA was part of the consultant group, and she was part

of the team working on the project including Jeanne Lawson and Adrienne DeDona. Ms. Springer explained the intent of the plan was to build on the success in the previous phase of outreach. She explained the corridor alternatives MovingAhead was looking at were directly based off feedback from public input in 2015. She said taking the options back to the community and allowing them to see how their input was taken into consideration would be important, as well as giving them an opportunity for continued engagement.

Ms. Springer explained there would be corridor specific outreach as well as broader community outreach. She explained that some goals guiding the development of the plan included building on past successes, making sure communication was clear, making sure the decision making process was transparent and digestible, and looking at opportunities to broaden awareness and interest in the project. Ms. Springer said a big foundation of the work was around inclusivity and equity, especially acknowledging there were populations traditionally underrepresented, or populations who might face barriers to participation and looking at ways to reach them.

Ms. Springer explained some past public involvement. JLA was looking at past successes and building on those to determine tools. She said engagement tools were used to increase awareness. One tool JLA started with was an opinion poll, which was to confirm high level messaging and strategies in the plan. From there, they looked at different educational opportunities for people, and then started outreaching to specific property owners and tabling at events.

Ms. Springer said part of JLA's commitment to inclusion and equity was people could follow only the corridor they were interested in or the project as whole. The choice allowed people to save time, and contribute to the pieces most important to them.

Ms. Luftig said one reason MovingAhead was meeting today was because staff would begin to send letters to property owners who may be potentially impacted by an alternative. Then, letters would be sent to businesses and tenants; as well as the full corridor and properties with smaller impacts. Ms. Medary said in each corridor, there were people who had strong feelings about how they had been served by the City or LTD in past. She wondered if there was a plan to sort through those owners and personally contact them. Ms. Luftig said it would be great to get that list. Those top priority property owners would have follow up phone calls. Ms. Medary would like to see the list before sending letters because there were a few property owners off the top of her head.

Mr. Inerfeld asked how many there were. Ms. Luftig said staff estimated between 50 and 100 that were more impacted and then as a total it as closer to 150 to 250. Mr. Inerfeld appreciated what Ms. Medary said; there was one business displaced by Ferry Street Bridge, so they were extra sensitive because they'd already moved one. Ms. Luftig would develop the list and send to senior staff.

Mr. Reesor ask if there were property impacts on the small Lane County pieces. Ms. Luftig said there were not in the 30th Avenue / LCC area where it was county jurisdiction; the only infrastructure after Spring Boulevard was the LCC LTD station. Ms. Luftig thought the City had jurisdiction on River Road up to Hunsaker Road. Mr. Reesor responded the parcels were patchworked. Ms. Luftig would follow up with Mr. Reesor on a couple River Road properties. Mr. Reesor said Commissioner Pat Farr should be involved in communicating with property owners if

it was county land. Mr. Inerfeld said there would likely be jurisdictional transfer on River Road. Ms. Harding said Mr. Farr might know of pieces not annexed to the City yet.

Ms. Springer continued that the survey confirmed what was heard in previous phases. Key priorities heard included safety, livability, connectivity, environmental stewardship, and the economy. Key messages were informed by the survey and were included in the agenda packet.

Mr. Henry said the survey supported a triple bottom line analysis that looked at equity, the economy, and the environment. The questions asked of people came from different planning documents the City and LTD had. Staff pulled values that supported the triple bottom line.

INITIAL KEY FINDINGS —

- Review initial findings in each corridor

Ms. Luftig said they were still doing clean-up work and performing the analysis, which took longer than expected because there were so many corridors at once. Staff was currently in the phase of finalizing the analysis and ensuring its accuracy. Ms. Luftig said in general, there were small differences in corridor alternatives. Both options of Enhanced Corridor or EmX could meet the project objectives and serve the community vision. Ms. Luftig said some key areas of interest identified were capital costs and operational/maintenance costs, property impacts, transit benefits (increased riders and improved/maintained transit travel time reliability), trees, and bicycle/pedestrian improvements. Ms. Luftig reiterated the alternatives were not only about transit, but also about making safe corridors for other modes of travel.

Mr. Martin said one thing to note for Highway 99 was the Enhanced Corridor alternative would run down 11th and 13th Avenues but would not include capital improvements, other than crossings. The EmX alternative would use the existing stations on 6th and 7th Avenues and travel up the Highway 99 corridor. Mr. Martin explained the terminus was tentative at that time, as they had not identified an exact location, but the route was modeled to be north of Barger at Cubit Street. The Highway 99 EmX option had significantly higher capital costs, so there were greater transit benefits but also greater impacts. The Highway 99 corridor was differentiated because there was a relatively low number of acquisition and displacement impacts. The total acres were under two and the project would not impact drivethroughs, which they viewed as potential business closures if not mitigated.

Both alternatives had the highest number of pedestrian crossings, so there were lots of safety improvements. He noted the Enhanced Corridor option did not significantly improve bicycle infrastructure, but the EmX alternative did upgrade bicycle infrastructure.

Mr. Inerfeld said widening roads were expensive so it would be interesting to look at tradeoffs for protected bike lanes. He asked whether the pedestrian bridge was included in both options. He thought that was a great benefit because it would greatly enhance connectivity for that neighborhood into the Bethel area. Mr. Henry said during the process, a jurisdictional transfer would take place, which could create more opportunity for space without widening. Ms. Luftig explained that around the Highway 99 option, they heard from Trainsong neighbors that the pedestrian bridge was important to connectivity.

Mr. Martin said the River Road Enhanced Corridor concept would serve the Whiteaker Neighborhood on Blair Boulevard, and then continue out River Road to the new Santa Clara

Community Transit Center. The EmX Alternative was projected to use routing along 6th and 7th Avenues and continue to the Santa Clara Community Transit Center. Key findings included that operating costs were somewhat less than Highway 99 and travel time savings were lower but still significant, when compared to other corridors considered. Mr. Martin said the EmX alternative would be converting a general purpose travel lane to a business access transit lane, a lot like what was done to the West Eugene corridor. Acquisition and displacement impacts were similar in scale to Highway 99, but there would be drivethrough impacts unless they could mitigate them. The options were modeled with travel time savings, so any modifications to mitigate impacts would affect how much travel time was saved. The Enhanced Corridor concept would not reconstruct any bicycle facilities along River Road, but the Emx concept would create protected bicycle lanes from the NW Expressway to Silver Lane. Then, a mixed use path would be created from Silver Lane to Division Avenue.

Ms. Medary asked why there was such a difference in investment in bike facilities between the enhanced corridor and EmX options. Mr. Henry said the shared use path was how to get through the interchange on River Road without requiring some structural modifications under the bridge. There was not room to fit everything in, so bicycle lanes move to a shared sidewalk. Mr. Migdal said the bike pedestrian bridge on Highway 99 had a significant cost as well. Mr. Inerfeld said the protected bike lane was to show two different options. Ms. Luftig said with a BRT level investment, they were touching more of the ROW so there was more opportunity to add to pedestrian and bicycle facilities. It made more financial sense.

Mr. Martin highlighted the EmX alternative on River Road would impact more trees, not necessarily meaning they would be cut down, but concrete lanes could affect growth and roots. The impacts would be mitigated to the best ability, but it was still a possibility. Ms. Luftig said the River Road community prioritized trees. Mr. Galloway added 132 trees on River Road were cherry blossom trees, so there was a lot of community affinity for those; however, urban foresters and city planners said they would not plant those trees now, because they shed a lot of fruit creating a mess, certain hazards, and liabilities. There was an opportunity to plant appropriate species, but they had to be sensitive to the neighborhood's wants. Ms. Luftig said the BRT lane concept came from desire to create a safer facility.

Mr. Martin said 30th Avenue to LCC went down Oak and Pearl Streets, Amazon Parkway, then 30th Avenue to the LCC terminus. Key findings included the lowest capital costs, partially because there was a low level of exclusivity. They designed projects in a way where they did not need to take many lanes or parking to construct improvements. Impacts were concentrated on Oak and Pearl Streets, leaving the downtown area, and included quite a bit of on street parking impacts. They were looking at ways to mitigate them. Mr. Martin explained other proposed projects could lessen impacts. For example, the proposed High Street cycle track, which would create a two way bike lane, was already moving ahead on its own timeline, so many of those parking impacts on High Street would no longer be part of MovingAhead. Mr. Martin said the team also conducted a parking utilization study and only about 53% of parking was used.

Ms. Luftig said LTD had been preemptive in coming up with mitigation options where the analysis showed there were larger impacts, and believed there were key areas in the 30th Avenue to LCC Corridor alternatives where they would propose advancing mitigation options. Mr. Henry said mitigations were not part of the technical analysis, but thought when talking to property owners that they valued parking so the project team wanted to be responsible.

Mr. Inerfeld asked if they had considered issues with bus routes involving the seasonality of LCC. Mr. Martin explained the Enhanced Corridor Alternative was modeled with 15 minute service frequency, and EmX was modeled at 10 minute frequencies. When LCC was in session, there was service more than every 15 minutes. Service planners made sure lots of busses were going there. Mr. Schwetz said the area had numerous routes serve it in different ways. Creating a BRT corridor was an opportunity to look at how service was deployed and how to create better connections. Mr. Inerfeld wondered how to frame the issue in a simple way for community members.

Mr. Martin said the time savings were lowest, and ridership gains were comparable to other corridors. He said there were quite a few tree impacts due to BAT lanes and general construction on Oak and Pearl Streets. Most trees were in the charter tree boundary and LTD would use mitigation tools to not impact charter trees. Mr. Martin explained one difference between the two alternatives was that the enhanced had one enhanced crossing, whereas the EmX option had eight enhanced crossings. Ms. Luftig added enhanced crossings were associated with the High Street Cycle Track, so once the team relooked at the alternatives they may be more similar. With both alternative, the team would have to remove a pedestrian bridge looking over Civic Stadium so a signal could go in at 20th Street, where the road would be pushed through.

Mr. Martin said the relative percentage of pedestrian bicycle improvements was similar in all alternatives, but when projects were scaled up there would be more pedestrian improvements.

Mr. Martin moved onto Coburg Road. The Enhanced Corridor would travel on Oak and Pearl Streets; 7th and 8th Avenues; then out Coburg Road to Crescent Drive, Chad Drive, and Game Farm Road, ending at Gateway Station. There would not be improvements on the corridor beyond I-5 where it turned into Springfield. The EmX used essentially the same routing, but 6th and 7th Avenues instead. Mr. Martin added this corridor option was the only one that would create a unique connection between EmX lines, as it would connect into the existing Gateway line. The Coburg Road corridor was the highest cost as well as the highest impact. There would be two drivethrough impacts, where mitigation would be considered. Property acquisitions were generally strip takes and absolutely necessary to get travel time savings. The travel time was almost identical between both the enhanced corridor and the EmX option. Ridership would see the highest increase for the EmX corridor. Mr. Martin said the Enhanced Corridor had low tree impacts, whereas EmX had significant tree impacts. Again, EmX had the greatest number of enhanced crossings, but not as many bicycle facilities. He concluded it was a big level of investment but there were some significant benefits.

Mr. Martin shared the only option considered for Martin Luther King Jr. Boulevard (MLK), which was an enhanced corridor. The improvements ended at the Springfield border at I-5 and transit service continued on Centennial Boulevard. The option would use the Ferry Street Bridge, and improvements would occur after the bridge. He said the corridor was the lowest capital cost, but had the highest operating costs increase for concepts because LTD would add a lot of trips. Mr. Martin said the corridor did not impact many properties or parking. The option was modeled to receive fairly high ridership gains, but again, it would be a big service add so they would expect more ridership.

Ms. Medary said there were a couple new City Councilors since MovingAhead started. She wondered if it would be helpful to do a reminder of why MLK was stopping at I-5. She also wondered if operational efficiency could be created by going all the way through. Ms. Luftig said Springfield would be getting the same service increase, which was one reason why operational costs were higher. She thought it was an attractive corridor for EmX investment but without coordinating with Centennial Boulevard it would be hard to operate. Mr. Schwetz said the service on MLK would be the same service going onto Centennial Boulevard in Springfield. Mr. Schwetz explained they found in early screening that MLK to Centennial Street had higher density housing and proximity to the city core than other corridors.

Mr. Nordin wondered if there were bicycle facilities adjacent to stops so there were places for bike share, lockers, and other infrastructure. Ms. Luftig said for Emx alternatives, the team spent time trying to identify which stations would benefit from potential long term bike lockers or bike share. They had not clearly defined what an enhanced stop would look like, but knew it was not the same level of investment as an EmX station.

Mr. Henry said as the community invested more in active transportation, they saw more benefit. In addition, the MovingAhead approach was unique because it was scalable, which had not been possible in the past. As the team moved through the process and selected packages of investments, then they would look at a more detailed design.

DECISION MAKING PROCESS —

- Packages evaluation
- Criteria review
- Public comment process

Mr. Zelenka arrived at 3:12 p.m.

Ms. Luftig introduced the decision making process, as it had changed. She explained that instead of discussing a locally preferred alternative and selecting one per corridor then prioritizing them, they were discussing investment packages. More than one mode could meet the objectives of the project and serve the community. It added flexibility in terms of implementation and scalability. Ms. Luftig said it would be important to be strategic in order to make changes efficiently and effectively, especially due to uncertain funding at the federal level. She explained the team thought discussing packages would allow them to see synergies, specifically around ridership increase.

Ms. Luftig said when looking at packages, they were considering the full transit system, which was another benefit. She explained they had “bookends,” so there was a package of all Enhanced Corridor alternatives, and another package of all EmX alternatives plus Enhanced Corridor for MLK. The options allowed them to see all options in the middle and where the best benefit was. Ms. Luftig explained the packages were created through analysis and past public involvement. The team also made some assumptions about which corridors made the most sense to advance at that time; however, Ms. Luftig assured the group, they were essentially starting places for community conversations. The team wanted to bring information to the community for their reaction, then take their input and make refinements to the packages. Ms. Luftig added there would be two public comment periods and the project team needed to be clear in their messaging that it was a starting place.

Ms. Luftig explained there were three additional packages, which had been created to see and experiment where there might be ridership gains or losses. Package A looked at the benefit by providing frequent transit service on 11th and 13th Avenues with an Enhanced Corridor version on Highway 99 and EmX on River Road. For 30th Avenue to LCC, they were looking at an Enhanced Corridor level of investment because there was not a large difference in travel time between the two options. Ms. Luftig said while it was the most expensive alternative proposed, the team was curious to see the connection between Coburg Road and the Gateway area.

Ms. Luftig said in Package B, the team was curious about modeling what would happen by increasing service on 6th and 7th Avenues. For Coburg and MLK, LTD was considering an enhanced corridor level of service. There were the same travel time benefits on Coburg Road, with less money and less impact, based on the initial findings. Package C looked at synergies when River Road was aligned with 30th Avenue and LCC as one long corridor. Package C was also a lower end level of investment, so there was “no build” selected for Coburg Road and MLK. Ms. Luftig wanted to be clear that “no build” did not mean not ever, it just meant not within the ten year window. Ms. Medary thought the term “no build” should be changed.

Ms. Luftig explained the criteria used for analyzing the packages. She explained the project team would ask the community what they liked about each package. The criteria were developed with an understanding of what the community cared about, and what was important to look at in terms of the system.

Mr. Zelenka asked if they looked at environmental and co-benefits. Ms. Luftig responded all of the alternatives were evaluated through the National Environmental Policy Act (NEPA) process. They would be producing the alternatives analysis report. Mr. Zelenka asked how the NEPA information interplayed with the criteria. Ms. Luftig said it was an overlay. The analysis allowed them to understand the on and off street parking and displacement effects from the alternatives.

Ms. Medary asked if they looked at non-transit transportation impacts along the corridors, because many community members would look at whether options impacted their commute, or getting kids to school. Ms. Luftig said that would be a chapter on its own within the report. Mr. Henry said the analysis did not make the decision process easier but it was responsible to perform one.

Mr. Braud asked about how the different alternatives would support corridor development because Highway 99 was different than Coburg Road and 30th Avenue. He was curious how they looked at property values and jobs. Mr. Galloway responded it was pretty high level. There was a greater level of investment with EmX alternatives, and it provided permanent infrastructure, so it gave private investors assurance to invest along the corridor. He concluded it was based on a level of public investment and an expectation of private investment.

Mr. Inerfeld wondered if they looked at the difference around value of land and how it could affect development. Ms. Luftig said that was not in the analysis. Mr. Schwetz said an issue with transit service on Highway 99 was one side of the street had a thin layer of development, and then the rail line. He wondered if thought had been given to what went into that space long term. Mr. Braud said not necessarily, but he wondered what EmX would do to property values along the corridor. He said a project could change the landscape there, whereas Coburg Road was already

very economically successful. Mr. Braud said Mr. Inerfeld had a point, since property values on Coburg Road were higher, there could be more potential for continued development by inserting more stimulus. Ms. Jackson mentioned sometimes transit investments were best where property values were low because the transit dependent population generally lived there. It was important to look for opportunities where the investment would be utilized.

Ms. Luftig said at a future meeting, the Oversight Committee would select their preferred investment package of multimodal improvements. She shared the proposed schedule. The target was to decide by the end of 2018 but that timeline could be extended if the decision making process took longer. The next meeting would be at the end of June, so they would need to work on scheduling the meeting right away. During the meeting, they would have additional information on analysis of packages.

Ms. Luftig said another meeting would take place right before the alternatives analysis report was released to the public, in order to share final findings and the executive summary. The last two meetings would be aligned with the end of each of public comment period, so the group could hear feedback and provide recommendations to the City Council and LTD board.

NEXT STEPS AND ADJOURN —

- Review upcoming key milestones

Ms. Luftig said on April 18, 2018 they would present an update to City Council on the project so people were informed of what was coming. She said letters to property owners would be sent, and meetings would occur throughout Summer 2018. The alternatives analysis report would be published in early August 2018. Tentatively, the first 30 day public comment period would start early August and last until early September 2018. The second public comment period would be October to November 2018.

Mr. Henry added after the two public comment periods, there would be a joint work session with the LTD board and City Council. Following that was a public hearing, which was where they saw possible need for additional time for more deliberation.

Mr. Inerfeld asked when the two bodies would first meet. Ms. Luftig said they planned to have a work session prior to release of the alternative analysis. Mr. Inerfeld said there used to be joint meetings of the LTD Board and City Council to discuss areas of common interest; it had been many years since that happened, but it was something to think about separately from the corridor projects.

- Adjourn

ADJOURNMENT

Ms. Luftig adjourned the meeting at 3:35 p.m.



MovingAhead

STREETS AND PLACES REIMAGINED

MovingAhead.org

Oversight Committee Meeting

July 12, 2018



Welcome and introductions



Agenda

- Welcome and introductions
- Public comment
- Project and schedule update
- Preliminary investment packages
- Outreach strategy, events, and informational material
- Next steps and adjourn

Approve minutes

- April 17, 2018 meeting minutes

Public comment



Project and schedule update

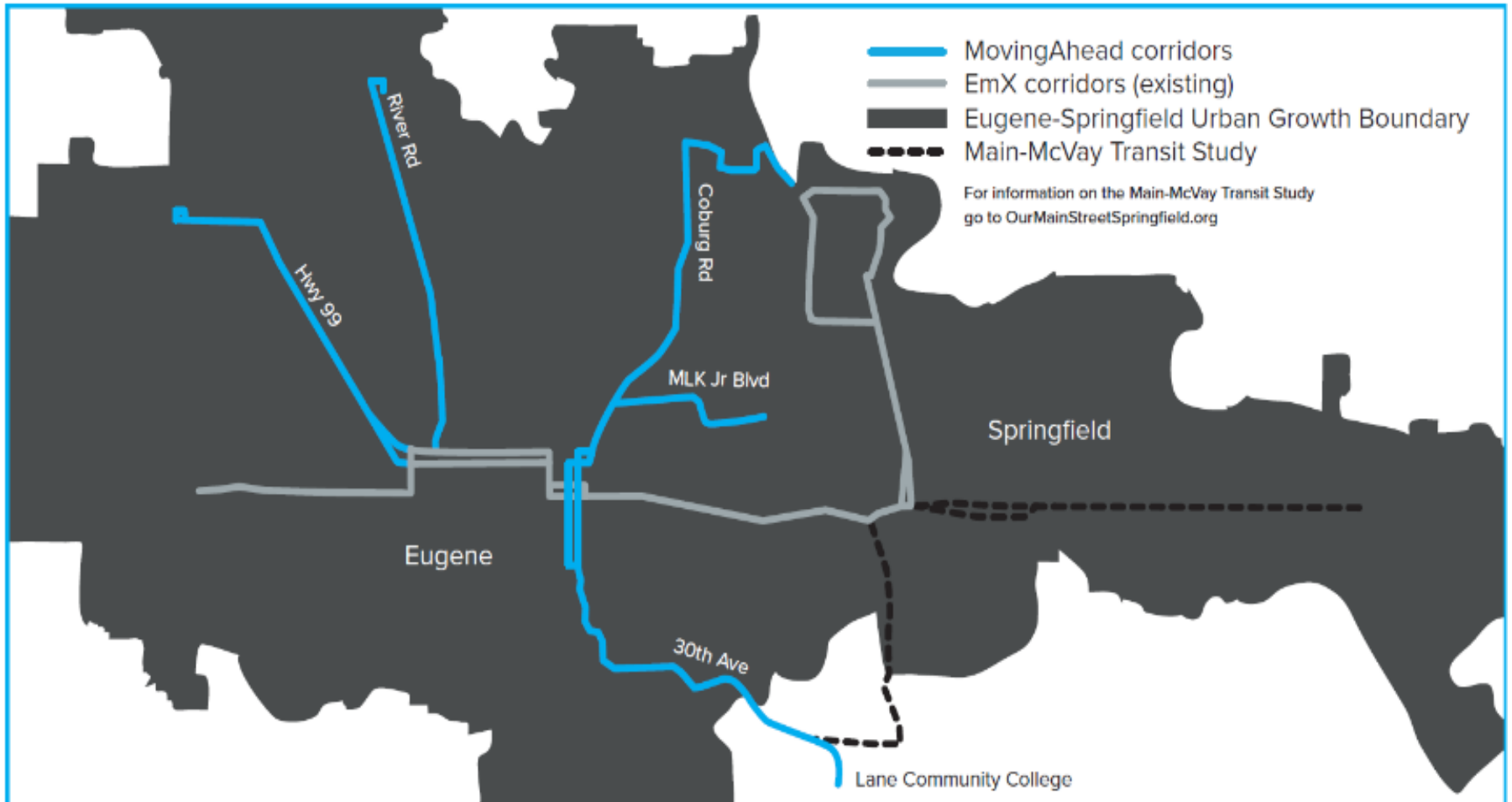


Project and schedule update

- Since our last update (April 17, 2018)...
 - Continued finalizing technical evaluation
 - Analyzed preliminary investment packages
 - Met with the Sounding Board
 - Began tabling and audience building activities
 - Mailed property owner letters



Need to explain the what, why, and how every time



Project purpose and approach

- Look at multiple corridors at one time
- Better integrate transportation, land use, and environmental planning
- Full collaboration with partner agencies
- Scalability
- Effectively change community conversation



We started by asking the community...

- If we come back in 20 years and we've been successful in this corridor, what kind of place is it?
- How are people getting around?
- What are important places on the corridor?
- Are there challenging barriers to using or crossing the corridor?
- What do you want to see in the street?



Original designs came directly from the corridor communities

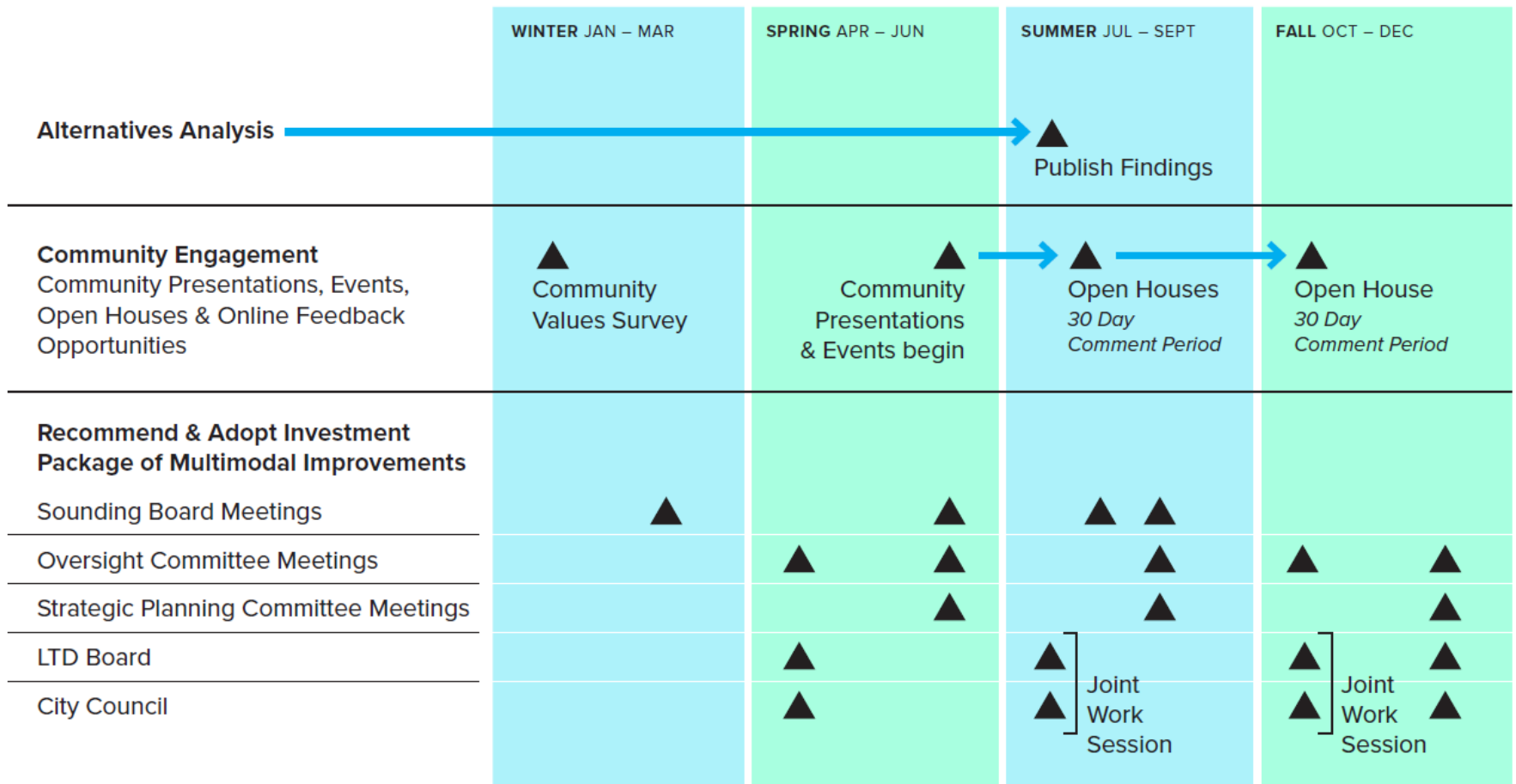


Need for process/schedule change?

- Original plan to solicit input on corridors and investment packages
- Current plan:
 - Initial focus of outreach on corridor alternatives
 - Develop investment packages based on feedback
 - Investment packages used as a framework for decision-making



Timeline 2018



Preliminary investment packages



Preliminary investment packages

- Based on most promising corridor alternatives
- Many possible combinations
- Community feedback on corridor alternatives will feed into Investment Packages
- Criteria tailored to evaluation of packages

Most promising alternatives by corridor

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

Investment packages: Evaluation criteria

1. Capital cost
2. Operating cost
3. Service frequency
4. Transit travel time
5. Ridership
6. Bicycle/pedestrian access investments
7. Bicycle/pedestrian safety improvements
8. Return on investment (ROI)
9. Support for corridor development
10. Trees impacted
11. Acreage of acquisitions
12. Displacements
13. On-street parking impacts
14. Off-street parking impacts
15. Support from the public

Evaluation criteria: Possible simplification

Eliminate:

- Service frequency
- Return on investment (ROI)
- Displacements

Combine:

- Bicycle/pedestrian access investments & Bicycle/pedestrian safety improvements
- On-street parking impacts & Off-street parking impacts

Revised evaluation criteria (if simplified)

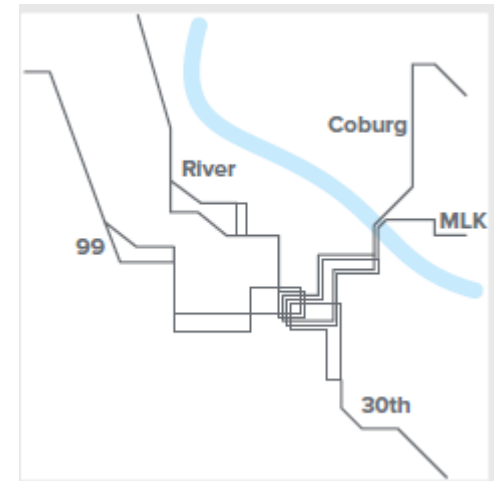
1. Capital cost
2. Operating cost
3. Transit travel time
4. Ridership
5. Bicycle/pedestrian access and safety investments
6. Support for corridor development
7. Trees impacted
8. Acreage of acquisitions
9. On-street and off-street parking impacts
10. Support from the public

Preliminary investment packages

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

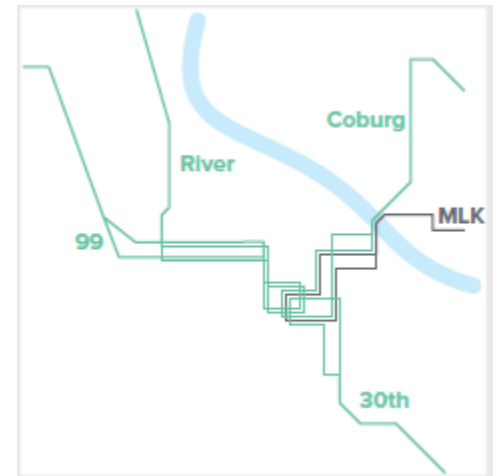
Investment packages: Enhanced Corridor Package results

- Allows for interlining:
 - River Road and 30th Avenue to LCC
 - Highway 99 and MLK, Jr. Boulevard
- Lowest capital and operating costs
- Lowest level of benefits



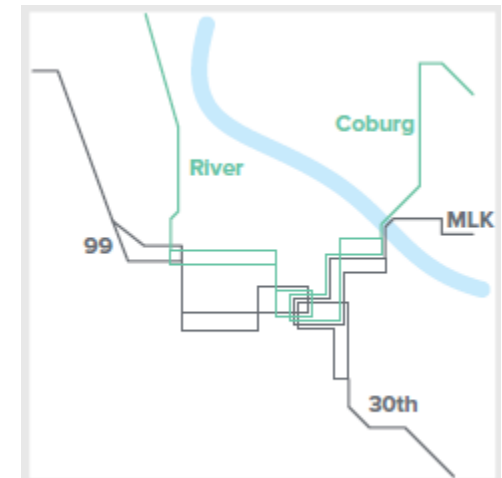
Investment packages: EmX Package results

- Allows for interlining:
 - River Road and 30th Avenue to LCC
 - Highway 99 and Coburg Road
- Highest capital and operating costs
- Highest level of benefits



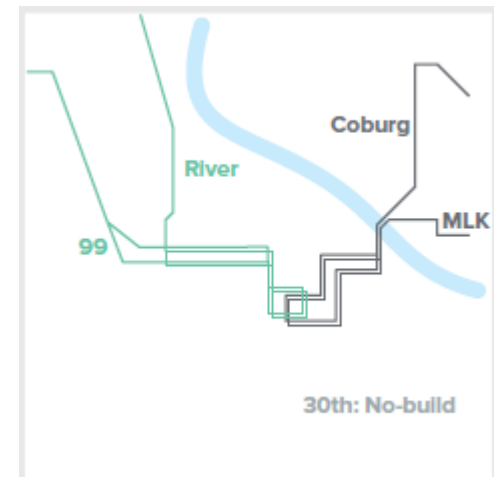
Investment Packages: Package A results

- Allows for interlining:
 - Highway 99 and 30th Avenue to LCC
- 2nd highest capital cost
- 3rd highest operating cost
- Higher level of benefit than B & C
- Higher impacts than B&C
- 2nd best ROI



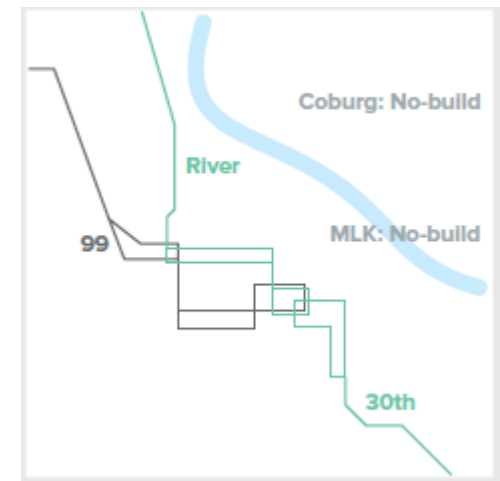
Investment packages: Package B results

- 3rd highest capital cost
- 2nd highest operating cost
- Middle level of benefit
- Middle level of impacts
- 3rd best ROI



Investment packages: Package C results

- Allows for interlining:
 - River Road and 30th Avenue to LCC
- 2nd lowest capital cost
- 2nd lowest operating cost
- 2nd lowest level of benefit
- Middle level of impacts
- 2nd lowest ROI



Preliminary investment Packages: Summary rating

Evaluation Measure	Enhanced Corridor Package	EmX Package	Package A	Package B	Package C
Capital Cost	5	1	2	3	4
Annual Operating Cost	5	1	3	2	4
Corridor Service Frequency	1	5	3	3	3
Transit Travel Time	2	5	4	4	1
Systemwide Annual Ridership	1	5	3	3	2
Bike/Ped Access Investments	1	5	4	3	2
Bike/Ped Safety Improvements	2	5	4	3	2
Return on Investment	5	1	4	3	2
Support Corridor Development	2	5	4	3	2
Trees Impacted	5	1	2	4	3
Acreage of Acquisitions	5	1	2	3	4
Corridor Displacements	5	1	2	3	4
On-Street Parking Impacts	3	1	3	5	1
Off-Street Parking Impacts	4	1	2	3	5
Support from the Public	TBD	TBD	TBD	TBD	TBD



Preliminary Investment Packages: Simplified Summary Rating

Evaluation Measure	Enhanced Corridor Package	EmX Package	Package A	Package B	Package C
Capital Cost	5	1	2	3	4
Annual Operating Cost	5	1	3	2	4
Transit Travel Time	2	5	4	4	1
Systemwide Annual Ridership	1	5	3	3	2
Bike/Ped Access and Safety Investments	1	5	4	3	2
Support Corridor Development	2	5	4	3	2
Trees Impacted	5	1	2	4	3
Acreage of Acquisitions	5	1	2	3	4
On-Street and Off-Street Parking Impacts	4	1	2	5	3
Support from the Public	TBD	TBD	TBD	TBD	TBD

Preliminary investment packages: Summary rating with data

Evaluation Measure	Enhanced Corridor Package	EmX Package	Package A	Package B	Package C
Capital Cost (millions)	\$148	\$335	\$274	\$210	\$172
Systemwide Annual Operating Cost Change from No-Build (millions)	-\$0.1	\$8.2	\$4.3	\$5.9	\$2.4
Corridor Service Frequency (peak buses per hour)	4.0	5.6	4.8	4.8	4.8
Transit Travel Time Improvement	21%	25%	23%	23%	15%
Systemwide Annual Ridership Increase Compared to No-Build	386,000	1,318,000	757,000	771,000	651,000
Bike/Ped Access Investments (1-5 rating)	2.8	4.2	3.8	3.2	3.0
Bike/Ped Safety Improvements (1-5 rating)	3.2	4.6	4.0	3.4	3.2
Return on Investment (1-5 rating)	4.4	3.2	3.8	3.5	3.3
Support Corridor Development and Redevelopment (1-5 rating)	3.0	4.6	3.8	3.4	3.0
Number of Medium and Large Trees Impacted	103	432	362	190	248
Corridor Acreage of Acquisitions	4.1	8.4	8.0	4.9	4.0
Corridor Displacements	4	8	8	6	6
On-Street Parking Impacts (number of spaces)	69	147	76	0	140
Off-Street Parking Impacts (number of spaces)	119	229	209	152	97
Support from the Public (1-5 rating)	TBD	TBD	TBD	TBD	TBD



Preliminary investment packages: Simplified summary rating with data

Evaluation Measure	Enhanced Corridor Package	EmX Package	Package A	Package B	Package C
Capital Cost (millions)	\$148	\$335	\$274	\$210	\$172
Systemwide Annual Operating Cost Change from No-Build (millions)	-\$0.1	\$8.2	\$4.3	\$5.9	\$2.4
Transit Travel Time Improvement	21%	25%	23%	23%	15%
Systemwide Annual Ridership Increase Compared to No-Build	386,000	1,318,000	757,000	771,000	651,000
Bike/Ped Access and Safety Investments (1-5 rating)	3.0	4.4	3.9	3.3	3.1
Support Corridor Development and Redevelopment (1-5 rating)	3.0	4.6	3.8	3.4	3.0
Number of Medium and Large Trees Impacted	103	432	362	190	248
Corridor Acreage of Acquisitions	4.1	8.4	8.0	4.9	4.0
On-Street Parking Impacts (number of spaces)	188	376	285	152	237
Support from the Public (1-5 rating)	TBD	TBD	TBD	TBD	TBD

Investment packages: Key questions

- Do we have the right criteria? Should we simplify (reduce) them?
- Enhanced Corridor alternatives could be defined to be eligible for FTA Small Starts funding. Should this be considered for funding flexibility? Minimum requirements are:
 - Branding
 - Minimum service frequency (generally met)
 - Enhanced stations with weather protection
 - Transit signal priority (met)



Outreach strategy, events, and material



Outreach strategy, events, and material

- Community Opinion Poll
- Website/e-news updates/Social media
- Outreach to impacted property owners
- Community presentations
- Tabling
- Listening sessions
- Corridor Open houses
- Online open house
- Community wide open house



Infographics

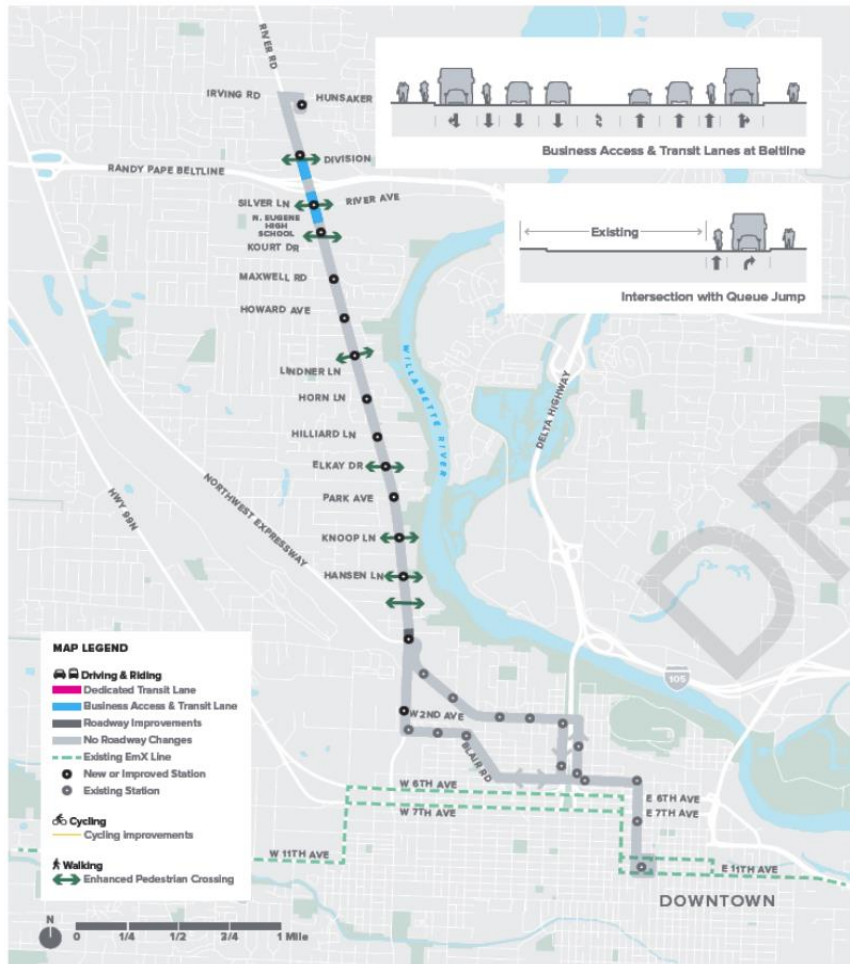
Now that you have had a chance to see the investment packages in more detail:

- Is this useful information to convey to the community in open houses?
- Do you think this would be a useful tool for decision makers or elected officials?



Draft Infographics

River Road Corridor Enhanced Corridor Alternative



Cost

	No-build	Enhanced Corridor	EmX
Capital Cost (millions)	\$0.0	\$24.0	\$78.0
Systemwide Annual Operating Cost Change from No-Build (millions)	\$0.0	-\$0.6	\$2.0
Return on Investment (1-5 rating)	n/a	★★★★★	★★★

Transit Performance

Corridor Service Frequency (peak buses per hour)	🚌🚌🚌	🚌🚌🚌🚌	🚌🚌🚌🚌🚌
Corridor In-Vehicle Transit Travel Time Improvement (percent)	0%	+19%	+31%
Systemwide Annual Ridership Increase Compared to No-Build	0	33,000	246,000

Bicycling and Walking

New Corridor Bike/Ped Access Investments (1-5 rating)	★	★★★	★★★★★
New Corridor Bike/Ped Safety Improvements (1-5 rating)	★	★★★★	★★★★★

Development Impacts

Support Corridor Development and Redevelopment (1-5 rating)	★	★★★★	★★★★★
Number of Medium and Large Trees Impacted	0	13	132
Corridor Acreage of Acquisitions	0	1.3	2.2
Corridor Displacements	0	4	6
Corridor On-Street Parking Impacts (number of spaces)	0	0	0
Corridor Off-Street Parking Impacts (number of spaces)	0	2	31

Jobs & Population

Jobs	0	18,746	27,784
Population	0	34,986	43,925



Draft Infographics

River Road Corridor EmX Alternative



Cost

	No-build	Enhanced Corridor	EmX
Capital Cost (millions)	\$0.0	\$24.0	\$78.0
Systemwide Annual Operating Cost Change from No-Build (millions)	\$0.0	-\$0.6	\$2.0
Return on Investment (1-5 rating)	n/a	★★★★★	★★★

Transit Performance

Corridor Service Frequency (peak buses per hour)	🚌🚌🚌	🚌🚌🚌	🚌🚌🚌🚌🚌
Corridor In-Vehicle Transit Travel Time Improvement (percent)	0%	+19%	+31%
Systemwide Annual Ridership Increase Compared to No-Build	0	33,000	246,000

Bicycling and Walking

New Corridor Bike/Ped Access Investments (1-5 rating)	★	★★	★★★★★
New Corridor Bike/Ped Safety Improvements (1-5 rating)	★	★★★	★★★★★

Development Impacts

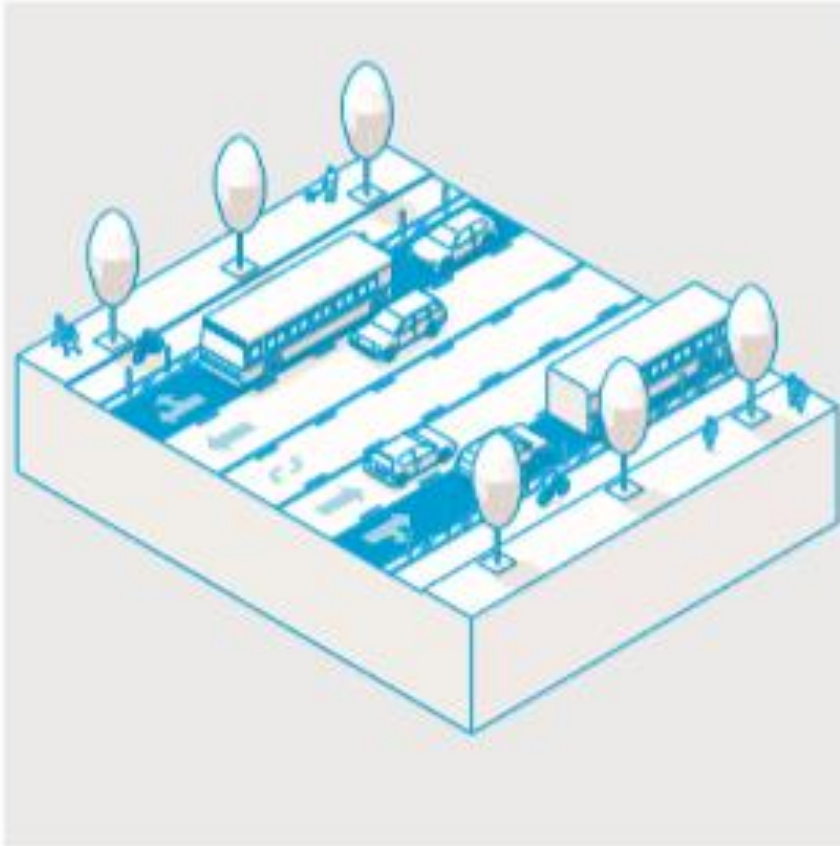
Support Corridor Development and Redevelopment (1-5 rating)	★	★★★★	★★★★★
Number of Medium and Large Trees Impacted	0	13	132
Corridor Acreage of Acquisitions	0	1.3	2.2
Corridor Displacements	0	4	6
Corridor On-Street Parking Impacts (number of spaces)	0	0	0
Corridor Off-Street Parking Impacts (number of spaces)	0	2	31

Jobs & Population

Jobs	0	18,746	27,784
Population	0	34,986	43,925

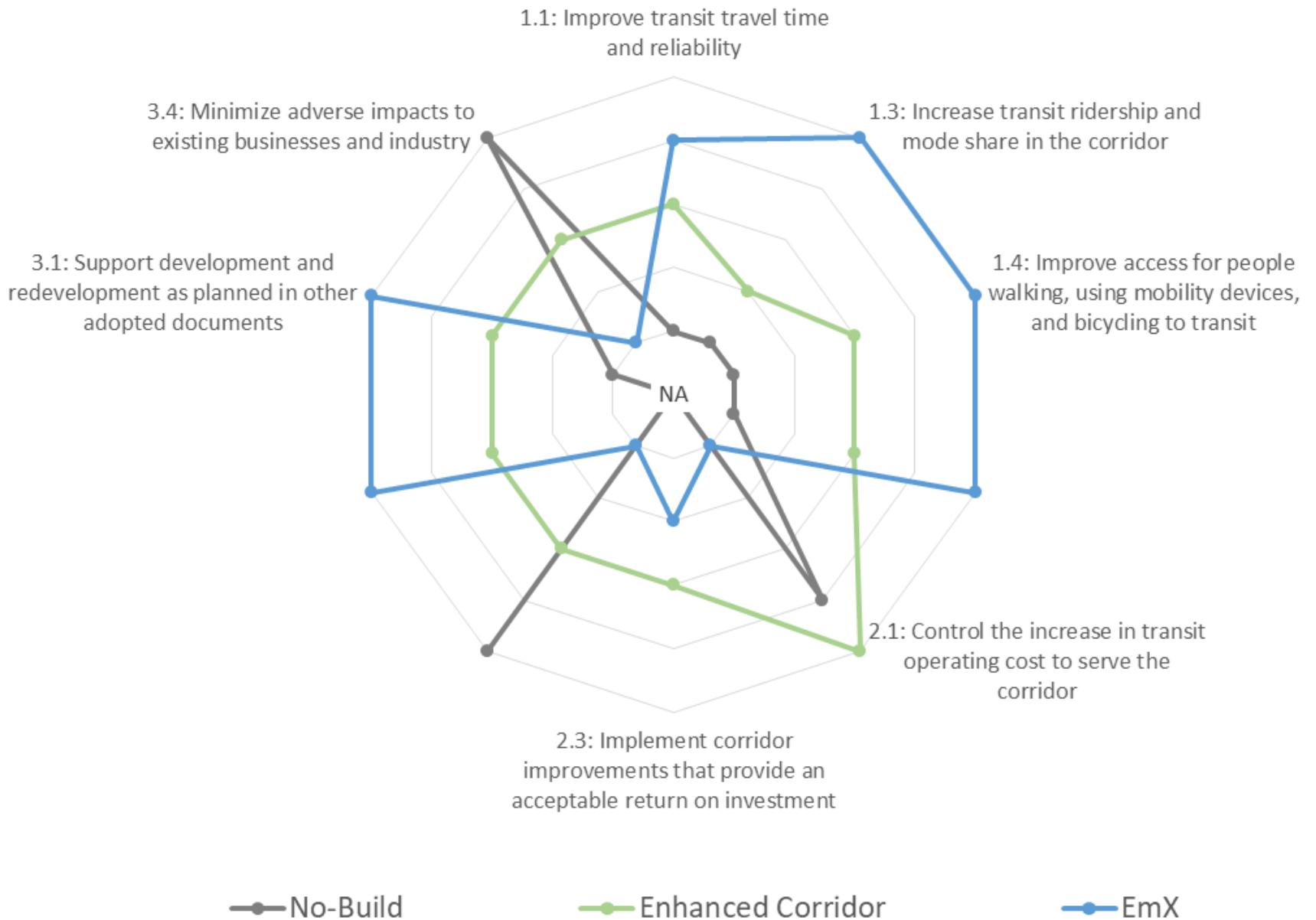


BAT Lane



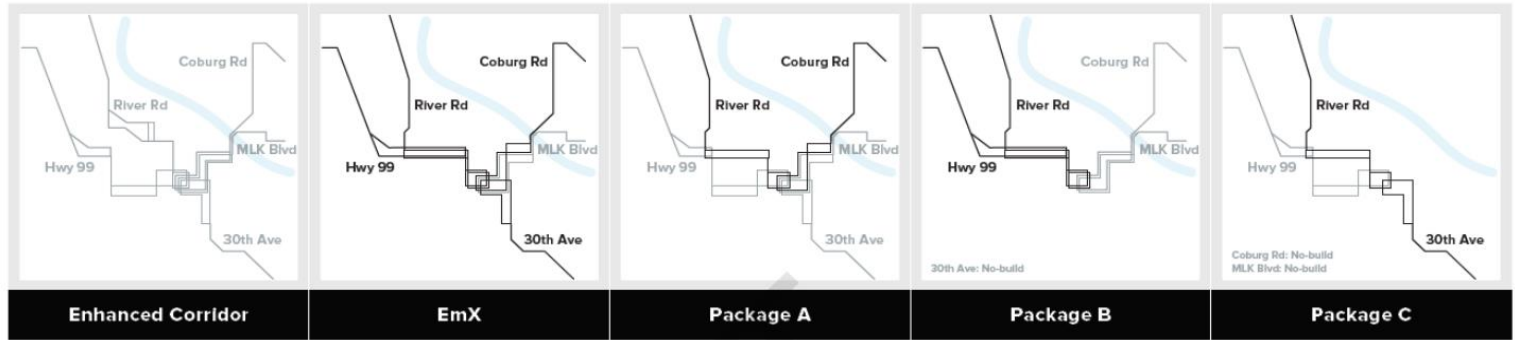
Draft
Infographics

Coburg Road Corridor



Draft Infographics

— = Enhanced Corridor - - = EmX



	Enhanced Corridor	EmX	Package A	Package B	Package C
Cost					
Capital Cost (millions)	\$148	\$335	\$274	\$210	\$172
Systemwide Annual Operating Cost Change from No-Build (millions)	-\$0.1	\$8.2	\$4.3	\$5.9	\$2.4
Return on Investment (1-5 rating)	★★★★★	★★★	★★★★★	★★★★★	★★★★★
Transit Performance					
Corridor Service Frequency (peak buses per hour)	🚌🚌🚌	🚌🚌🚌🚌🚌	🚌🚌🚌🚌	🚌🚌🚌🚌	🚌🚌🚌
Corridor In-Vehicle Transit Travel Time Improvement (percent)	+21%	+25%	+23%	+23%	+15%
Systemwide Annual Ridership Increase Compared to No-Build	363,000	1,155,000	771,000	762,000	555,000
Bicycling and Walking					
New Corridor Bike/Ped Access Investments (1-5 rating)	★★★	★★★★★	★★★★★	★★★	★★★
New Corridor Bike/Ped Safety Improvements (1-5 rating)	★★★	★★★★★	★★★★★	★★★★★	★★★
Development Impacts					
Support Corridor Development and Redevelopment (1-5 rating)	★★★	★★★★★	★★★★★	★★★★★	★★★
Number of Medium and Large Trees Impacted	103	432	362	190	248
Corridor Acreage of Acquisitions	4.1	8.5	8.0	4.9	4.1
Corridor Displacements	4	8	8	6	6
Corridor On-Street Parking Impacts (number of spaces)	69	140	69	0	140
Corridor Off-Street Parking Impacts (number of spaces)	119	228	209	151	97

Less desirable More desirable

Key messages

- Safe, accessible transportation systems for everyone
- Connecting our community
- Minimizing our environmental footprint
- Working together
- Fostering a strong economy
- Building on the success of previous efforts

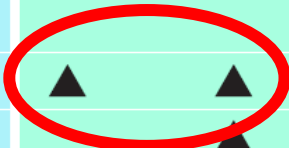
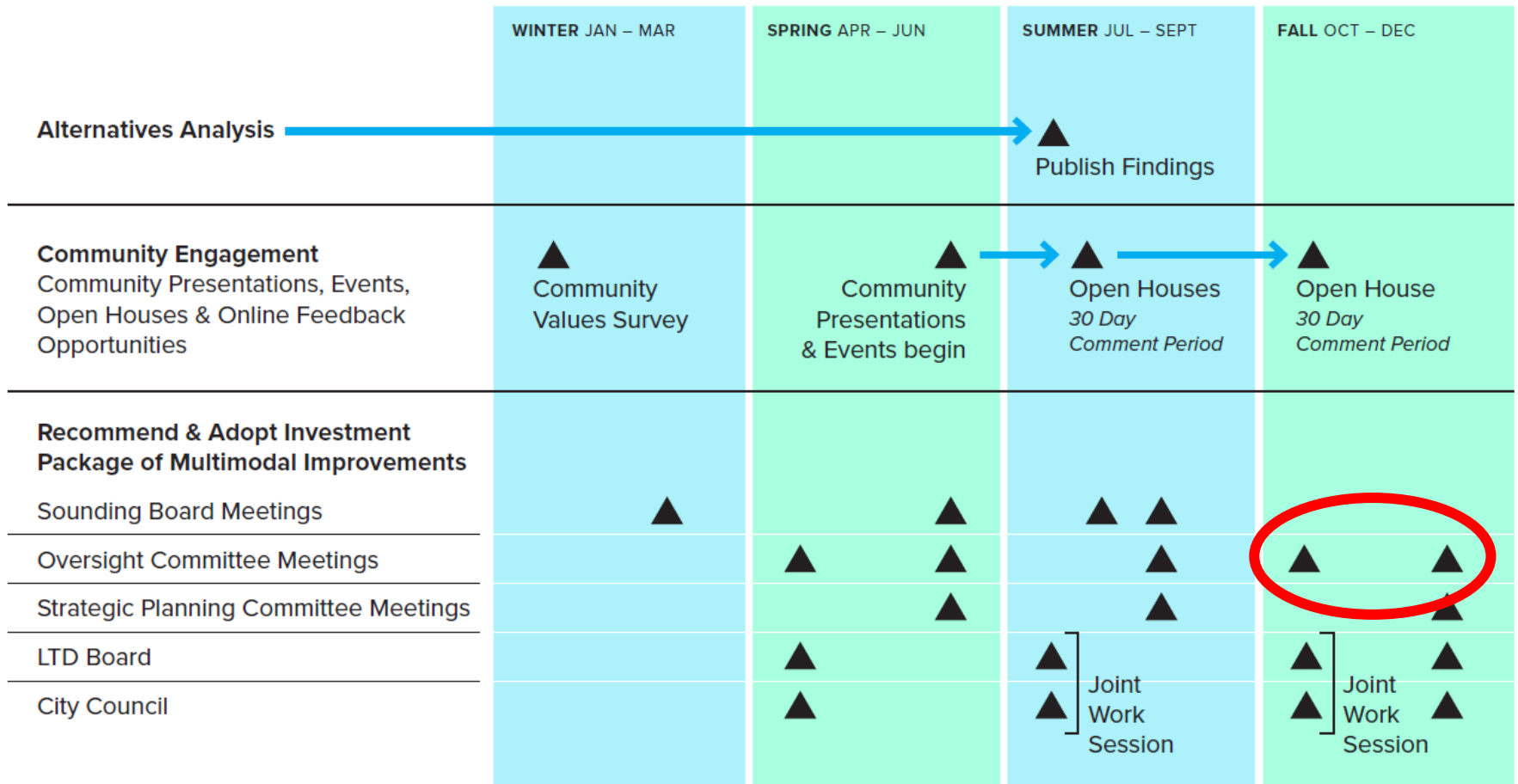


Outreach activities & calendar

Engagement Activity	Timeframe
Tabling at Community Events	June – September 2018
First Public Comment Period (Release of Alternatives Analysis Report)	August – September 2018 (30 days)
Listening Sessions	August – Early September 2018
Corridor Open Houses	September 10 th – 13 th 2018
Second Public Comment Period	October – November 2018 (30 days)
Community-wide Open House	Late October/early November 2018



Timeline 2018



Next steps and adjourn

Upcoming key milestones	Dates
Joint Council and LTD Board work session	July 25, 2018
Publish Draft Alternatives Analysis report	<i>Mid August 2018</i>
1 st 30 day public comment period	<i>Mid August -September 2018</i>
Oversight Committee Meeting to review feedback about the AA results	<i>Late September 2018</i>
Joint Council and LTD Board work session to review feedback about the AA results	<i>Early October 2018</i>
2 nd 30 day public comment period	<i>October – November 2018</i>
Oversight Committee Meeting to make investment package recommendation	<i>Late November 2018</i>

Questions + Discussion



Sounding Board Meeting # 7 Summary

Meeting Date: 06.11.2018

Meeting Time: 5-7pm

Meeting Location: Next Stop Center, 1099 Olive Street, Eugene

Attendance:

Sounding Board Members:

- Gerry Gaydos, Strategic Planning Committee
- Rick Satre, Strategic Planning Committee
- John Jaworski, Planning Commission
- Bill Randall, Planning Commission
- Thomas Price, Sustainability Commission
- Bob Beals, ATC
- Mike DeLuise, ATC
- Jennifer Webster, Lane County Public Health
- Tim Shearer, LTD Accessible Transportation Committee
- Pete Barron, LTD Accessible Transportation Committee

Staff:

- Chris Henry, City of Eugene
- Zach Galloway, City of Eugene
- Sasha Luftig, LTD
- Therese Lang, LTD
- Shareen Springer, (Facilitator) JLA Public Involvement

1. Welcome & Introductions - Chris Henry (City of Eugene) & Shareen Springer (JLA Public Involvement)

Shareen reviewed the agenda and purpose of the meeting:

- Highlight role of Sounding Board as liaison between committees/commissions and community
- Review and confirm outreach strategy, key messages and infographics
- Review and discuss key takeaways from the evaluation of Investment Packages

Shareen asked members to introduce themselves, and Chris welcomed the group and thanked everyone for their time and willingness to share their expertise with the project team.

Shareen referred to the meeting summary from the previous meeting in the Sounding Board materials, and provided time for Sounding Board members to review and provide feedback on that meeting summary.

2. Outreach Strategy, Events and Informational Materials – Shareen Springer (JLA Public Involvement) & Zach Galloway (City of Eugene)

Shareen provided an overview of the outreach strategy and preliminary outreach calendar for events over the summer. She explained that outreach was focused on the following goals:

1. Broaden awareness and promotion of the project, as well as community feedback opportunities
2. Test values, priorities from previous phases of outreach and from the community opinion poll
3. Learn more about the corridors, and what options are most important to the people who live and work there
4. Hear from the community about preferences on the sequence of the investment packages

Key Messages: Shareen directed the group to the key messages – providing an overview of the purpose of the messages. She invited the group to provide feedback or highlights from the key messages, specifically asking if they felt the key messages served as a useful tool to support Sounding Board members in their role as liaison to their respective committees and communities. She also asked the group to weigh in on the terminology within the key messages – highlighting the phrase ‘investment packages’.

Suggestions and comments from the Sounding Board Members included:

- Overall positive reaction to the phrase Investment Packages – Investment package sounds positive rather than spending money – conveys an investment into the community.
- Sensitivity to the phrase “great neighborhoods” - that it might imply other neighborhoods are not great
- Concern that the ‘Mix and match’ language could suggest an over-promise to the corridor communities that only the options they like would be selected
- Desire to see economic investment and development emphasized in the return on investment description
- Confusion on what is considered in the investment package, and how those packages were selected
- A desire to articulate that ‘starting point’ of the investment packages in more detail in the key messages

There was discussion between Sounding Board members and the project team on the investment packages, and the context/input used in establishing the packages presented in the Sounding Board packet. Sasha explained that there would be time later in the agenda to dive into more detail about the packages themselves.

Outreach Calendar & Sequencing of Engagement: Shareen provided a brief overview of the outreach calendar for the next phase of outreach – emphasizing corridor specific events and opportunities for engagement, and how and where the broader community would review and provide feedback on the investment packages and enhancement options.

She asked the group to share insight and recommendations on strategies to engage with specific populations and neighborhoods. She referenced that the project team was looking to the Sounding Board to bring information about where/when we should bring information to the community and

committed to being back in touch with Sounding Board members as dates for outreach activities were finalized.

Sounding Board members provided the following comments and recommendations on outreach and engagement:

- Encourage the project team to provide Spanish translation, and to consider engaging existing community based organizations on strategies to best engage Latino populations, and to help promote engagement opportunities among Spanish speaking populations.
- Desire to ensure that tabling events are not concentrated around the urban core.
- Suggestion to work with the schools in the Bethel community to engage residents, comment that the community park does not accurately represent the Bethel community, and encourage staff to look to other locations or opportunities to engage Hwy 99 users and community members.
- A Sounding Board member suggested that outreach to the Coburg community would need to involve some additional clarity and/or description as the maps presented in this phase differ from the first iteration.

Zach provided an introduction to the purpose and context of a series of draft infographic concepts that would be refined to accompany outreach activities and would aid in the presentation of the Alternatives Analysis key findings.

Sounding Board members asked several clarifying comments on the metric and methodology presented in the graphics. Staff responded with clarification and explained that the review of evaluation key findings would help clarify the methodology in more detail.

Shareen asked for insight and feedback on the infographics – reminding the group that they would have the ability to comment on the specific evaluation findings, and how the infographics work to convey that information again at the end of the meeting.

Sounding Board comments and suggestions on the infographics included:

- Strong support for the isometrics diagrams.
- Positive reaction to the color coding/scale – specifically that lighter colors are negative/darker is positive – helps tell story and to see numbers. Categories are great.
- Request for brighter colors, and more connection to the terms and measures outlined in the key messages. Scale on diagrams difficult – could they be bigger or thicker lines?
- Request for bike facilities to be more distinct.
- Request to include an easy to read descriptions of metrics – explanation or key for metrics and descriptions for trade-offs.
- Request to have the methodology explained in more detail.
- Also make sure that safety information comes through in the trade-offs language.

There was some confusion expressed about what the project team was attempting to achieve with the presentation of the packages to the corridor communities. There was feeling among Sounding Board members that there was a lot of information, and a suggestion was made for the project team to focus on the corridor specific information rather than the investment packages for the five

corridors together. There was a feeling that people would be most interested in their neighborhood and their community – and that the presentation of packages and the overall system might be too much information.

The project team responded and asked Sounding Board members for recommendations on messaging that would help balance a desire to present the potential options for the overall system while at the same time sharing and soliciting feedback from the community about the corridor options that matter to them most. Staff stressed the desire to present information about corridor options, highlight corridor input, and also share with the broader public how specific choices affect the system as a whole.

3. Investment Packages – Sasha Luftig (LTD)

Sasha provided a review of the key findings from the evaluation of the investment packages. Sounding Board members asked for clarification on the methodology and the evaluation process.

Following the presentation of key findings, the group was asked to return to the infographics presented, and to provide insight and feedback a second time, after having more context for the findings.

Overall, Sounding Board members highlighted the opportunity to tie key messages in with the metrics in the infographic, as well as remaining consistent with color coding and presentation of information between the Alternatives Analysis report summary graphics and the infographics.

There was a concern or question expressed by a Sounding Board member around how costs were presented/represented in the graphics, and how that might be interpreted by different audiences.

Sounding Board members highlighted a desire to ensure that messaging allowed the community to know that decisions had not been made, and that input was being sought at a very high level with ongoing opportunities for feedback as the process moves forward.

Sounding Board members expressed support for condensed versions of key findings from the Alternatives Analysis– but also emphasized a desire to not take away access to the full document, and specifically the environmental information.

There was a remaining concern expressed by some Sounding Board members around the presentation of packages to the community. Sounding Board members suggested potentially renaming the investment packages so that there wasn't any possibility to interpret a 'ranking scale' (i.e: Package A vs Package C).

The review of key findings closed with a discussion and sharing of observations and take-aways from Sounding Board members, providing additional feedback on promotion and the presentation of project information.

Comments included:

- A strong recommendation to focus information on specific corridors
- Consider the sequencing of graphics, and the audiences for outreach and decision making – providing graphics that highlight the system as a whole to the broader community, presenting the infographics that highlight the investment packages trade-offs to decision makers, and

providing corridor specific information that highlights previous engagement/community input for corridor communities.

- Present where the project started, what was heard, and then introduce infographics that highlight the combination of environmental analysis and community input.
- Suggestion for a video presentation that could provide information in a quick, positive, and engaging way. Recommendation for the presentation of information to be interactive so that the public can go through the choices, etc.
- Encouraged promotional activities to point the public to the website for more information.
- Explain the “why” first and then delve into the details of the specific corridors and the system as a whole.
- A comment/reminder that there might be a possibility that Coburg residents have different expectations on routes from previous engagement efforts, and that the project team would want to be prepared to speak to that.

4. Next Steps – Sasha & Shareen

Shareen provided a recap of the key comments and take-aways from the meeting. Sasha talked about when and how the Sounding Board would be involved moving forward. She shared that the project team would review the comments and feedback from this meeting and would look at possible modifications to the outreach and summer schedule to adequately respond and revise materials to be responsive to the suggestions and requests from the group. The project team committed to being back in touch with more information, dates, and next steps involved in the roll-out of community engagement activities.



Moving Ahead

STREETS AND PLACES REIMAGINED

Summer/Fall Outreach and Engagement

Tabling at Community Events

Tuesday, June 26, 5:30 - 7:30 pm: Party in the Parks
Willakenzie Park

Friday, June 29, 7:00 - 9:00 am: Breakfast at the Bike
Bridges, Greenway Bridge (Whiteaker)

Tuesday, July 17, 5:30 - 7:30 pm: Party in the Parks,
Maurie Jacobs Park (Whiteaker)

Sunday, July 29, 12:00 - 4:00 pm: Sunday Streets,
Downtown Eugene

Tuesday, August 7, 5:30 - 7:30 pm: Party in the Parks,
Bethel Community Park

Tuesday, August 21, 5:30 - 7:30 pm: Party in the Parks,
Arrowhead Park

Friday, September 7, 5:30 - 8:00 pm: Fiesta Cultural/
First Friday Art Walk, Downtown Eugene

Saturday, September 8, 3:00 - 7:00 pm: SEN Summer
Picnic, SE Neighbors

Sunday, September 23, 12:00 - 4:00 pm: Sunday
Streets, West Eugene/Churchill

Listening Sessions

With corridor groups such as neighborhood associations,
business organizations and underrepresented
communities.

August – early September

A well-planned
transportation system supports
great neighborhoods
and helps keep our community,
and our economy moving.

We value transportation that is
safe and accessible
for everyone,
whether by foot, bike, mobility device, bus,
or car.

Release of Alternatives Analysis, with Open Comment Period

August – September (30 days)

Corridor Open Houses

Coburg Road & MLK Blvd. Corridors
Monday, September 10, 5:30 - 7:30 pm
Monroe Middle School, 2800 Bailey Ln.

River Road Corridor
Tuesday, September 11, 5:30 - 7:30 pm
Kelly Middle School, 850 Howard Ave.

Highway 99 Corridor
Wednesday, September 12, 5:30 - 7:30 pm
Willamette High School, 1801 Echo Hollow Rd.

30th Ave to Lane Community College Corridor
Thursday, September 13, 5:30 - 7:30 pm
Eugene Public Library, 100 W 10th Ave.

Coming Soon!

Be on the lookout for dates for these upcoming
engagement opportunities.

Online Open House
August – September

Second Public Comment Period
October – November (30 days)

Community-wide Open House
Late October/early November

Get involved

For the latest information, to join our mailing list, or to
send feedback:

MovingAhead.org
questions@movingahead.org
541-682-3240

Summer 2018



Timeline 2018

	WINTER JAN – MAR	SPRING APR – JUN	SUMMER JUL – SEPT	FALL OCT – DEC
Alternatives Analysis			▲ Publish Findings	
Community Engagement Community Presentations, Events, Open Houses & Online Feedback Opportunities	▲ Community Values Survey	▲ Community Presentations & Events begin	▲ Open Houses 30 Day Comment Period	▲ Open House 30 Day Comment Period
Recommend & Adopt Investment Package of Multimodal Improvements				
Sounding Board Meetings	▲	▲	▲ ▲	
Oversight Committee Meetings		▲ ▲	▲	▲ ▲
Strategic Planning Committee Meetings		▲	▲	▲
LTD Board		▲	▲	▲
City Council		▲	▲ Joint Work Session	▲ Joint Work Session