APPENDIX D: MOVINGAHEAD PUBLIC OUTREACH SUMMARY





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The project team conducted outreach during summer 2015 to solicit feedback on which corridors and transit options should move forward for further study in the next phase of the project. The project team participated in eleven events throughout the summer; engaged the Latino community through a Latino leaders' focus group and additional events; engaged the business community through meetings coordinated by the Eugene Chamber of Commerce; presented to several community groups; held an in-person open house in September; and solicited feedback via a virtual open house. The team spoke with more than 600 people about the project over the summer. This number does not include the people who serve on existing City and LTD committees and commissions that received project information through their representation on the MovingAhead Sounding Board. In addition, more than 1,000 people visited the virtual open house and 372 comment forms completed.

Community events

The City of Eugene and the Lane Transit District (LTD) hosted several community tabling events during summer 2015. These events were held throughout the region and focused on the corridor options being considered for six of the project's study corridors. The community events include:

We Are Bethel Celebration

Petersen Barn, Eugene 12-4 pm, June 5

Willamalane Summer Fair

Island Park, Springfield 12-4 pm, July 1

Jefferson Westside Picnic

Monroe Park, Eugene 5-8 pm, July 14

Sunday Streets Downtown

Monroe Park to Kesey Plaza 12-5 pm, July 26

Echo Hollow Pool

1655 Echo Hollow Rd., Eugene 1:15-3:45 pm, August 5 (during open swim)

Art Walk-Downtown Library

100 W 10th Ave., Eugene 5-6 pm, August 7

River Road Picnic

Emerald Park, Eugene 6-8 pm, August 10

Amazon Pool

2600 Hilyard St., Eugene 2-5 pm, August 12

Bethel Family Fun Night

Petersen Barn, Eugene 5-7 pm, August 13

Concert in the Park: Make-A-Band

Cal Young Park, Eugene 5-6 pm, August 27

Sunday Streets Friendly

Friendly Neighborhood to Friendly Park 12-5 pm, September 20

During the eleven events listed above, the project team spoke with over 415 people about MovingAhead and the corridor options being studied.

Latino leaders focus group and outreach events

The project team conducted outreach focused on engaging Latino community members including these three events:

- Centro Latino Americano bus pass distribution tabling event on August 25
- Focus group for leaders in the Latino community on August 26
- Tabling event at Casa de Luz in the Bethel neighborhood on September 19



Participants at the Latino Community Leaders focus group on August 26, 2015

The team spoke with 20 families at the bus tabling event and conducted roughly 10

surveys. The team interviewed 17 people at the focus group and spoke with 38 families at the Casa de Luz event and conducted about nine surveys. Comments and feedback from the focus group are contained in this summary in the "comments and survey results" section.

The focus group included a presentation, corridor options discussion, and small group discussion. Participants were asked to discuss potential opportunities and concerns that they have or have heard expressed in their communities. They were asked to examine the corridors and indicate which options would best serve the Latino communities around Eugene and Springfield.

The team spoke with 20 families at Centro Latino Americano during the monthly bus pass distribution event and collected ten surveys. The team spoke with 38 people at the Casa de Luz in the Bethel area while families picked up food boxes provided by Food for Lane County. Nine families completed surveys. Project newsletters were also left at the information table.

Business leader outreach

On June 30, City of Eugene and LTD staff met with the Director of Business Advocacy and the President of the Eugene Area Chamber of Commerce. The purpose of the meeting was to discuss the most effective ways to engage the business community in the MovingAhead process. These chamber leaders recommended first introducing the project to the Local Government Affairs Council (LGAC) and then working with that committee to determine how to engage businesses along the corridors. Staff presented to LGAC on July 17 and met with the LGAC transportation subcommittee on July 31 to review corridor design concepts. On September 11, the Chamber hosted an expanded LGAC meeting at the Eugene Public Library to discuss and solicit feedback about the role of transit in improving the economy and which corridors the businesses would like to see advanced for more study. In total, staff talked to an estimated 40 different business leaders through these meetings.

In-person open house

The open house was held on September 14 from 4-6 pm at the Eugene Public Library (100 W 10th Ave., Eugene). The purpose of the event was to present information about MovingAhead and allow participants to provide feedback on the corridor options being proposed for six of the study corridors. Approximately 40 people signed into the open house and 22 participants filled out a comment form.

The open house was structured as a drop-in event. The room included stations with boards for participants to review information and talk with staff, as well as areas for attendees to complete a written comment form. The stations included:



Participants at the open house on September 14, 2015

- **Background**: This station focused on the purpose of the project, including general background, the role of public comments in the decision-making process, and the spectrum of transit options being considered for all corridors in the project area.
- **Corridor options**: This station provided information on each of the six corridors and presented options for transit, cycling, and pedestrian facilities.
- **Next steps**: This station had a timeline that showed the upcoming process for the project.

Participants were also encouraged to fill out a comment form at the open house (open-ended comments are discussed in the "comments and survey results" section). Participants were asked to provide their feedback for each corridor.

Community group presentations

The City of Eugene and LTD staff attended community group meetings to share information about MovingAhead and gather input. Staff attended meetings with any organization that expressed interest in a MovingAhead presentation. These organizations include LiveMove, Oregon ASLA Chapter, League of Women Voters of Lane County, Bethel Lions Club, and Jefferson Westside Neighbors. The project team spoke to an estimated 55 people at these presentations.

Additionally, at the request of Better Eugene-Springfield Transit (BEST), staff conducted regular check-ins with members of BEST. These check-ins included project updates and information on next steps in the process.

The project team also hosted a virtual open house, described in the next section.

Virtual open house

The team prepared a virtual open house that was available from August 7 to September 21, 2015. Approximately 1,600 people viewed the website during that time, with over 1,300 unique visitors to the website. There were a total of 372 comments collected through an online survey. There were also 14 comments collected by email and no comments sent by postal mail.

Each corridor had its own webpage (Figure 1) allowing survey respondents to explore a map of the corridor and look at potential transit, cycling, and walking improvements possible in the corridor. Links to another page described Enhanced Corridor, EmX, bicycling, and walking improvements helped respondents better understand the proposed corridor transit options. After reviewing the map, respondents filled out a brief survey that asked for their opinions on

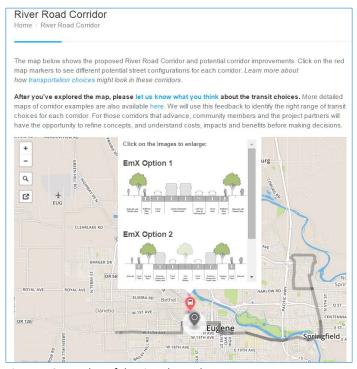


Figure 1. Screenshot of the virtual open house.

the transit options in that corridor. They could then go to another corridor page, review the map, and fill out a separate survey specific to that corridor. Respondents were not required to comment on all corridors.

The surveys for each corridor had four questions:

- 1. Based on the examples shown, do you think EmX should be considered for further study in this corridor?
- 2. Based on the examples shown, do you think Enhanced Corridor options should be considered for further study in this corridor?
- 3. What else would you like to know (before making a decision) or what else would you prefer?
- 4. What else should the project team be thinking about if this corridor advances for further study?

Advertising

The open house, virtual open house, and summer events were announced and publicized in several ways, including:

• **Project website and email distribution list**: The website was updated to advertise the various summer events, the open house, and the virtual open house. The City of Eugene website was also updated with information on the open house. An email was sent to over 600 interested parties on August 8, August 20, and September 8, 2015.

- Press release: A press release was sent to all major news outlets by communications staff at LTD.
- **Social media**: The City of Eugene and LTD advertised many of the summer events and the open house on their Facebook and Twitter accounts throughout August and September.
- **Newspaper ad**: LTD advertised the summer events and virtual open house in the Register Guard on July 27, 2015.
- **Cascade outreach by community partners**: Community partners were sent materials to forward to their networks.
- **Targeted community leader outreach**: Project staff sent targeted emails to community leaders to share with members of their organizations.
- **Newspaper articles**: An article was written about the open house in the Register Guard on August 26, 2015.

Comments and outreach results

Latino Leaders focus group comments

The Latino Leaders focus group provided the project team with insights on how to outreach to the Latino community throughout the region and constituents of different organizations.

When asked what constituents valued about the region, participants noted that improving public transportation is a major goal and that the city should work towards encouraging more people to ride the bus. Participants mentioned that the long timeline to construct new service could be a problem if no solutions can be offered in a shorter time.

Participants also shared some of the things they had heard in the community regarding transit options in the region. Some of the major issues they discussed included:

- Springfield has a larger Latino population than Eugene, and Springfield is very important for this reason.
- EmX needs to run more frequently. It takes a significant amount of time to get places. Gateway, with 20-minute service, is a problem.
- The group noted that most of the Latino constituents live near Highway 99, River Road, or Coburg Road.
- There is a need to improve walkability including safe crosswalks, and transit.
- Constituents also want lighting, and more blinking crosswalks spaced more closely together.
- Highway 99 and River Road lack of crosswalks near social services.
- Younger participants mentioned that accessing destinations on the bus takes too long.
- Families are concerned about safety and where the bus stops are located, especially downtown.
- The project team should meet with bus riders so that they can speak for themselves.
- Highway 99 is important because it helps to bridge the gap to Junction City.
- Project that contribute to improving the environment by getting people to use public transportation are important.

• EmX and increased frequencies will help get more people to use public transit.

Open house responses

Tables 1 and 2 below provide a summary of the survey responses collected through the in-person open house comment forms (22) and online comment forms (372). Not every respondent answered every question on the comment forms.

Subsequent sections provide examples of other comments received during outreach.

Table 1. Responses from in-person and virtual open house to "Do you think EmX should be considered for further study in this corridor?" 1

	No. of responses	Do you think EmX should be considered for further study in this corridor?				
		Yes	Possibly	No	No answer	
Coburg Road	100	62%	14%	22%	2%	
Valley River Center	n/a²					
River Road	133	66%	19%	15%	1%	
Highway 99	85	60%	21%	13%	6%	
MLK, Jr. Blvd	57	40%	24%	24%	12%	
3o th /LCС	85	43%	25%	23%	8%	

Source: CH2M analysis of in-person and open house responses.

Table 2. Responses from in-person and virtual open house to "Do you think EmX should be considered for further study in this corridor?" 3

Do you think Enhanced Corridor options should considered for further study in No. of this corridor? responses Yes **Possibly** No No answer Coburg Road 100 61% 16% 15% 9% Valley River Center 11% 30% 37% 22% 54 River Road 6% 53% 22% 19% 133 Highway 99 85 45% 32% 17% 6% MLK, Jr. Blvd 16% 16% 17% 57 49% 30th/LCC 85 51% 28% 17% 5%

Source: CH2M analysis of in-person and open house responses.

Open-ended comments

Participants were asked to provide the project team any concerns or ideas that they might have regarding the refinement of alternatives. The following provides a sample of comments received from open house comment forms (22), online comment forms (372), at summer events (6), and emails (15). A full summary of all comments received is provided in **Attachment A**.

¹ Due to rounding, not all rows in the table add up to 100 percent.

² Only Enhanced Corridor options are under consideration for the Valley River Center Corridor.

³ Due to rounding, not all rows in the table add up to 100 percent.

Coburg Road

- Extend FmX and Enhanced Corridor service to Amtrak station.
- Coburg is scary with fast moving traffic
- Coburg is one of the most important EmX corridors because the service will reinforce development and help meet Envision Eugene goals
- Concerned about property owner opposition from the first attempt at EmX on this corridor
- The VA clinic and all the new development at Crescent and north has limited bus service and bikeway options
- Would like to know what impact transit options would have on traffic flow
- Need to know how improvements would be paid for
- Do not add more buses to Coburg Road
- Need to consider ways of reducing traffic that may cut through neighborhoods after improvements are built
- Will be difficult to implement EmX or Enhanced Corridor because of space constraints
- Bicycle and pedestrian crossings are difficult
- Bicycling facilities separated from traffic are important
- Auto access to businesses must be maintained
- Buses in mixed traffic cause congestion
- The corridor is an important corridor for autos, given the nature of development and connection to freeways

River Road

- Very interested in EmX in light of expected area planning efforts
- Would like a landscaped median between bikes and vehicles
- Prefer buses to run in the center lane so that bus riders only need to cross half the street
- Enhance the 55 bus line to include evening and weekends
- Likes that the potential EmX would extend to Irvington
- A Junction City to Eugene bus should be tested because of the increase of housing north of Beltline and the new state facility in the area
- There are bus stops on both sides of River Road near Briarcliff but no crosswalks to get across; a crosswalk is critical here
- EmX option 2 is preferred because of turn lane in the middle
- Buffered bicycle lanes and cycle tracks are needed because it is currently unsafe
- Consider route options that don't require going to/through downtown Eugene
- The Northwest Expressway should be improved to encourage use by commuter vehicles
- Consider safety of all road users in design for River Road
- Avoid options that reduce auto capacity on River Road
- Improve facilities for cyclists on River Road
- Concerns about cost
- Safe crossings and safer cycling facilities separated from traffic are a major issue
- Avoid tree removal with any transit option

- Carefully consider the northern terminus of the corridor potential for economic development opportunities
- Insist on dedicated transit and cycling lanes
- Reduce the speed limit on River Road
- Beltline interchange is a particular area of concern

Highway 99

- Highway 99 needs to include a regular bus connection to airport
- Good Enhanced Corridor candidate because of anticipated long-term changes
- Interested in understanding how reliability would be affected if buses ran in shared lanes
- Interested in understanding how the corridor contributes to the greater transit system
- Consider route options that don't require going to/through downtown Eugene
- Pedestrian and bicycle crossings are presently unsafe, make the environment safer

Martin Luther King, Jr. Boulevard

- MLK without Springfield connection is a waste, connect the corridor to Springfield
- Extend EmX and Enhanced Corridor service to Amtrak station
- Good candidate for Enhanced Corridor because of ridership
- Holds promise of best return on investment
- Primary traffic concerns in this corridor are related to events at Autzen Stadium
- Essential corridor connecting student housing, Eugene, and Springfield
- Bicycle and pedestrian improvements are needed
- There are already dedicated bus routes serving the corridor
- Other corridors could use EmX service more
- Do not compromise any of Alton Baker Park to alleviate Ferry Street Bridge congestion.

Valley River Center

- Need to understand how Enhanced Corridor treatments would improve service in this corridor more specifically
- The corridor is already adequately served
- Bicycle and pedestrian access in the corridor could be improved
- Route through Valley River Center will be too slow
- Pedestrian and cyclist safety is important
- Make the riding experience more pleasant

3oth/LCC

- Needs bigger pedestrian improvements from 30th to LCC campus
- Needs evening and weekend bus service to LCC for attending events and meetings
- Express bus service to LCC would be best
- Oak and Pearl should be for buses along 30th/LCC and High Street should be a cycle track
- Corridor does not connect well to other high capacity transit

- Need more details about how bicycles will be accommodated
- Unsure EmX makes sense given lack of density on corridor
- Do not make changes to transit in the corridor
- Better cycling options along 30th are important
- EmX may provide a good transit option for LCC students
- Crossings along 30th are difficult
- The Amazon connector would increase foot/bicycle traffic east and west across the bridge
- Corridor would complement changes occurring in the South Willamette area

General comments

- More separation of bike lanes and transit all over to help with safety for all users
- Concerned about Centennial route and with multi-family housing on the route, EmX would make a lot of sense here
- Likes the current Springfield EmX because it is frequent and easy to use
- Concerns about how access to business will be affected by transit changes
- Would like to see connectivity between bike lanes and paved paths as part of improvements
- The addition of EmX lanes is good for Eugene and usage will increase with growth

Demographics

Respondents to the in-person and virtual open house comment forms had the option of answering demographic questions. Out of all online and in-person comment forms completed, a total of 68 respondents provided demographic data. Of those respondents:

- 85 percent were Caucasian (58)
- 32 percent were retired (22)
- 31 percent ride their bike to work (21)
- 21 percent commute in a car alone (14)
- 66 percent were over 55 years old (45)

Attachment A

This attachment contains a full summary of public comments received, advertising materials, and examples of outreach materials used at events (including Spanish language materials).

Online open house comments

This section shows all comments received from the online open house to the two open-ended survey questions:

- What else would you like to know (or what would you prefer)?
- What else should the project team be thinking about if this corridor advances for further study?

All comments are presented as submitted.

River Road

What else would you like to know (or what would you prefer)?

What else would you like to know (or what would you prefer)?

I wish I could take a bus from River Road and Stults to Riverbend Hospital without going through downtown Eugene. I think the whole "wheel spoke" transit design is cumbersome and generally not useful. We should be expanding the routes, with more buses going from point A to point B without having to go through (and change buses) the downtown Eugene corridor. I am fine with electric buses going up and down River Road rather than the huge, costly, seldom used (except before and after school) Em-Ex. It is one of the few things I disagree with Peter DeFazio about.

If EmX is installed along River Road, the NW Expressway needs to be expanded into a true expressway (four lanes, no stoplights) to send commuter traffic around the River Road neighborhood instead of through it.

EmX options should be dropped before "enhanced" corridor (without EmX) is pursued

A separated bike facility will make transit and walking safe and comfortable. It will also aid in the crossing environment for all users, especially pedestrians and especially the young and old. Safety and comfort of all users should be used for ranking more than just "vehicle throughput". If we do this then it's clear this more complete street method is best for River Road. #SRTS #completestreets #visionzero

How is the traffic lanes going to be adressed? Do not think lanes should be decreased in number or speed. River Road is a main arterial from North Eugene to downtown. Working folks need the access.

no em ex at all. waste of time and money.

coburg road should be prioritized first, transit there is a messsss and drastically needs improvement. the biggest issue with river road are the large intersections around beltline that the state needs to look at

There is way too much vehicle traffic on River Road to cut it down to one lane of traffic. I used to ride the bus every day to and from work (downtown), but the bus doesn't come early enough for my new schedule. Taking the bus from downtown to Santa Clara only took 30 minutes, not too much longer than driving does.

I would prefer that bicyclists are in the road rather if EMX goes in.

What is the problem to solve and wouldnt improving the bike path system be less expensive and more effective?

Assuming the reason the 6th/7th configuration for the West 11th EmX was chosen was to accommodate a RR EmX route, meaning RR will be one of the four corridors chosen. ;-)

No vehicle travel lanes should be removed. Keep two vehicle travel lanes, add in the extra lanes.

How will this be paid and will it put us more into debt (local debt and national debt)?

How can we insure that 4 travel lanes remain? The 3rd listed option did not have a number but it's the best option!

How many people take the bus now?

I would like to know more about plans to improve traffic flow and pedestrian/bicycle safety.

much of the difficulty for us bikers is crossing river road. I would like to know more about crossings.

traffic counts, speed limits, pedestrian safety

No emx. An enhanced median with vegetation and maybe another light to slow traffic down. Busses are fine. No Emx.

Pedestrain movement with each of these proposals--frequency of crossings etc.

I would like to see inceased bus service. I an not sure EX is the right choice. Is EX compatible with a I like the bike path with the green buffer between automobile traffic.

how will safe access to buses be provided for riders who need to cross River Road to get to a stop?

I greatly prefer the EmX Option 2. Trees in the center and a protected bike lane... Excellent!

I thinks hybrid of examples 1 & 2 would be prefeereable. Example 1, with bus lines on the inside lanes seems preferable to traffic along River Rd. where there is a lot of housing off the main road, and therefore many drivers making turns. I also like the cycle tracks with trees/plants between the cyclists and motorists. A concern I have with example 2, is that vehicles making turns with buses on the outside lanes, and then bikes on the fat side, is that it may make the bicycles less visible to turning drivers.

Would restoration of express service be a more economical alternative? I recall the 76X (I think it was) was a very popular, heavily used route from NW Eugene to downtown and the UO.

Relocating the bus station by beltline

I prefer Example 2

I'd prefer no further widening or tree removal. What can be accomplished within the existing footprint of the road - to enhance it? Are turnouts a viable alternative to a dedicated lane? I'm also curious to know if EmX busses are really that much heavier that roads have to be completely resurfaced to thick concrete. And, along those same lines ... with technology advancing rapidly is there another mass-transportation option on the horizen - the next generation of bus or ? that we should be looking at now? What's the best option available ... in five years?

any tree removal involved

Would like to see this continue South on Chambers to 18th and possibly through 28th to connect with the Amazon Station

Fix the roads and NO EMX !!!!

I would prefer that safe pedestrian crossing of River Rd is given the utmost importance, especially as more vehicle traffic expands. More crosswalks are needed, more stoplights, and a maximum vehicle speed of 35 mph, please!

No more Emx routes without a public vote, and it would be nice to have an option for enhanced routes for conventional auto access

Less emphasis on River Road, more on main feeder streets such as Horn, Howard.

What else should the project team be thinking about if this corridor advances for further study?

Need a transit station at the end. Improve sidewalks, crosswalks. How about a landscaped center island all along River Road?

Bicycling River Road now is terrifying (I do it often); please design separate bike track, as in one option shown here. BRT-EmX would also be an outstanding addition, the sooner the better!

Community support is high here which should make approval easier. The Neighborhoods Area Planning Process about to begin is an ideal medium for developing a 20 minute concept incorporating both Transportation and Land Use planning.

I currently use the bus but River Road at Briarcliff Dr has no crosswalk so I feel like I'm taking my life in my hands every time I cross River Road on foot. A crosswalk is definitely needed.

Not doing it. Leave River Road as it is. Change the bus routes so people can get from River Road to Springfield. We can't get to Valley River Center from River Road, why not spend some money figuring out how to do that? It is silly that the River Road corridor has no efficient method to get across the river. I bet with the large amount of money the emex costs, we could do a nice easy bridge from Maury Jacobs to VRC. Spend the money on something people need and will use.

More, better, safer crossings for bikes & peds especially at high traffic areas like Maurie Jacobs park. Consider transit further north to the failed shopping center at River Road and Oroyan Ave -- excellent potential to revive or redevelop this area. Also need better connections between River Road and the river bike path.

Bike and pedestrian crossings need to be increased. More service in the neighborhoods would be good.

I prefer EmX option 2 because of the Cycle track. It would feel and be unsafe to use even a buffered bike lane on a road with vehicle traffic that moves as quickly as River Road. While it would be great to have EmX, even the Enhanced Corridor option would be worthwhile, as bike and pedestrian improvements are really needed on River Road. In addition, it is very challenging to cross River Road anywhere that there isn't a light or pedestrian crossing with a signal. More crossings would be useful, but the biggest improvement would be to simply slow down River Road. It's inappropriate to have such a high speed road in the middle of a residential neighborhood. It kills the character of the neighborhood and cuts off most residents from the river and river path - which are important for residents' health.

Yes! Bicycle and led crossings are very difficult in the corridor - even crossing at a light. The current design is also not conducive to business access - walking to businesses feels unsafe as per above, and car access isn't always easy either.

Most of the corridor looks like an ugly "strip," unfriendly to pedestrian traffic and uninviting to casual shopping or outdoor dining etc. I'd like to see the whole corridor redeveloped to look more like a Parisian boulevard with wide sidewalks, slowed traffic, and trees in the center lane between essential turn lanes. This would allow the "River and Garden District" to be not just a bedroom community, but a destination.

There are few businesses along River Road south of Maxwell. There should not be through-traffic using River Road to get to Beltline. If EmX is installed on River Road, other driving lanes should be reduced (single lanes for drivers) and the Expressway should be expanded to handle through-traffic. Get through-traffic off River Road in a residential area and reduce the speed limit.

ped crossings, bike safety.

Bicycle and pedestrian crossings are few and far between on this busy and wide corridor. This makes it unsafe to cross the road at multiple points along the corridor. River Road needs an upgrade that is human scale, not just auto-centric, with application of multi-modal transportation solutions.

Bicycle and pedestrian crossings are challenging in this area. Also challenging is the large number of driveways along river road, personal and business alike. In my mind it makes the concept of adding islands or a central divider of any sort undesirable.

How to transition the enhanced corridor along south River Road to the existing lane configuration north of Beltline and the future transit station at the Hunsaker/Irving intersection. With fewer traffic lights and businesses south of River Avenue the vehicle speeds are higher and more conducive to a different lane configuration than the more congested northern segment.

Better connectivity between the east and west side of River Road.

Pedestrian and bike crossings are very challenging across River Rd. I have repeatedly seen cars blow through flashing crosswalks when pedestrians are crossing. It's scary. Would love to see a slower, safe route that is more bus, ped & bike friendly. Clearer cross-road turn lanes for business access rather than all the head-on confusion now with cars trying to merge from the center lane because it's rarely possible to get all the way across the road. And peds & bikes having to use the center lane as a safe place to wait to cross the road. Get all the through, speeding traffic to NW Expressway.

Consider a loop with NW Expressway

You should insist on dedicated lanes for all high frequency transit corridors like this, otherwise what's the point? You should also be clear about the very likely increase in adjacent property values and opportunities for re-development given access to this high-frequency transit corridor. In other words, please don't get caught up in the design details of one corridor vs. another, but be clear about the comprehensive vision of a connected, high speed transit system that also carries out the adopted municipal land use and climate change plans. and by the way, you are doing a disservice to show the map of this corridor without the other ones on the map - This map looks like a road to nowhere when I believe you are trying to do multiple corridors at the same time to create an actual transit *system*.

Love example 2. I love the landscaping, protected bike lanes and business access/emx lane.

There are 5 school hazard busing zones along this corridor because River Road is uncomfortable and unsafe to cross. We NEED to make this a complete street that reconnects the neighborhoods.

Crossing river road from the bike lane on one side of the street (for example the northbound bike lane) in order to turn left onto a side street on the other side can be treacherous depending upon the time of day.

No, bicycle and pedestrian crossings are just as safe and easy as anywhere else. We have a number of stoplights with crosswalks. Businesses are accessible now.

A spoke idea is dumb, I do not want to go through downtown eugene to get from river road to sacred heart in springfield. Adding an emex on river road will do nothing to mitigate the heavy traffic and speeding that takes place daily. Emex is a waste of money, manpower and helps no one now, or in the future.

Consider strategies to enhance community access to businesses, crossing safety, and, in general advancing River Road as a "street" not a "road," that is, a street that serves the neighborhood, not just a through way to somewhere else.

Safer pedestrian crossings--lower speeds, more crosswalks, etc. Very hard to cross RR and crosswalks too far between.

Turn lanes & business access for personal vehicles should be prioritized. I strongly prefer EmX Option 2 for the River Road Corridor

already stated in the last question

I like the idea of the bike lane/sidewalk having a buffer - that would encourage me to bike since I won't go on the bike path when it's dark. Sidewalks at the elementary school roads would be nice too since schools like River Road Elementary don't have sidewalks for kids to be safe.

Business access might be difficult if there are too many different lanes that need to be crossed. (especially in a left-hand turn scenario)

River Road is a main artery from North Eugene to the downtown area, there are no other options. Constricting traffic flow will lead to significant congestion and defeat the purpose of efficient traffic flow.

- 1) Need a direct LTD route connecting River Road and Santa Clara with the Airport and Bethel without needing to go through downtown (possible loop: RR->SC->Airport (via Beacon/Awbrey Ln)->Greenhill/Barger->Echo Hollow->Royal or Roosevelt->RR).
- 2) Get River Road traffic to use NW Expressway instead.

3) Fix intersection/speed up stoplight at Irving (turning left) onto south NW Expressway (stopped using NW Expy going south from Beacon/Irvington in the mornings after waiting at Irving for Iloonngg minutes as Irving traffic emptied onto NW Expy -- all with Beltline in sight but no way to get to it!)

Pedestrian crossings! And as much greenery/trees as possible. I like separated bike lanes.

Slowing down river road. Separated bike lanes. More crossings for bikes and pedestrians.

Yes to all of the above.

Car traffic is to important in this corridor

Slow the speed limit. Keep two vehicle travel lanes each direction. Add lanes, don't subtract.

Bicycle/pedestrian crossings are critical to providing access to bike paths and connecting neighborhoods

Simpler, less costly ways to improve the safety and aesthetics of the thoroughfare such as better signage, brighter painted bike lanes and more turn options for bike lanes. Smaller, more efficient transit mini-buses for local neighborhoods to get people home not make them walk 4 or 5 blocks after working all day which is the case with EMX. EMX eliminated some routes making people have to walk further. Some people with disabilities or the elderly will have more of a hardship because of EMX.

There is a very high volume of vehicle traffic down River Road. If you cut down to one lane each way to make way for a bus (that doesn't ever look full), it will make commute time too excessive for those who must use cars. Beltline is the only other option, but that also is too congested. There aren't any high traffic businesses south of the Maxwell area. Traffic is for the most part driving through.

There are a lot of elderly people in the River Road area. Many of them do not use the sidewalks, bike paths or bike lanes; they prefer the bus or using a private vehicle. Removing a traffic lane should not be an option! River Road is crowded enough as it is. The 3rd option showing shared EMx/car lanes on both sides of road is the best option. This allows the best use of the road without removing a traffic lane.

Buses need to run more often and at later times. the last bus leave at 10:45 from the Eugene Station. There are many people who have business in other places within the city. and need to get back home. After 8:00 buses also come ever 45 minutes which is a problem.

Good pedestrian and bike crossings would help. Currently planting strips are too small for trees. This looks bigger than 99 which is good. Minimum is 6', should shoot for 8'+ for planting strips. Consider only one side of the street having sidewalks or cycle tracks and planting strips, so the other side can have wide plantings strips 10'+, so can get real canopy trees that will thrive. Two way traffic for bikes is ok.

It would be very dangerous to cross River Road. We would need safer pedestrian crossings.

I think an EmX route would benefit on River Road since it seems to be one of Eugene's busiest areas. It's always backed up around commuter time and I think the EmX system would help that, encouraging public transportation and improved traffic flow.

Adding detailed street guides to the river bike path so people know what streets they would come out on if they were on the river path and then popped onto River Road. connecting with bike path and river is important for us bike commuters.

safer biking, such as your example of a bike lane next to pedestrian lane, then a buffered median between the traffic

Crossing is always problematic for pedestrians! There needs to be a way to bike safely to and from Santa Clara that avoids River Road.

River Rd EmX Option 2 better for bikes & peds

I prefer the protected bike lanes of option 2 wherever possible.

The River Road corridor is a neighborhood and this must be kept in mind during any transportation planning. Schools and kids attending schools populate the area. Safety is a concern

Close the river ave on ramp, and Division off ramps. Loop River ave and connect with Division ave, and the traffic can use river road. That will help beltline and Division ave traffic.

Operational targets for EMX vs Ehanced Bus service, span and frequency of service. Intersection proposal for center running transit lanes vs left turn lanes / left turns from separated cycle track I'd like to see more ped and bike crossings of River Road, and also a lower speed limit for River Road.

The new striping for the bike lanes is beneficial on the recently resurfaced section. Easy access to businesses along River Road is very important - we want more user-friendly type of businesses all along the corridor accessible by walking, bikes, cars and transit. We are so excited about getting Emx to serve our neighborhood and to connect with the other bus rapid transit routes in Eugene.

bicycle and pedestrian crossings

Taking a back-seat to business and pedestrian friendly mid-street islands

Don't cut down any more trees along River Road!

Both bicycle and pedestrian crossings are difficult, particularly north of Irving Road.

Dedicated to moving many cars quickly and abundant parking lots, this corridor has left people stranded in an ocean of high speed commuters and dense traffic. Although the bike lanes along River Rd do enhance bicycling, the proximity and speed of the traffic can be uncomfortable and daunting for many and impossible for children. Pedestrians are outcasts facing extreme danger if trying to cross at a convenient location if that location is distant from a traffic signal or protected crosswalk. (By the way, thanks for the lighted protected crosswalks. The odds of getting across the street now have gone from nearly zero to quite possible.) The street options presented are nice. I especially like the idea of one lane for vehicles. I'd like to know what's in place for enabling people to get from the busses to the sidewalks in the "bus in the center" scheme as well as right hand turning options for cyclists. The parking lots are dead spaces in the landscape. It seems best for both the business owners and their non-motorized customers when shops can abut the sidewalks. Parking in the back would work to improve the look and ambiance of the streetscape. This would allow for better ownership of the area by community residents who might then be able to walk and dine outside in a calmer, more pleasant atmosphere. This, in turn, would hopefully increase foot traffic which would, in turn, help merchants whose stores people would now discover.

Bicycle & pedestrian crossings are very difficult and dangerous in this corridor. Also, just riding in the bike lane is dangerous due to the large number of driveways/curbcuts and the congestion near beltline road. The riverside path is not a good alternative because it meanders so much, is too far away from businesses, and has pavement in terrible shape.

There must be 2 lanes for car traffic each way in this proposed route. Otherwise traffic back-ups will be horrific. Especially around the Beltline interchange and the intersections in Santa Clara. The EmX route should be extended north at least to Lynnbrook for maximum effectiveness and ridership.

Improved bicycle safety. The river bike path doesn't always work for biking distances near River Road, so the actual River Road needs to be more bicycle safe. Traffic often drives over 40mph, so decreasing speeds would also help safety.

Improved access and public transit needed

More bus systems within the neighborhood

Changing the speed limit to 35 mph.

I like the cycle track example. Bike improvements are needed along River Rd. Very intimidating road for bike commuters.

Biking is very dangerous on River Rd.

See previous question..

Connection across the Willamette, not just downtown.

Currently, because the last bus runs at just before 7:00pm, fewer people are able to use this as a method to get home from work.

There is significant bicycle traffic in the area and VERY heavy seasonal foot traffic by the school. Another big consideration is quality of life/aesthetics. It is a very pretty part of town, and we highly value the established trees in the area. All consideration should be given to retaining these trees.

Too many Peds crossing at non-crosswalks.

Pedestrian crossings are spaced too far apart. There is little connectivity between the east and west side of River Road.

River Road should be at the top of the list for future EMX expansion due to it's large number of residents and businesses. Car traffic should be slowed by narrowing the lanes and the transit/ped/bike facilities should be improved.

Anything to make traffic flow smoother around the beltline exits

light signal for a crosswalk to Maurie Jacobs Park

Pedestrian and bicycle crossings are difficult in this corridor.

Currently bicycle and pedestrian crossing is dangerous, especially between Park and the Chambers overpass. We need safe islands and more lighted intersections. Also, you should add a design version that has a two way bike lane on the east side of River Road since that is the side with access to the river path and most businesses. Separate it from the street with a wide planted median.

I would like to see specific plans for additional signal lights, pedestrian refuges, and landscaping for safety and beauty. I think it is necessary to have the landscaped area between cars and bike lanes. I would like to see signage that indicate where bike/ped paths lead to the West Bike Path. As traffic slows on River Road, I am confident that businesses will experience more business. Nearby neighbors are more likely to walk to local businesses, and it will be easier for cars to enter and exit. I often drive on by just because someone is tailgating me and I fear I will be rear-ended if I were to turn in. It is not clear which example has center turn lanes.

Through traffic needs to be diverted to the Expressway or 99E. And if Santa Clara keeps growing, then another bridge that feeds northern RR traffic to Delta highway should be pursued.

In addition, A smaller bridge would be useful for local access across the river, somewhere in the midregion between Beltline and the Chambers railroad area. This would reduce the ridiculous traffic that has to go up or down RR in order to access the Beltline or 105 bridge to get across the river. The VMTs are about 4 extra miles. That's a lot of gasoline, pollution, time and unnecessary traffic.

I would like to see fewer lanes, more planted islands (similar to Coburg Road in areas) and maybe some enterprise zones to encourage walkable, multi-use nodes.

River Road in the lower RR neighborhood deserves to have a more neighborhoody feel, not a highway feel.

Our neighborhood should not be seen as a thoroughfare.

Looks like the team is thinking about the right transportation concepts (bike, ped, mass transit) ... I'd also like them to be thinking about returning RR to a 'great street' - enjoyable to travel on, visually appealing, easy and safe to cross with access to businesses and definitely slower than it is now. Traffic calming via artistic visual friction would be nice. Public art is always welcome. Perhaps something in/on the EmX stations (if that's the way we go) that talks about River Road history. All kinds of opportunity and I hope there's creative thinking and mass collaboration between ODOT, City, County, Neighborhood, LTD, etc to reach the best possible outcome.

It would be good if no current stops were lost, and a few extra stops added. I know it's supposed to be rapid transit, but if it replaces other routes completely which had more stops, it doesn't encourage

people to ride because they have a longer walk ahead of them when they get off than they did before.....

I don't understand question 2. For the southern, residential stretch of River Road I like EmX Example 2, with dedicated bus lanes. Limiting through car traffic on River Road is strongly preferred to keeping our neighborhood a highway where people drive 50+. Northwest Expressway should take on through traffic. Different parts of River Road are different; the north, commercially developed part is probably fine with 5 lanes of car traffic. Lots and lots and lots of pedestrians play frogger crossing RR at unmarked crossings, especially south of Hilliard. Pedestrians need many more, friendlier ways to get to businesses on the east side of RR. Please think about the effect on roads arterial to RR; Howard Ave., Horn, and Hilliard are not properly engineered and are extremely dangerous for pedestrians. People regularly drive down Howard at 60+ mph because it is straight and has no stop signs. Please help us get speed bumps or other traffic controls on Howard. I expect restrictions to traffic flow on RR to contribute to this angry traffic on Howard. Thank you! I will sell a car if we get EmX on River Road!

Bicycle and pedestrian crossings are the worst on river road compared to anywhere in Eugene. It is worse than highway 99. It is extremely dangerous. My husband rides his bike by choice to work every day and puts his life in danger riding along River Rd. Our family cannot ride our bikes anywhere because we live in north santa clara and riding along River road to get to the bike paths is not a choice with children. Also, attempting to cross the street or get out of the parking lot of the Fred Meyer on Division street is really difficult. There should be a light added.

EMX may be a long term solution in this corridor, but enhanced bus would be sufficient for the immediate future.

Stay the hell off River Road NO EMX dam it !!

No one wants it!!!

A speed limit of 35 mph or less is absolutely essential to improve safety on River Road. At 40 mph, too many drivers feel like they are on a highway. This is unacceptable in this corridor with so many residences and business parking lots. Speed kills!

River Road is a large collector, and as such should not be considered in the same vein as neighborhood streets. Sounds harsh, but it's true. Eugene has a hard time recognizing that fast, efficient flow of auto traffic is much cheaper than mass transit. The "fleet" of autos in our community is becoming cleaner and more efficient with every year, so there are no environmental benefits to mass transit if it impedes existing traffic.

Connection to the Whitaker neighborhood along 1st Ave/Railroad Blvd. Also cyclist/pedestrian connectivity with the River path.

1. Extend the line further north. 2. Extend straight south across 11th with a transfer downtown at 11th

River Road is a wide road that mainly serves drivers of vehicles. There should be ways to facilitate the passage and safety for pedestrians

Emergency vehicle travel. River Road is constantly traveled by fire and ambulance. These vehicles need as many alternatives to get through traffic as possible--several traffic lanes, no barriers in middle of street. For much of the corridor, bicyclists have the alternative of the river bike path. Improving access to that bike path from the neighborhoods would be a better use of funds. Would be better if connections could be made to go to shopping & medical centers without needing to go downtown. Travel by EmX on improved Beltline with connection on River Rd makes more sense to me--to Valley River Ctr, Coburg Rd, Gateway.

Valley River Center

What else would you like to know (or what would you prefer)?

I dont think this corridor is a high priority for enhanced service.

How much travel time improvement this would have

What's the transit service now? What enhancements would actually be made here? Is there space for a cycle track? Is one needed? What's current transit use? What's the potential transit use? Why not Bus Rapid Transit/Exclusive?

Know more about potential for more bus stops along this line

there should be a transit only bridge from river road to this corridor that would carry pedestrians, bicycles, buses/emex only. no cars or trucks to help alleviate traffic on the other corridors

Elimination of shared turn lane.

more revenue generated from actual policing -- people ticketed for traffic violations & jail time for gross negligence in paying tickets.

There is nothing in the information you have presented which indicates what the population density of this area will be within the next 5-15 years and what demands that will place on existing infastructure. There is nothing about expected costs and how these changes will be paid for, maintained and how this plan will improve less dependency on single occupant vehicles. You seem to operate on a premise that building things this way will force people to abandon cars. What you dont show is any realistic numbers given projected growth and a modest reduction in single occupant vehicle use, how this will improve already congested streets. Further, you do not address how this cost will not divert funds needed for existing infastructure repair we are already struggling for. Your utopian dream has a lot of vapor!

I believe that this corridor is adequately covered. Plus, we have the bike paths very near.

It looks expensive

If current route on delta will be available

I think the other corridors are better options for further work than this one

If there were a local bridge spanning the river by VRC, this would be a far more integrated and attractive transit alternative.

I would hope that no current stops would be lost on this route. In fact, it would be a help if a couple more were added. This is a very unpleasant road for pedestrians, especially near the Oregon Medical building. There need to be traffic-light controlled stops by that building anyway, not just a crossing. The stations should have far better roofs with far better shelter, at least at that stop! A Californian must have designed the current LTD stations as they give almost no shelter from the pouring rain. A stop near a medical facility should be large, and should provide adequate shelter from sun, rain, wind, and the busy roadway. I could also fault the shelters at Riverbend for that. They aren't a lot of help in the rain. If you want to increase ridership, the whole experience has to be more pleasant. More than once I have driven rather than negotiate the bus route here, having to wait a half hour in rain or hot sun along a route that has inadequate sidewalks in places and inadequate shelter from pouring rain.

This is for the most part the existing bus route for 66/67. Simplify the Southern end and just bring it across Washington/Jefferson to meet the EMX at 6th/7th.

NO EMX !!!! Just fix the roads. Tax payers drive cars you know!!

Reducing the volume and flow efficiency of auto traffic on Delta by forcing it to share a lane with Emx is a reprehensible idea. It would be unsafe, inconvenient, and lead to increased greenhouse gass

emissions from idling. If an "enhanced corridor" could be accomplished with out impacts to existing auto traffic, it might be ok. I would speculate that a route to and from VRC would be even less cost effective than existing Emx routes.

Not much. The route does not seem relevant to me, but I realize there are lots of people living in area.

I think the existing bus service works for the employees in the area who use public transit to commute. Few shoppers or others visiting the area will use the EMX, so I think it would better serve some of the other corridors under consideration.

What else should the project team be thinking about if this corridor advances for further study?

Nothing.

Many key issues still need to be addressed: (1) transit routing through VRC parking lot is far too slow and impedes travel further north. (2) Inadequate bike/ped connections across Delta Highway and to the riverfront path. (3) Excessive vehicle speed on Goodpasture.

You should insist on dedicated lanes for all high frequency transit corridors like this, otherwise what's the point? You should also be clear about the very likely increase in adjacent property values and opportunities for re-development given access to this high-frequency transit corridor. In other words, please don't get caught up in the design details of one corridor vs. another, but be clear about the comprehensive vision of a connected, high speed transit system that also carries out the adopted municipal land use and climate change plans. And by the way, you are doing a disservice to show the map of this corridor without the other ones on the map - This map looks like a road to nowhere when I believe you are trying to do multiple corridors at the same time to create an actual transit *system*. And this project should insist that there ian actual connection from the river path to the VRC / bus terminal, as well as better bicycle and pedestrian access along that road that goes into the mall parking lot that was recently re-paved as 5 lanes with no bike access. Transit links with walking and biking and actual uses of land, so I hope you can make it clear how this system will work from a user's perspective and push for all public and private entities to build that actual interlinked system.

The area is already so congested around valley river. Roundabouts should seriously be considered. Why won't Eugene put modern roundabouts in?

see other response

The streets are narrow as it is. Additional lanes (bike/car/etc.) could increase the risk to all users if folks are not paying enough attention.

Works with shopping

Pedestrian and bike safety.

See previous comments. Lets get real.

As I said, I believe that this corridoro is adequately covered. We need to spread our money and resources around.

The Country Club Road portion of the bike path is largely redundant with the North Bank trail. With good connections to the North bank it could be circumvented. However the Goodpasture Island section and onward (for the bike path) would be quite useful.

Not sure about bike needs, as the river path remains an option, but as a biker, I'd vote for bike lanes on all roads.

No further comments

Bike/ped access on the Valley River Bridge needs to be improved; the intersection currently is very inhospitable.

There should be more places to cross the road safely. Easy vehicle access to Oregon Med. group, Women's Care and the Cancer center, the police station, and so on, are important -- and so are having bus stops there. That's why I'm not sure rapid transit is the best choice for this corridor, which could probably use a couple of extra stops instead of fewer. More stops and better shelters with a regular bus route might be a better choice, esp. if the regular route could run more like the old breeze did, every 15 or 20 min instead of every half hour or hour.

Simplify Southern end and tie northern end into Coburg Road

This area is becoming more dense with housing and also lacks close access to shopping and food.

Use the money to fix the roads not to pander to the unemployed and the "travelers" as kitty would call them. There not the ones paying for this you know WE ARE

Reducing the volume and flow efficiency of auto traffic on Delta by forcing it to share a lane with Emx is a reprehensible idea. It would be unsafe, inconvenient, and lead to increased greenhouse gass emissions from idling. If an "enhanced corridor" could be accomplished with out impacts to existing auto traffic, it might be ok. I would speculate that a route to and from VRC would be even less cost effective than existing Emx routes, and that's hard to do.

Build at transit only bridge over the river to shorten the route.

Educate the public on how easy it is to access the mall area by bicycle from most of Eugene by using the riverside bike paths.

Martin Luther King, Jr. Way

What else would you like to know (or what would you prefer)?

I would like this to be part of a separate project integrating with the city of Springfield. This project does not make sense by itself as it currently stands.

Why no multi-use path or bike facility labeled on the EmX Example2?! With that included that would be preferred as it is not too wide. Would want more information about widths, what this would look and feel like on the ground.

the only reason there is alot of traffic on this corridor is all the student housing. The UO should have shuttle vans that go from the apartment complexes to the UO on a regular basis to help alleviate the issues on this corridor

If this route is going to be advanced, it should include Springfield. It makes no sense to build this route without Springfield.

How much traffic does MLK actually carry on a typical day? I would not support an EMX buildout option if its primary purpose is to shuttle folks to/from Duck games.

This would be with VRC as lowest priority for me.

Will the shared use path on the side be bike-friendly? The current sidewalk isn't especially

Seems like this corridor is already well serviced by bus and EMX would not offer broader connection to rest of community/other emx lines.

This corridor likely has sufficient right-of-way to provide full EmX treatment. Suggest that it also consider routing to include the Autzen parking area, as well as the large population of students.

NO EMX

This is too short of a route for Emx, and existing traffic flows are adequate, as is the current level of bus service. Ramrodding this through when LTD knows the money will never be available from Springfield is poor stewardship of public interests.

I think this corridor is well served by existing bus lines. Many of the residents are students and the bus/bike path system gets them to and from U of O pretty efficiently. I think this corridor is a low priority for an EMX line at this time.

Heavily used route due to the student housing, Autzen Stadium and etc. EmX maybe someday, but only if it can be integrated into a Coburg Road EmX design. Why stop at I-5? Centennial Blvd is a heavily used corridor for getting to and from Eugene and Springfield, and especially for UO game days - I-5 to I-105 to Pioneer Parkway to Centennial to Autzen. Could tie Coburg Road EmX to Pioneer EmX too.

Better bike connections are essential, as is greater transit frequency

This is an essential corridor that connects Eugene, Springfield, significant student housing, Alton Baker park and associated events (like football games and park events). You should insist on dedicated lanes for all high frequency transit corridors like this, otherwise what's the point? You should also be clear about the very likely increase in adjacent property values and opportunities for re-development given access to this high-frequency transit corridor. In other words, please don't get caught up in the design details of one corridor vs. another, but be clear about the comprehensive vision of a connected, high speed transit system that also carries out the adopted municipal land use and climate change plans. That said, the chart that compares volumes and such is nearly impossible to understand and not helpful, in my opinion. How about a couple simple renderings of the street that show how it is and how it could be; show multiple ideas so no one will accuse you of pre-deciding anything, but give us some ability to actually imagine what this corridor can look like.

I like example 1.

What is the current and potential flow for active transportation in this corridor? There are some missing links in the current system but with a good path system network here maybe a robust bike infrastructure isn't needed along this whole corridor, just fixing some of the broken connections on the system?

Shared pedestrian/bicycle space is good. I like having EMX on one side. Think about a cycletrack on the other side.

This route already has dedicated bus routes to the university and that's what people who are living there need.

Access to the stadium from those who live out of town. Make it too confusing and there will be accidents.

This area could use EmEx, but the others need it more.

Good way to provide transportation to games and apartments.

It is working well now. Great access for pedestrian, bikes and vehicles. If it isn't broken don't fix it "again".

I'm disturbed to see that there aren't plans to put a bike lane on MLK. There are a large number of employers on this road with employees that would be more likely to bike if there were a safer route like a bike lane on MLK. As it stands the road is too congested with cars to bike easily or safely.

This corridor would benefit from better bike routes. Currently the bike path from Springfield just sort of peters out going into Eugene

I don't see bike lanes included in these enhancements, perhaps because of the river path?

Impact of game day. And of course, vehicle access to businesses is important.

Bike travel along this road is difficult for commuting. If bike improvements were made it would get many of us cyclists another option other than Coburg Rd which is getting very dense with traffic and more dangerous around Oakway center entering/exit traffic.

There are definite bike/ped safety issues associated with curves, poor sight lines, high design speeds, etc. which need to be addressed. Improvements will have to distinguish between transit service throughout the year vs. for special events (Ducks football, Duck/Ems baseball, etc.). To be most

effective, routing should be direct between this area and the UO (i.e., don't go first to the downtown station).

No EMX don't you get it

Nothing

Nothing

As with most projects of this nature in our community (both current and future), there is insufficient demand from stakeholders.

the potential connectivity between Eugene and Springfield along this route is great. It would also provide really good transit service to Autzen, PK Park, and all of the apartment complexes on MLK - similar to what EmX has done for the Arena area.

Add another designated ped Xing near the baseball stadium (east of the exisitng ones). People still dart across the busy road to avoid walking west to the existing crosswalk.

Highway 99

What else would you like to know (or what would you prefer)?

I would be interested in better transit and bike/ped connections to cross streets like Royal and Roosevelt

projected traffic volumes, delay. What would bus reliability be in future if there were not separate facilities?

I wish I could see a system map to know how this contributes to the system before offering an opinion. The map I see is like a route to nowhere and I can't imagine how it plugs into other routes.

What are the measurements? The one with the center turn lane looks too wide to be 'pedestrian scale'. Crossings would be so long! Center BRT and cycletracks would be best for safety, comfort and ease of use.

Emex is a bad idea all around. The idea one has to go through downtown eugene to get from santa clara to sacred heart in springfield is ridiculous. Don't waste the money.

Whether EmX would still run in an Enhanced Corridor

the coburg road corridor needs to be prioritized first but this could be looked at secondarily where the Emx would turn around at the location it ends (Barger and Beltline).

No changes

I would prefer if the bike lanes were next to the EMX lanes rather than separated by the trees.

n/a

I would like to see a better functioning and easier to read proposal map. Right now text doesnt display properly and the enahnced corridor optiosn are difficult to make out, they are all scrunched together and mostly appear as symbolic. Pictorial display or enhanced graphics are needed.

Again, why Hwy 99 wasn't a priority over W. 11th is questioned. This is a main route to the airport and I think some kind of regular, public transporation is critical to the community.

Would the fares be the same. Could those living in this corrider afford to pay them?

I'd prefer that you spend money on improving traffic flow for personal vehicles.

I would like to know cost information as well as whether residential and job densities in the echo hollow and downtown areas support enhanced transit

do nothing. leave 99 alone.

How can this corridor be developed to better serve the airport.

I would prefer the least intrusive option, that is the option with the fewest lane additions, but with best efficiency.

Leave the Hwy 99 like it is.

I liked the first 2 options, where the bikes are protected from the cars by a row of trees.

The EmX stops on other lines are few and far between. LTD took out some stops that had been next to banks or medical offices, and very convenient, esp. for people with physical issues around walking. They weren't replaced by the EmX stops, making the route actually less convenient. I'm thinking of the old route 11 on W. 11th. There used to be stops near physical therapy and OCC credit union. Those stops were taken out and not replaced. If EmX comes into a corridor, I'd like to see it be rapid transit, but not completely replace those convenient "smaller" stops...it seems like some route should still serve them.

connections to other routes

No one wants to be forced to go downtown on every route. Other options that have a better orgin/destination pairing should be considered.

EmX improvements make sense for already invested or planned future investment corridors. It isn't clear to me what constituency EmX would serve on this corridor.

More lanes for cars NO EMX!

More options

I like alternative 2 and it would be great to have a cycle track there

I would like to know if and what bus service beyond 99/Barger look like (towards airport and new industrial development).

What else should the project team be thinking about if this corridor advances for further study?

EmX for sure. Needs to be a complete street - sidewalks, bike lanes, enhanced crosswalks. Need a transit station at the end - in that shopping center there would be perfect.

I think access control is important along this alignment if we want to build bicycle/ped use (I like the idea of eliminating most left turns, for example, with an EmX lane). Connections to cross streets, and east across the railroad, are also important for both transit and bike/ped.

bicycle or pedestrian crossings are difficult

Better ped crossings. Consider wide shared bike/ped "sidewalks." Add freight from UGB expansion. Is transit to airport feasible?

Going slightly further than the 569 and Barger intersection. perhaps as far as Terry Street or make it a loop through Royal or Roosevelt.

More landscaping should be installed in the center. I prefer option 1 but with a center landscaped median in between the exclusive bus lanes.

A way to connect the River Road neighborhood to this system with an active transportation (& transit??) bridge over the train? Something like that was in the PedBike Master Plan. Is it still?

Don't keep building on a transit system that is horrible. No emex, and change the routes so people do not have to go through downtown eugene. I would have to take two, possible three buses to get from santa clara (river road) to 18th and Chambers. How dumb is that! At least two buses and lots of time with a lot of homeless people who use the bus as their "home" to get from Maxwell and River Road to Sacred Heart in springfield via downtown eugene. Really? I will never support emex for any reason.

How will pedestrians get to the transit lanes in the middle? What will prevent people from just crossing anywhere?

Easing the ability get downtown via bike from the Bethel area. Bike/pedestrian paths just kind of stop right before you get to four corners, and taking a bike onto the bridge on 99 over the railroad is risking suicide.

there are a lot of people in this area that just walk out across the street. I think the emex should go along the sides instead of the middle to keep the people from further running out anywhere across traffic

This corrdior really deserves proper, center running EmX service as opposed to watered down BAT lanes.

This area is always very congested during school times with students from Willamette, Shasta and Cascade. Having good pedestrian options is important. There are currently few options for park and rides in the Bethel area, which is very inconvenient. I would like to see a park and ride at the start of the EmX route wherever that ends up.

Stop shoving mass transit down our throats!

Business access, Business access, Business access.

Bicycle and pedestrian crossings must be improved in this area. Needs lower speed limit.

I already feel safe riding my bike in the bike lanes on Hwy 99, though left turn bike lanes would make sense. I'm not sure why such radical changes are being proposed and why money needs to be spent on something already functioning pretty well. I do think bike lane surfaces are in very poor, rough shape on feeder roads such as Seneca, Garfield, Royal, and Bertelsen (this is where some money should be spent). I do still want to have rapid access when I do take my car on 99 and would consider it a negative to eliminate lanes which could significantly slow or impair traffic flow and in essence create new gridlock potential. 99 is intended to be a HWY for heavy trucks, and efficient transportation use and should be less of a multi-use corridor compared to a more natural setting like the Amazon parkway with bike and pedestrian paths . I don't think making life more miserable for car drivers is necessarily going to make them want to ride alternative transportation modes but just create some resentment and make Eugene a less desirable place for new businesses.

What is the feasibility of extending this route down Barger to Green Hill and up to the Eugene Airport?

Definitely should be more pedestrian friendly.

Pedestrian and bike crossings and safety should be considered when planning this project.

Buses need to run much later both to the city center downtown and out to Barger. Many folks in West Eugene get off work late and need buses that run later.

99 is a nightmare for bicyclists and pedestrians, both for riding safety, because of all the cars turning, and for crossing safely. Also, the street desperately needs trees and greenery. It is truly ugly, which is a shame as a key entrance to our great city. The planter strips are too small for the trees health. Not sure if this is taking, when I press enter, the ok just spins and looks like it's working.

HWY 99 is very difficult for pedestrian or bicycle traffic. Could you consider overpasses? Or, are they too expensive?

Why spend millions on the less than 5%??

Emx lanes should go in the middle of the street where they don't have to be crossed to get to a business and might take up less room.

The corridor needs any and all improvements, as it the entry to the city from the airport. I would love to see emx go to the airport, as well as bike lanes all the way out. And trees would be a huge enhancement.

Is there a well defined problem that this project would be seeking to solve? Are people who would otherwise be taking transit or cycling along this route not doing so because of infrastructure deficiencies? Are there other transportation issues in Eugene that are more urgent in terms of inhibiting the movement of people and goods?

leave it alone

Business access is cridical. Buses should not interfere with access to any business.

As a bicyclist in this corridor, separation from automobile traffic is preferred. In example 2, the plan has the bicycle lane and EmX lanes separated by landscaping. This would be ideal for the bicycle community's safety and well-being.

You know better than I what to consider. My only thought is that bike/pedestrian overpasses must be more cost effective in the long run when you consider all the time savings for motorists not having to stop. Ruminate on that.

I agree with EMX along this corridor. I would also like to see significant bike improvements. The option of a cycle track looks very appealing.

Extending the route further out to the airport at least.

Bike/Ped sings are difficult due the wide roadway and high vehicle speeds. Should consider adding some ped wings with signals between the signalized intersections. Business access is also difficult. At certain time of the day it is almost impossible to make a left turn out of a business onto the highway. Maybe there should be a low center median, forcing cars leaving a business to turn right and then having dedicated left/U turn lights at the signalized intersections.

Bicycle and pedestrian crossings are very few and far between and problematic in this corridor. I see people standing in the turning lanes and on medians all the time and crossing very unsafely so as not to have to walk an extra quarter mile to a stoplight. More crossings should be added, esp. at EmX stops. And those crossings should be activated by pedestrians; you shouldn't have to wait for 5 or 10 minutes til the automatic system decides it's your turn. I'll give Walnut station as an example; you might be desperate to catch your bus, but even when you press the crossing button, you have to wait til the traffic has had its LONG turn. Then you get a short time to try to get across all of Franklin. That should be done better at the crossing, and it should definitely be done better at new crossings on Hwy 99.

pedestrian crossings

Bicycle connections around the four corners area a tricky and uncomfortable, especially for less aggressive, non-commuter type travelers.

There are no sidewalks in many areas of this corridor.

I'd like to see EMX all the way to the airport

Just fix the roads for CARS!

Extend to the Airport

I usually bike around 99 though it is accessible. It is ugly now and improvements will enhance entrance to Eugene.

I think anything that helps green/beautify this corridor will greatly benefit the community- especially in advance of the 2021 track and field event.

30th/LCC

What else would you like to know (or what would you prefer)?

I agree that transit improvements, particularly EmX, are necessary to south Eugene and particularly LCC. However, I cannot support too much investment in the alignment down Amazon Parkway, which is poorly conceived as a transit corridor. Patterson/Hilyard is a much better option from a transit operations standpoint. (I have commented before on this before and still lack a definitive answer as to whether Patterson/Hilyard is included in this corridor or not). Here are just some of the several reasons I believe Patterson/Hilyard is the better choice for an EmX corridor: (1) An alignment on Hilyard will better serve destinations such as the proposed new YMCA, student housing in the corridor, the front door of Amazon Park/community center, and the node at 24th and Hilyard while still serving Roosevelt Middle School and South Eugene High School. An alignment on Amazon Parkway mostly just serves open space and the back of developments. (2) Because of the importance

of destinations along both Hilyard and Willamette Streets, it is likely that north-south transit will always run on these streets (similar to today's #24 and #28). An EmX line on Amazon Parkway would compete with transit on both these corridors, drawing down ridership. An EmX line on Hilyard would not have this problem because it would replace the #28 (except connector service) and would be far enough from the #24 to avoid competition. (3) As is evidenced by the success of both #81 and #82 in serving the LCC market, there is demand from LCC both to downtown (presumably to transfer) and directly to the UO/Hilyard area where there is much student housing. An EmX alignment on Hilyard, taking 11th to the Eugene Station, would serve both markets. An EmX line down Amazon only serves the #82 market. (4) My observation of the #82 has been that it is mostly empty during school breaks. Running the LCC service down Hilyard Street would justify frequent service even during school breaks because of the other major transit destinations it would serve. Also, it seems like the majority of the transit trips originating from the Hilyard corridor would be in the opposite direction of peak travel to LCC, helping with capacity problems. (5) An EmX line down Amazon Parkway only allows the #82 to be eliminated, leaving the south Eugene area with a tangle of north-south lines like it has today (#24, 27, 28, 73, 81, 82). An EmX line down Hilyard would allow the entire south Eugene area to be served by just 2 trunk lines, the new EmX line and a more frequent version of the #24, greatly reducing system complexity and probably also operating cost. (6) An EmX alignment down Patterson/Hilyard could easily be extended to Broadway and connected to a Coburg Road alignment at some point in the future. This would create a new cross-town corridor that could be part of a future frequent grid system. (This extension could also serve some of the new development near the courthouse.)

why does this route exist? It doesn't seem to connect to any other high frequency transit corridor, thus doesn't contribute to a system. This is an out and back type of proposal, supporting a campus built on the fringes of town. If anything, this route will lead to land use change in areas our community doesn't want that change to happen.

Why are bike facilities being considered later?! That's ridiculous. Is this about transportation planning for the corridor or not?!

the emex out through glenwood to LCC makes more sense. it is flatter and during inclement weather will be less likely to have to close down

Traffic signals are needed on Harris and 30th

I would prefer that you stop making auto drivers feel as though they are committing a criminal act by needing to drive.

leave it alone

How are bikes going to be accommodated? I cannot support any project that does not accommodate bike traffic, especially around parks and schools.

More details on the proposed changes.

You should integrate bike options from the beginning. This corridor (ESP. 30th) is in desperate need of bike and pedestrian improvements.

Run EmX down Willamette Street to serve far more destinations than just LCC. Make Willamette a two way street for its entire length with an EmX only pass through at the Hult. Start the line at the train station and end it at 29th and Willamette, with some busses continuing to LCC. This would maximize service to destinations people actually want to go to rather than running the line mostly though parkland. Also, consider acquiring ROW from the old stadium site for a dedicated bus lane. Connect by new ped bridge to SEHS and by ped path to College Hill neighborhoods. Leave room for bike lanes on Willamette by using a shared lane design or taking/sharing a car lane (or car turn lane).

I have trouble believe EmX to LCC makes sense, because of the lack of density (existing and potential) along the travel corridor.

There should be bike lanes on 30th, preferably protected.

LCC route is tailor-made for Em-x expansion. Best chance for most ridership.

The status quo seems better suited to moving people and goods through this corridor than any of the options proposed here. That said, you should have included a diagram showing the existing use of the roadway. It is strange that widening the roadway to provide dedicated transit and bike lanes wasn't considered on the Amazon Parkway stretch as that doesn't appear to be space-constrained.

I think that this option is less heavily traffic than some of the others that are under examination. The others should be enhanced or expanded with EmX before this one.

leave it as it is. do nothing

No changes to these routes.

I live at 1285 e. 30th. Should I expect for you to widen the road at all or force md to pay for sidewalks?

Amazon Parkway should be mainly for cars that need a quick way to bypass Willamette and Hilyard/Patterson in getting downtown and northern Eugene. Buses that have nowhere to pull off obstruct traffic or make it dangerous for oncoming traffic when cars try to manuever around a stopped bus.

Pearl Street dumps into Amazon Pkwy. When people get off work, Pearl St backs up because of the reduction from two lanes heading south to one lane - and there are many people who try to hand in the left lane, then try to switch to the right lane at 19th, rather than turn left onto 19th. If Willamette is reduced to two lanes and a turning lane, car commuters heading home will try to bypass Willamette by using Amazon. This could cause an increase in traffic accidents, including possible bicycle accidents, since many bike commuters also use that road to get back onto the bike path. How will this be handled?

Nothing just repave the road and leave it alone

Bicycle routing/access along corridor

Why not utilize a direct route to LCC on I-5? There's plenty of capacity on the existing Franklin Blvd Emx to accommodate a transfer station for LCC-only ridership.

Would like to know more about shared use paths.

Acording to you, is there enough room and safetey for bicyclist on 30 ave. from Hilyard to the College?

I would prefer leaving 30th Avenue as is.

What else should the project team be thinking about if this corridor advances for further study?

Could be a good EmX route for LCC students and faculty. Need a transit station at LCC or somewhere there. Include extension to McVay Highway and Glenwood in the planning.

The study needs to explore ways to construct bicycle facilities from Eugene to LCC.

Better bicycle options along 30th are a must

30th avenue next to Camas Ridge has a speed limit far above what it should be. Why is the speed limit on High St. downtown 20 mph when the limit in the school zone 35? There are other places in town that are large connectors - Harlow in front of Bertha Holt goes to 20 mph, and that is a street just as major as 30th. This street is dangerous to cross, it divides the neighborhood. And, please stand in Camas Ridge's playground at any time of day and try to have a conversation in a normal tone. The noise pollution is severe.

Route thru mcvay in Glenwood.

There is just not enough information here. Even if bike infrastructure were included I'd want to know measurements, some pro/cons and other information. This section has great potential. Big potential for both positive and negative impacts here so we need more information and we need a complete street design to look at!

It is very difficult to cross 30th between halyard and university ave

A lot more students would bike & ride the bus to LCC if it was easier. EmX would be much more bike-friendly than the current buses. Please study this route more!

bicycle and pedestrian crossings are HUGELY important in this corridor, as there are several day care centers and schools in the area (and Parker re-opening will only add to the number of children walking and biking in the area).

I don't live in Eugene. I live in Fall Creek and work in Eugene. I am not on a bus route. I would like you to consider that Eugene residents aren't the only ones affected by your decisions. I avoid driving in Eugene because it is already difficult. This means I also don't shop in Eugene. When I have to drive downtown for work I take Amazon Parkway to Oak street. This is already a congested route. If you make this any worse for cars it will be impossible to get there from LCC (where I work.) The more you make it difficult for me to drive and park in Eugene, the more I go elsewhere. Not that my voice matters or that you'll care in any way what I have to say. CARS ARE EVIL. Your narrow, one-way streets are not worth my bother. Best wishes on your continued success.

nothing

Repairing the pot-holes.

Bicycle and pedestrian crossings are horrible along 30th Ave. A separate multi-use path to LCC is badly needed. The Amazon section is pretty good.

It is sometimes difficult to get across 30th Avenue from the Agate/Kimberly intersection and though pedestrians and cyclists frequently use the sidewalk there, it feels dangerous - cars go too fast. Trucks constantly use their jack brakes as they go on that curve and it is extremely loud for residents along 30th.

Bikes, bikes, bikes. Children should be able to bike to parks and schools without unreasonable fear. bicycling to lcc is hard, as there are no bike lanes.

Reduction in conflict should be the goal. No new bike projects without useing the alder st model of segregated bike lanes with signals. Better and safer road crossings red signals not the yellow for pedestrians. EMEX for sure on this corridor because you have more public support in this area, LCC is a ready market as well as South Eugene, It dovetails nicely into future development of gleanwood and Springfield access to LCC.

This is a route that needs to be open for cars so neighborhoods S. of 30th and E. of Willamette can be accessible. With the proposed changes to Willamette Street, it is increasingly difficult for residents to travel out of the neighborhood. It's much easier to take 30th to I-5 to shop, do other business or services.

Pedestrian and bike safety.

Both bicycle and pedestrian crossings are unsafe along Amazon and 30th past University. We need sidewalks and safe bike lanes through these areas. I live off 30th and drive 30th daily to get to I-5 then work. The speed limit between University and Spring Blvd is too high (45). Should be 35 between University and at least Emerald St. so cars aren't barreling up and down a hill that has nearby bus stops, a school crossing and no sidewalks.

What do the different lines mean for the trees in the median? Top priorities in this order: 1. Hwy 99. 2. Coburg Rd. 3. River Rd. 4. 30th/LCC. 5. MLK. 6. VRC.

Bike/ped should be the top priority in the corridor. Bike/ped improvements increases, not decreases, access to businesses.

Walking is difficult along 30th, though there are bike lanes. The arterial streets are too steep for most bikes.

Along the Amazon, side walk connections, oak street needs to have parking, but when parking is full, lanes are tight.

There should be bike lanes on 30th, preferably protected due to the high speed of traffic.

not sure if this is the best route for enhanced corridor options.

Instead of placing the bike lane on the same level as the cars, it's far safer to have the bike lanes level with the sidewalks. This approach is used throughout Europe successfully. The conflicts between bikes and auto vs bikes and pedestrians are far deadlier.

This corridor seems poorly suited to expanded transit use compared to other areas of town, as there isn't really a concentration of residences or destinations within an easy walk of the route. If the aim is to reduce travel time from downtown to LCC, signal priority along the route is probably about all you need. Bicycle traffic is already relatively well served in this corridor, except over 30th Blvd. where no bike improvements are suggested.

No. Do nothing

Pedestrian crossing are a big issue. Also balancing increased transportation options with limits to growth and neighborhood liveablity.

Bike/ped access ad crossings.

More overhead pedestrian/bike crossings (like the one by SEHS) should be placed along Amazon Parkway. One near the exit/entrance by the Community Garden; another one by the Dog Park parking lot (29th); another one at the 24th Avenue intersection; and, keeping the one by SEHS (so 4 total). The reason I believe the overhead walkways are important is 1.) safety for all concerned, 2.) a lot of times older folks/people with little kids/animals are slower than the time allows for crossing. Commuters mainly use Amazon Parkway and so I think it should have as few obstructions as possible (mainly having to deal with slow pedestrians--maybe a 5th overhead should be put in at 19th for the massive amounts of students that hamper traffic at least 3 times a day. A left-hand turn lane definitely needs to go in from Amazon Parkway onto the exit at the Community Garden (as it is very dangerous to other cars in both directions--people turning take too many risks as they are trying to avoid being rear-ended by drivers that don't expect stopped cars on that thoroughfare). Bikes should have to stay off this street and instead stay on the path through the park. The street lights should default to favor drivers using the AP (versus the cross street--so that drivers can hit the green light at 24th). If all these things are incorporated the speed limit can be 40-45mph--making for an efficient way to move drivers through this section of town.

Bicycle paths / crossings are troublesome where Pearl empties into Amazon Pkwy at 19th. Changes to this AND Willamette could increase risks to cyclists.

I would like to see consideration of how cars can make left hand turns onto 30th from either Harris or University much more safely that happens now. The new light at 30th and University makes pedestrian crossing easier, but car crossing is still very difficult. I would also like to see the light at 30th and University be adapted to have bicycle activated controls at the street and not only on the sidewalk.

I like the possible EMX configurations to run between LCC and downtown. I would like to see improvements along 30th that make it more bike friendly in the next round of this planning.

Thanks!

I love the new pedestrian crossing at University and 30th! one other safety consideration is the intersection of Agate and 30th. (1) the left turn lane from 30th onto Agate can be dangerous because it is created from the "fast" lane, which disappears, creating a danger of being rear-ended by oblivious speeders in the fast lane. (2) pulling out from Agate onto 30th can be dangerous because drivers coming east on 30th are coming around a curve at high speed (speeding on 30th is a problem). Not sure if either of these two issues can be addressed in the new corridor design. Thanks!

adding Springfield to the corridor and making it one line like the others.

I think EMX is a good option but I think the Coburg Road and 18th corridor from the old Hynix plant to the University should have priority. This could be an excellent corridor for enhanced bus service.

This route would complement the changes being considered for the South Willamette Special Area Zone, including increased density between 24th and 29th. Pedestrian access to Willamette Street would be important. I would also like to see connection to Route 28, where it crosses the corridor at Hilyard St.

NO EMX stop pissing away our tax dollars

Critical multi-modal intersections should be carefully considered - primarily the gateway to south Willamette at 27th Avenue, as well as key nexus areas at 30th, 24th, and 20th/Civic Stadium.

I think a protected bike facility should be added from Albertsons all the way to LCC.

As above, but I think the vocal minority pushing for more mass transit would balk when faced with the prospect of it impacting their own neighborhood. I think NIMBY would do this one in.

I bicycle the route at times and don't like being on sidewalk. Prefer bike lane or path.

This route is the only one being considered in the south part of Eugene and therefore should be near the top of the priority list. The corridor is heavily used by bus riders now, showing an EMX line here would be well used and provide a better experience for transit users.

A bikeway separate from traffic over 30th avenue is needed. Either a bike lane off of spring blvd towards the U of O which would be a difficult climb or a flatter route from Franklin to LCC.

Coburg Road

What else would you like to know (or what would you prefer)?

What impact will these changes have on the existing traffic flow, and what impact would this have on cyclists that have to navigate that area?

I don't understand why there is no good change here? No cycletrack or no buffered bike lanes on the northern section. Plus both designs in the most northern section are the exact same-Enhanced or EmX in Shared Lanes and regular bike lanes?! How is that improving the corridor?! These kind of designs are NOT going to allow us to reach our goals! Increased active transportation? No. Decrease greenhouse gas emissions? No. Increased livability? No. Make these safer more complete streets! Due to high traffic, I like the buffer zones for cyclists. A well designed bicycle lane also keeps bikes off sidewalks. A good addition would be bicycle parking facilities such as I've seen in Chicago. I anticipate that bicycle usage would grow if these are added and traffic would abate in turn.

I would like to see more protected bike lane.

Leave Coburg Rd alone

This area is already built up close to the road. It is an important car traffic area

more policing & ticketing of drivers in violation of traffic laws. if drivers here had to pay a few thousand dollars in a year in traffic tickets, they may just start to follow the rules of the road & make themselves more aware of what they r doing behind the wheel. ALL day EVERYDAY i still see people on cell phones driving & i have yet to see any police anywhere available to stop them & ticket them. How is this going to be paid and is it a responsible use of money. Is this going to put us into more debt to pay for this? Where is the money coming from? When I say us, I also mean more federal debt because whether it be local debt, state debt or federal debt, we all are on the hook for it and have to help with paying it back.

Prefer NO MORE buses period.

Leave Coburg with the current lane structure. Build recessed bus stops along the route to provide safety.

Route EmX on Chad where there's lots of destinations/ employers eg RG, Veterans Hospital., etc.

How can it be made safer for peds crossing

It seems like it would make traffic worse and more dangerous

I'm not convinced that the additional vehicle lanes are a good idea. This would only invite more car traffic. Adding transit lanes and protected bike lanes, as well as encouraging pedestrians would allow this to be a friendlier area.

I would like to know exactly how much the improvements would cost, and how it would be funded. What will EMX cost for ridership? What will prevent vehicle traffic from moving to Oakway Rd. in order to by pass congestion. Oakway is a challenge to turn onto from neighborhood streets.

How will ridership payment happen? What prevents vehicle traffic from taking alternative neighborhood street routes such as Oakway Rd.

Taking away a vehicle traffic lane in this corridor is a non-starter, so EmX is out. The proposed enhanced corridor option is not specific enough to comment on.

dedicated lanes and bike lane routing. (would the road be restriped or would emx only lanes be shared bike routes sort of like w 11th emx lane

EMX are you kidding there is no room for it. Have you ever driven coberg during rush hour. If you think adding EMX will fix the problem then you're clinically insane! Really you're insane if you think that will fix the problem the cars are not going away

How is bicycling easy and accommodating for shoppers along the corridor? There are extensive travel lanes to navigate judging from the cross sections. Would a cycle track or mixed use path be integrated better instead?

emx to gateway not as far north as willakenzie or creastent due to a lack of demand. also student traffice seem problematic due to a lack of mass transet to high schools making it mandatory!

What else should the project team be thinking about if this corridor advances for further study?

This is going to be a tough corridor to introduce EmX service. Tight, built out, crowded. Get creative. Need a station at the end. Like at Crescent Village or there about. Opportunity to connect to Pioneer Parkway route should be included.

Bicycle and pedestrian crossings are difficult.

I think EmX is a great idea, but I am concerned by a few elements of the proposal as it stands: (1) In the segment from Harlow to Beltline, the illustrations show BAT lanes immediately adjacent to bike lanes. This would make me feel unsafe as a bicyclist. Either this section should have EmX lanes in the middle, or a physical barrier between the BAT lanes and bike lanes. (2) Any option needs to include a station near the Campbell Center and the EWEB redevelopment to allow frequent service to this area. (3) One of the biggest chokepoints along the corridor is Ferry Street Bridge, which slows to a crawl during a crash and messes up transit operations. Dedicated lanes should be considered here even though they would be expensive -- maybe open BRT so it could serve other routes like #12, 13, and 79x too. Maybe a new transit bridge on the west side of Ferry Street bridge, allowing a new transit station near 3rd Avenue, and continuing the busway at grade immediately west of (or underneath) the viaduct with an undercrossing of the railroad. (4) Under I-105 is another chokepoint. Maybe a single median transit lane could be created by eliminating one northbound left turn lane, or shifting one of the southbound through lanes to be west of the pillars carrying the bridge. (5) The connection across Crescent to Game Farm/Gateway is ill-conceived as part of a network, since the Harlow segment has been eliminated from study. Instead, I recommend an EmX corridor up Coburg Road that branches at Chad Drive, with one branch going east on Chad Drive to a terminus the vicinity of the new VA Hospital (doing a road diet on Chad Drive) and the other branch continuing on Coburg and Crescent to a terminus near Crescent Village. Since east of these destinations the route is through

low-density or rural areas, it does not make sense to run EmX style service. (Use a regular bus service like the new #12 that will begin in September to serve that area and make connections to the EmX trunk line and branches.)

A Buffer cycle track is necessary and safer.

You should insist on dedicated lanes for all high frequency transit corridors like this, otherwise what's the point? You should also be clear about the very likely increase in adjacent property values and opportunities for re-development given access to this high-frequency transit corridor. In other words, please don't get caught up in the design details of one corridor vs. another, but be clear about the comprehensive vision of a connected, high speed transit system that also carries out the adopted municipal land use and climate change plans.

Will the bike lanes be protected enough to encourage those who do not ride to ride their bikes?

The area is so incredibly congested. A roundabout corridor should seriously be considered.

there are no good options for riding a bike along this corridor and crossing Coburg Rd can be a bit difficult and tricky.

Coburg Rd. is not very cyclist friendly -- it seems fairly hectic, and I've avoided cycling there. Some type of cushion against cages would be appreciated by a cyclist.

Why is the River Road design so much better than this Coburg Road design? We're about to spend money on a NE Livable Streets project yet do nothing great for this main arterial?!

Do we really want change and an improved community?! If so these designs HAVE to change.

Bike and pedestrian crossings need more lights, walkways, safety, difficult on oakway to cross street as pedestrian,

Buffer bike lanes-fast moving cars discourage people from biking Coburg Rd

I prefer buffered bike lanes. Traffic moves fast on Coburg.

Consider using Oakway Rd. (via Cal Young Rd.) as an alternative to the most congested part of Coburg Rd.

Personal vehicle access to businesses is vitally important. It's also very difficult for bicycles and pedestrians to safely cross this street. There are a significant stretches where no traffic lights exist, and without lights to stop cars, crossing the street is challenging & frequently dangerous.

not only should the emex connect with the route in springfield but it should loop out to the town of Coburg

As stated in #3, bicycle parking facilities can increase bicycle usage and decrease traffic congestion. People currently use cars to go shopping because they are concerned about their bikes.

Vehicle access to businesses is at times difficult and can hold up traffic in intersections. Moving these entrances (if possible) would be nice.

While there is a bike lane, even most experienced bicyclists consider it an unsafe and undesireable corridor to ride--they do it simply because there are so many important destinations along Coburg. The current facilities will not allow novice riders or "normal" people" to travel comfortably by bike.

There are so many turning vehicles, especially around Willakenzie/Safeway and near Oakway, that biking on Coburg requires extreme vigilance.

Forget Coburg Rd

Cars are important for this area

the landscape in this city is not the problem: drivers, pedestrians & cyclists unaware of their surroundings, not paying attention & ignoring laws IS the problem.

Personal vehicle access is important, but I've often questioned why EmX wasn't built here before W. 11th.

Is this really needed or can a lower scaled version with just better marking for bike lanes be enough. Why does a bus need a dedicated lane. They have for years been able to navigate with cars and been on schedule. If EMX saves 5 minutes between say 5 to 6 miles is that really worth spending millions on

a concrete lane and glorified bus stops? Seems all like a gimmick to me. Stop lights alone down Franklin BLVD can eat up like 5 minutes if you hit each one, even EMX has to stop

I think what is most important as we proceed with EMX is to keep bike safety and pedestrian safety as top priorities. It concerns me when I see a bike lane right next to a bus or car lane, I would like to see buffered bike lanes on the busier roads like Coburg rd. As it stands the road now is too busy with car traffic and I try not to drive there if I can. If there was a buffered bike lane I would be more likely to access the area and use those businesses.

bike/pedestrian crossing is difficult and dangerous between Willakenzie and Beltline Roads. No traffic lights or designated crosswalks.

You must have personal vehicle access to businesses.

You've got the tail wagging the dog. You'd better plan on huge resistance from the electorate (which you don't have to worry about, but the COE had better worry about).

I think this should be top priority for next EmX. The trees in this design look attached to the sidewalk by epoxy. A new engineering feature? What about accommodating the root systems for this living infrastructure element?

You really need to include bus cutouts in order for the traffic to proceed on Coburg Road. It might take some sidewalk space but traffic backs up when the buses stop.

The city council and mayor should never have backed off of this corridor a decade ago. It was just giving in to rich land owners/big political donors. It's disturbing that other parts on town don't get the same clout. The corridor desperately needs transit to relieve congestion on Coburg and the Ferry Street Bridge, etc. Oakway mall, for example, is a traffic mess.

Reduced speeds, improved traffic (police) control, reduced truck traffic, increased funding for police business access is extremely important

Connections from this corridor to the North and South bank trails are important. Currently the biking connection from southbound Coburg to the North bank trail is very awkward.

Pedestrians need to cross where there is a signal. Businesses always need access to vehicles.

This is the corridor with the biggest headaches and should be the next one addressed for emex the large population increase taking place in the northeast neighborhood and its impact on Coburg traffic

Too much traffic for bicycle safety along Coburg and Crescent rds. Unpleasant walking conditions as well though the parallel streets could provide alternatives if they all had sidewalks or walking areas.

There is already too much car dependence in this area, so adding more vehicle lanes will only encourage drivers, whereas transit, protected bike and ped lanes/sidewalks are very welcome and prioritizing peds and bikes at intersections.

The project team should be thinking about long-range planning for development along the Coburg Corridor, North of Beltline Road.

Cross walks or lights on crescent

A buffered bike path would be an improvement as it is scary to ride down Coburg Rd with all the truck traffic. Enhanced sidewalks with trees would be a great improvement making Coburg Rd more enjoyable to walk down. Currently it is an unpleasant walk, very noisy and directly next to the busy road. There are so many nice businesses on Coburg Rd that walking to these businesses could be made much more enjoyable with improved sidewalks and bicycle lanes. It is heavily used by bicycles. Having a queue lane for buses would also make it alot safer when you are riding a bike.

Please consider impact of Oakway Shopping center traffic with the new hotel. Out of town occupants will bring their cars with them so traffic will only increase and not decrease in Oakway area. EMX will cause even more congestion to Coburg causing Oakway Rd. to be a even bigger thoroughfare impacting neighborhood streets trying to merge. I am concerned vehicle traffic will use Oakway Rd. to avoid congestion of Coburg Rd.

Impact of Oakway Center development on neighborhood streets alongside Coburg Rd. corridor development. Safety of merging onto Oakway Rd. from neighborhood streets with increased traffic congestion.

Along Crescent Ave.business access is not that important. More than 50% of length is residential.

This corridor could probably use some transit enhancements, but taking away automobile lanes to do it would effectively cut off north east Eugene from the rest of town and would be so disruptive that it ruin any chance of popular support for transit improvements anywhere else.

Given its easy freeway accesses this area will remain car-centric longer than other areas.

Cars are here to stay. Please provide for them and accommodate them.

There is no mention of how many buildings would have to be removed since the city urged new development to butt next to the sidewalk. There is no suggestion of alternate route between Oakway along Oakmont when it rejoins Coburg. This could be for bikes, peds and autos provided there is easy access from the back of Oakway Mall. A bus going north could go up Oakway to Cal Young and then onto points north.

Cal young and Harlow neighborhoods are attractive to live if you work at hospital and new VA clinic but simple east-west bus service is difficult (multiple bus changes or need to go through Springfield/Eugene main stations). I like the option depicted in map and would really love it if EMX continued on Harlow to Coburg then you could eliminate much of the route 12 bus which seems to overlap with EMX unnecessarily along Gateway Rd.

This is a great corridor to study because the plan hooks it up with other existing EmX in Springfield. But personal vehicle access is important all along this route at driveways that are not spaced that far apart, so I am not sure this would be the best corridor to build in. Theoretically I like it, but as someone who buys groceries along the line, I would still drive because I hit 3 or 4 stores at a time and can't carry it all. It would be great for employees but I don't know how it could be rapid and yet still allow enough access. If we redefine rapid to mean, "the bus runs every 10-15 minutes", as opposed to "the bus gets there super-quickly" that might be a better way of looking at the EmX. What I love about the EmX in general is how often it runs. I don't love the fewer stops (or the really uncomfortable badly-designed busses currently used) but not having to wait half an hour or an hour for a bus is one of the big attractions of the EmX.

there are many driveways and entries on the road that are not the best for rapid bus travel.

This should be Eugene's next EMX corridor and should be built out ASAP

Chest fix the roads

Pedestrian crossing on Coburg Road is difficult, and bike riding is absolutely impossible on Coburg, especially between MLK Blvd and Oakway Center.

Reduce the speed limit for all vehicles, implement improved traffic control by the Eugene Police Department, consider a possible truck route on game-farm road (reduced truck traffic), improve access to existing bike paths (along I5 and river), provide additional funding for the Eugene Police Department to directly support improved traffic control, cite trucks who use their heavy engines to reduce their speed, employ cameras to identify those who run red lights

Better bicycle and pedestrian connectivity between DeFazio/Ferry Street Bridges, river paths, and MLK corridor to Coburg Road/Oakway. Excessive and confusing navigational choices and obstacles and threatening traffic are current disincentives to active transportation at this connection point.

As a driver, bicyclist and user of LTD services. I have notice that the crossing for pedestrians across Harlow Road (East side) on the intersection with Coburg Road it is difficult to get across. Drivers going north and turning right on Harlow do not respect pedestrians.

There is no crosswalk on Crescent to get to shops/restaurants. There obviously will need to be a highly visual lighted crosswalk at the Oakway stop, like the one on Gateway.

Show how bike n ped experience will be enhanced!

there are some difficult bike and ped crossing issues that could be addressed as part of the overall study. Crossing at Oakway/Coburg, at Coburg/105, Coburg/Club are all dicey and have a high frequency of cars not obeying traffic signs.

Coburg Road is an important spoke in the transportation network with it's hub in downtown Eugene. Having an EMX line on this corridor would allow the residents of the area to move along it easily and to get to and from Downtown

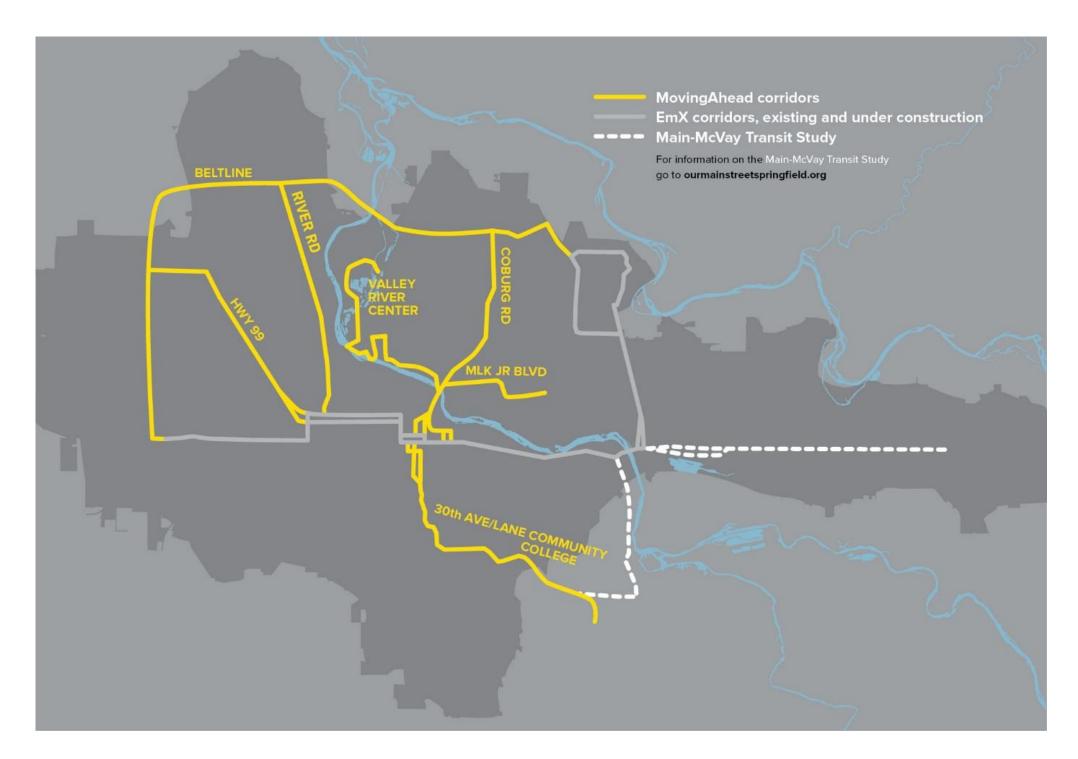
Demographic results from online open house

Your race/ethnicity:	Gender identity:	Age:	How do you commute to work?
Caucasian	female	55 years or older	Retired/don't work
Caucasian	Male	18 - 24	Bike
Caucasian		35 - 44	Drive alone
Caucasian	female	35 - 44	Drive alone
Caucasian	m	55 years or older	Transit
Caucasian	Female	55 years or older	Bike
Caucasian	F	55 years or older	Drive alone
Caucasian		55 years or older	Retired/don't work
Caucasian	Male	35 - 44	Bike
Caucasian	Female	55 years or older	Retired/don't work
Caucasian	female	55 years or older	Work at home
Caucasian	F	55 years or older	Bike
Caucasian	Female	35 - 44	Carpool
Caucasian	Female	55 years or older	Drive alone
Caucasian	m	45 - 54	Bike
Caucasian	m	45 - 54	Bike
Caucasian	Female	55 years or older	Retired/don't work
Caucasian		55 years or older	Carpool
Caucasian	Male	25 - 34	Drive alone
Caucasian	Male	55 years or older	Work at home
Caucasian	female	55 years or older	Bike
Caucasian	f	55 years or older	Drive alone
Unknown/Don't want to say	F	55 years or older	Retired/don't work
Caucasian	f	55 years or older	Bike
Caucasian	Female	55 years or older	Retired/don't work
Caucasian	Female	55 years or older	Drive alone
Caucasian	Male	55 years or older	Drive alone
Caucasian	f	45 - 54	Retired/don't work
Caucasian	F	55 years or older	Retired/don't work
Unknown/Don't want to say	f	55 years or older	Bike
Caucasian	female	55 years or older	Retired/don't work
Hispanic	Female	35 - 44	Drive alone
Unknown/Don't want to say	f	55 years or older	Retired/don't work

Caucasian	Male	25 - 34	Bike
Caucasian		55 years or older	Transit
Caucasian	Female	45 - 54	Walk
Caucasian	female	55 years or older	Retired/don't work
Caucasian	f	55 years or older	Transit
Caucasian	М	45 - 54	Drive alone
Caucasian	male	25 - 34	Bike
Caucasian	Male	45 - 54	Drive alone
Hispanic	female	55 years or older	Bike
Unknown/Don't want to say	Female	55 years or older	Retired/don't work
Caucasian	f	55 years or older	Retired/don't work

Other outreach materials The following pages contain examples of some of the outreach materials used.

Introducing MovingAhead



MovingAhead will:

- Determine how to improve the main streets that connect neighborhoods, shopptransiting areas, and jobs
- Result in prioritized, walking, and biking projects
- Efficiently advance projects to design and construction

Partners:

- City of Eugene
- Lane Transit District (LTD)
- Other government agencies in the region







MovingAhead decisions

Corridors for screening Corridors for evaluation Preferred alternatives for each corridor

What you can do now!

- Provide input about the right kind of transit for each corridor
- Let us know what you like and don't like about the ideas presented
- Provide your email address so that we can let you know about future participation opportunities







Corridor screening results

August 2015





Legend







) Best igoplus igo

Connectivity & travel tin

Improve transit travel time (compose existing transit service)

Connect planned bike, pedestrian roadway projects

Safety

Improve pedestrian and bicycle sa (compared to existing conditions)

Cost & funding

Capital cost (millions of \$) for improvements*

Operating cost per transit boardin

Likelihood to obtain federal capita improvement grants

2035 ridership

Average weekday ridership (number of boardings)

Increase in weekday ridership (compared to regular bus service)

Community

Service to areas with greatest short-term redevelopment potent

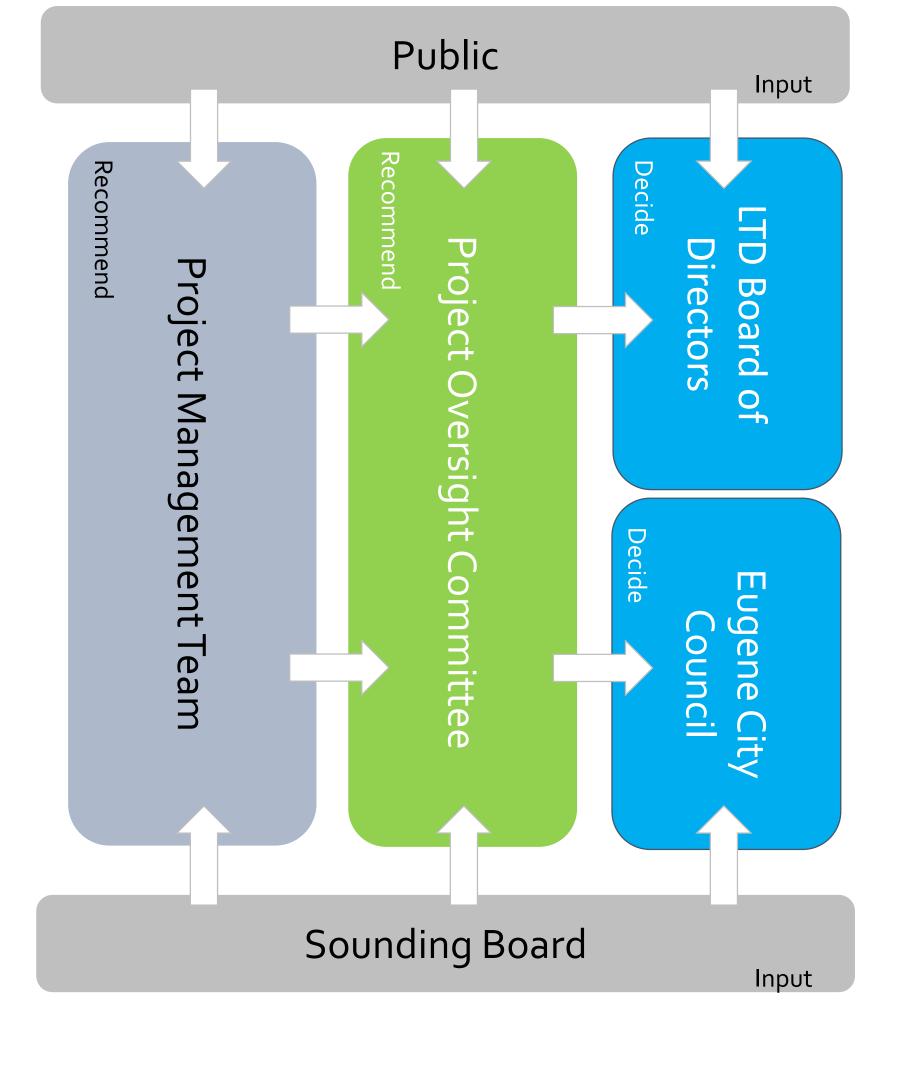
Consistency with community visio

Service to areas with historically underserved populations

on	ntial			tal	ing		afety ()	n and	pared	Me	
		300	3,800			\$10-20			-	Enhanced Corridor	30th/LCC
		2,000 /57%	5,500			\$50-70			-	EmX	CC
		2,300 /62%	6,200	\bigcirc	Wh the	\$20-40				Enhanced Corridor	MLK/ Centennial
		4,000	7,700		ile the sy	\$60-90			○	EmX	.K/ nnial
To be determined by		1,600 /61%	4,200		stem will a g cost per	\$10-30				Enhanced Corridor	Coburg Road
ermined b		2,600 /98%	5,200		cost more	\$50-90				EmX	urg
y community input		900/48%	3,000		While the system will cost more to operate with more service, the operating cost per boarding will stay the same as today.	\$10-30				Enhanced Corridor	Valley River Center
đ		400 /11%	3,600	\bigcirc	nore servi	\$10-30	$\overline{\bullet}$		\bigcirc	Enhanced Corridor	River
		1,400 /43%	4,600		ce, '.	\$70-90				d EmX	River Road
		500 /18%	3,000			\$10-30				Enhanced Corridor	Highway 99
		1,400 /55%	4,,000			\$60-90				d EmX	/ay 99

^{*}Improvements include: transit and biking/walking/mobility device improvements (\$2015)

Decision-making structure



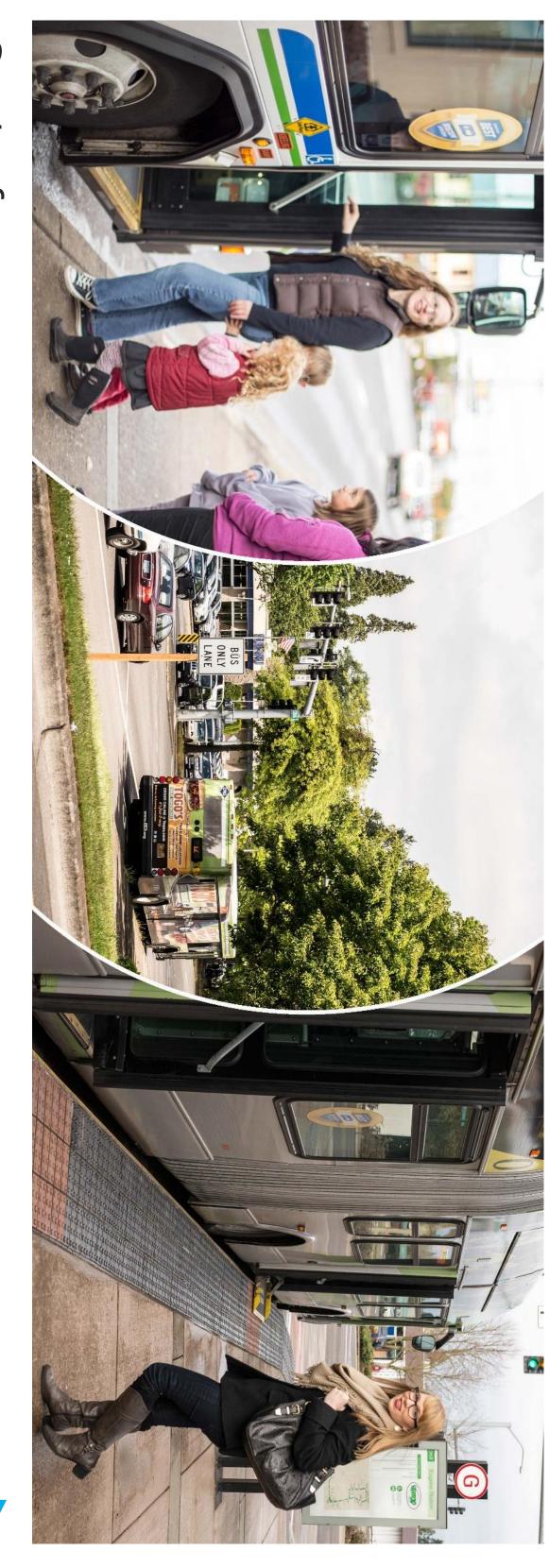
- Project Oversight
 Committee: City
 Councilors, Lane County
 Commissioners, LTD Board
 members, and staff from
 LTD, the City of Eugene,
 Lane County and ODOT
- Sounding Board: representatives of existing LTD and City committees and commissions
- Project Management Team: Eugene Public Works, Eugene Planning, and LTD staff

transit choices Toolbox contains a range of

Fixed route service

Enhanced corridor

Comprehensive EmX

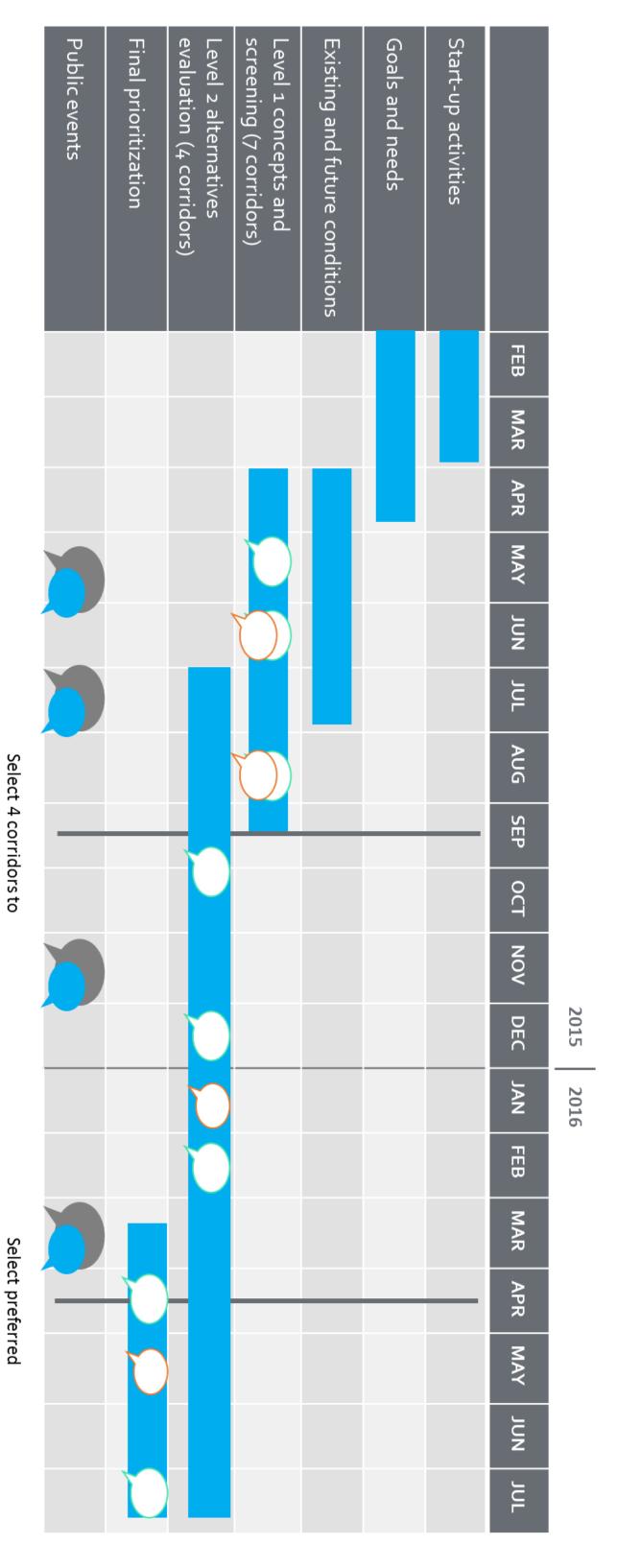


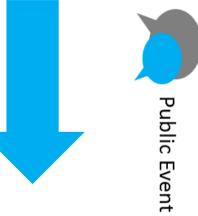
Service frequency

Improvements to enhance ___ reliability on congested streets

Rider amenities at stops/stations

MovingAhead timeline





Oversight Committee

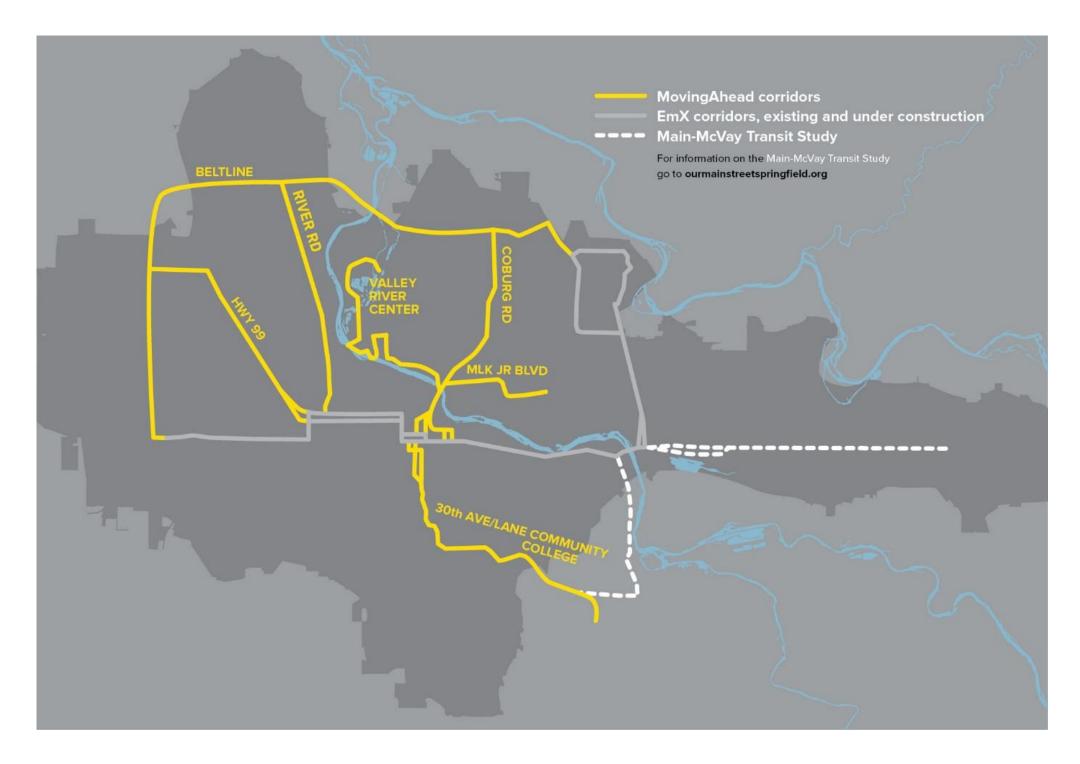
advance

alternatives/prioritize projects

Sounding Board

Input will be collected and considered throughout the process!

Introduciendo MovingAhead



MovingAhead tiene planificado:

- Determinar cómo mejorar las calles principales que conectan a los vecindarios, áreas comerciales, y áreas de trabajo
- Obtener como resultado darle prioridad a los proyectos de transporte público, peatonales y de ciclismo
- Avanzar con eficiencia los proyectos de diseño y construcción

Socios:

- Ciudad de Eugene
- Distrito de Tránsito de Lane (LTD)
- Otras agencias gubernamentales de la región





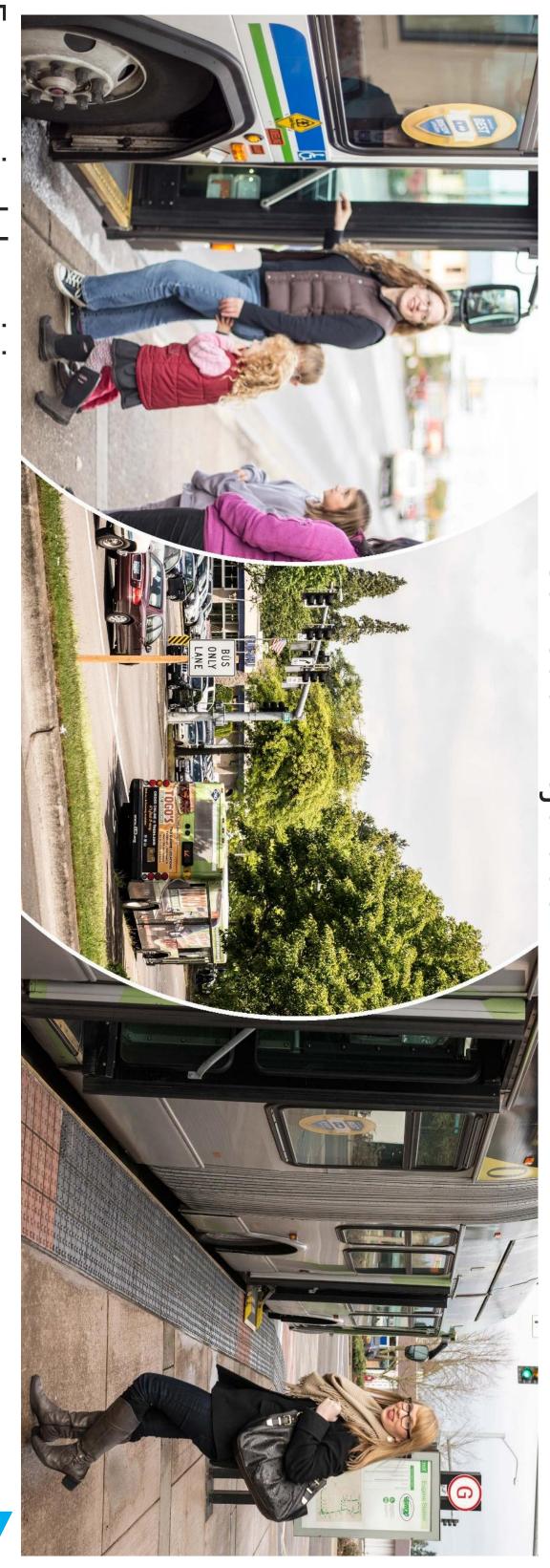


opciones para el tránsito La caja de herramientas contiene Varias

Servicio de ruta fija

Corredor Mejorado

EmX Detallado



Frecuencia del servicio

Amenidades para los pasajeros en las paradas y estaciones

August Outreach Email

Campaign Preview

HTML Source

Plain-Text Email

Details

Last chance to participate in our virtual workshop!

View this email in your browser









Attend September MovingAhead open house to review concepts and provide your input on the corridors being studied!

Thank you to everyone who participated in the MovingAhead workshops or provided input online. In May 2015, more than 200 community members participated in MovingAhead workshops. Working in groups, participants tested different combinations of bike lanes, sidewalks, lanes for autos, and lanes for buses. Using the input gathered at the workshops, the project team developed 14 concepts for how transit, sidewalk, and bike facilities could be improved in each corridor.

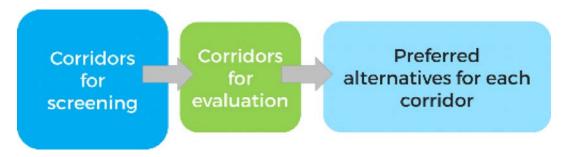




What's next?

Now, MovingAhead needs your input about which corridors and concepts should be advanced for more detailed study!

Between August 7 and September 20, MovingAhead needs your input about the right kind of transit in each corridor. MovingAhead will look at how to improve corridors for those who walk, bike, use mobility devices, and take transit.



For those corridors not advanced for additional study in MovingAhead, the City of Eugene and Lane Transit District will fold biking, walking, mobility device, and transit improvement ideas into their ongoing project development and funding programs.

How can I provide input?

There are lots of ways that community members can provide input that will inform the next phase of MovingAhead:

- Review the options and complete an online survey at <u>MovingAhead.org</u> between August 7 and September 20, 2015
- Find MovingAhead staff at community events and public places throughout the summer
- Attend the <u>open house</u> from 4:00-6:00 pm on Monday, September 14 at the Eugene Public Library (100 West 10th Avenue)

For more information about MovingAhead, visit MovingAhead.org, view a fact sheet or sign up on the mailing list.

You can also contact the project team at questions@MovingAhead.org.

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This email was sent to << Test Email Address >> why did I get this? unsubscribe from this list update subscription preferences

MovingAhead · 3500 E. 17th Ave. · Eugene, OR 97403 · USA



Event	Date



August event intercept survey questions

Participant Name	
What kind of transit do you want to see in this corridor?	<don't choices="" read=""> □ Emx □ Enhanced Corridor □ Not sure</don't>
What should the team know as we refine corridor options?	<don't choices="" choices,="" mark="" more="" read="" relevant=""> □ Need to maintain business access □ Need better bike lanes □ Need better sidewalks □ Don't make traffic worse □ Make it easier to travel by car □ Street needs be more attractive □ Need better pedestrian or bike crossings □ Want more development along corridor □ Concerned about new development along corridor □ Concerned about impacts to adjacent properties or businesses </don't>
Participant Name	
What kind of transit do you want to see in this corridor?	<don't choices="" read=""> □ Emx □ Enhanced Corridor □ Not sure</don't>
What should the team know as we refine corridor options?	<don't choices="" choices,="" mark="" more="" read="" relevant=""> □ Need to maintain business access □ Need better bike lanes □ Need better sidewalks □ Don't make traffic worse □ Make it easier to travel by car □ Street needs be more attractive □ Need better pedestrian or bike crossings □ Want more development along corridor □ Concerned about new development along corridor □ Concerned about impacts to adjacent properties or businesses </don't>

Comment form - Corridor options

August/September 2015



We appreciate your input! Your comments will help determine the right kind of transit in each corridor. After collecting input on the transit choices that should be studied further, MovingAhead will look at how to improve corridors for those who walk, bike, use mobility devices, and take transit.

Please take a few minutes to complete this form and leave it with staff, return it by mail to MovingAhead, PO Box 7070, Springfield, OR 97475, or email to questions@MovingAhead.org. You can also submit comments online at MovingAhead.org. Please return comment forms by September 21, 2015.

EmX corridors

Based on the examples for each corridor option, do you think EmX should be considered for further study?

	Definitely	Possibly, I would like to know more before making a decision	No, I prefer something else
Highway 99			
River Road			
Coburg Road			
MLK Jr., Blvd.			
30 th Ave./LCC			

Enhanced corridors

Based on the examples for each corridor option, do you think **Enhanced Corridor** should be considered for further study?

	Definitely	Possibly, I would like to know more before making a decision	No, I prefer something else
Highway 99			
River Road			
Coburg Road			
Valley River Center			
MLK Jr., Blvd.			
30 th Ave./LCC			

Corridor refinement Please share any concerns or ideas t	hat the team should consider as the	ey refine alternatives. B	e specific about the
corridor (e.g. River Road, Coburg Ro	ad) that you comment applies to.		
As a recipient of federal dollars, this proj		•	33
public outreach activities and to comply w	with Title VI of the Civil Rights Act. The i	•	33
	with Title VI of the Civil Rights Act. The i	•	33
public outreach activities and to comply w	with Title VI of the Civil Rights Act. The i	•	33
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oublic outreach activities and to comply ware reported as totals only, and used sole Your Race/Ethnicity African-American (not Hispanic) Caucasian (not Hispanic)	with Title VI of the Civil Rights Act. The inversely to help improve future outreach. How do you commute to work? □ Drive alone □ bike	dentity of individuals is ke Gender Identity	what's your age? Under 18 years old
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