

MovingAhead

STREETS AND PLACES REIMAGINED

MovingAhead.org

Oversight Committee Meeting

April 17, 2018



Agenda

- Welcome and introductions
- Public comment
- Project and schedule update
- Public involvement plan
- Initial key findings
- Decision-making process
- Next steps and adjourn

Welcome and introductions

- Introductions
- Review agenda
- Approve meeting summary from March 28, 2016



Public comment



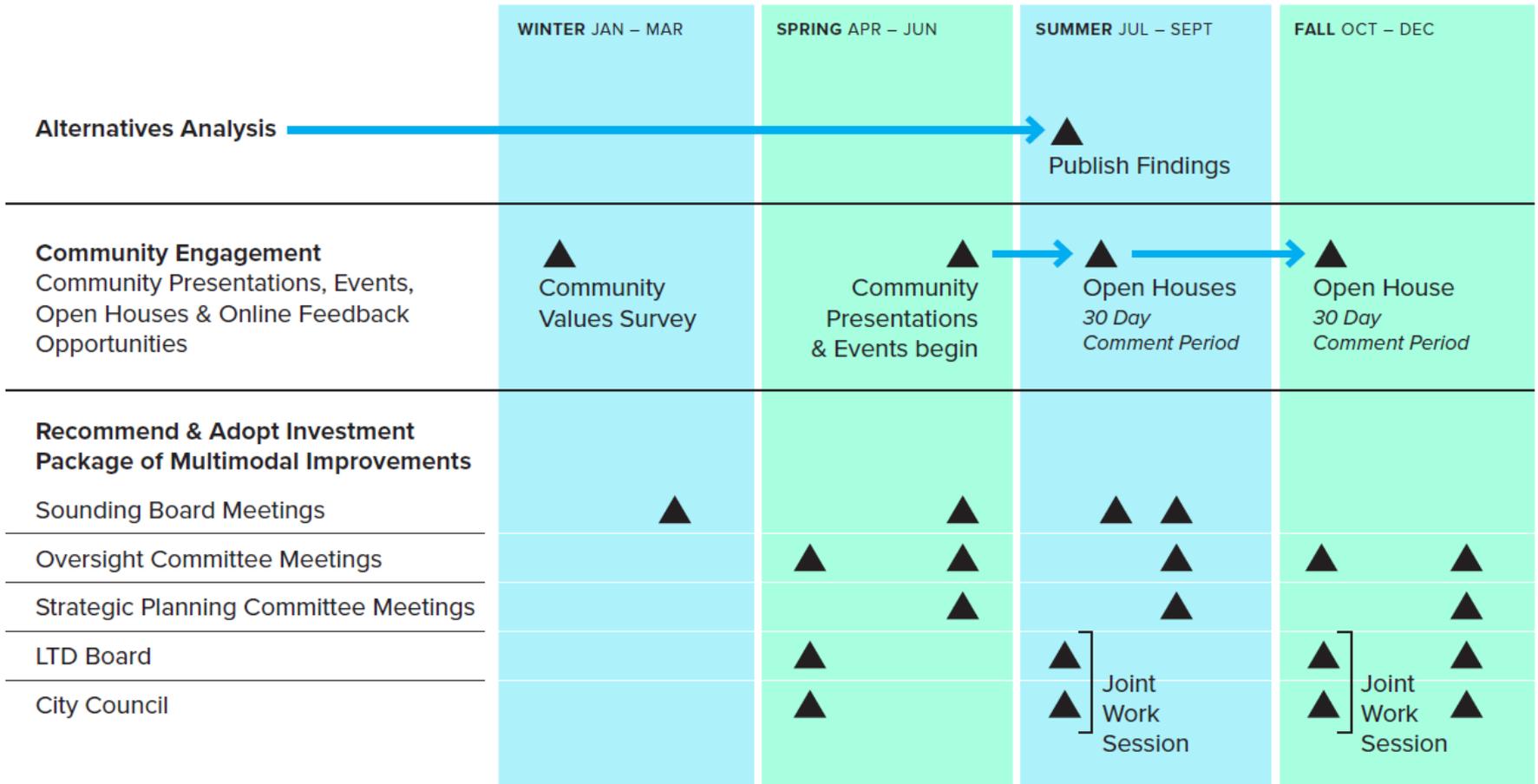
Project and schedule update

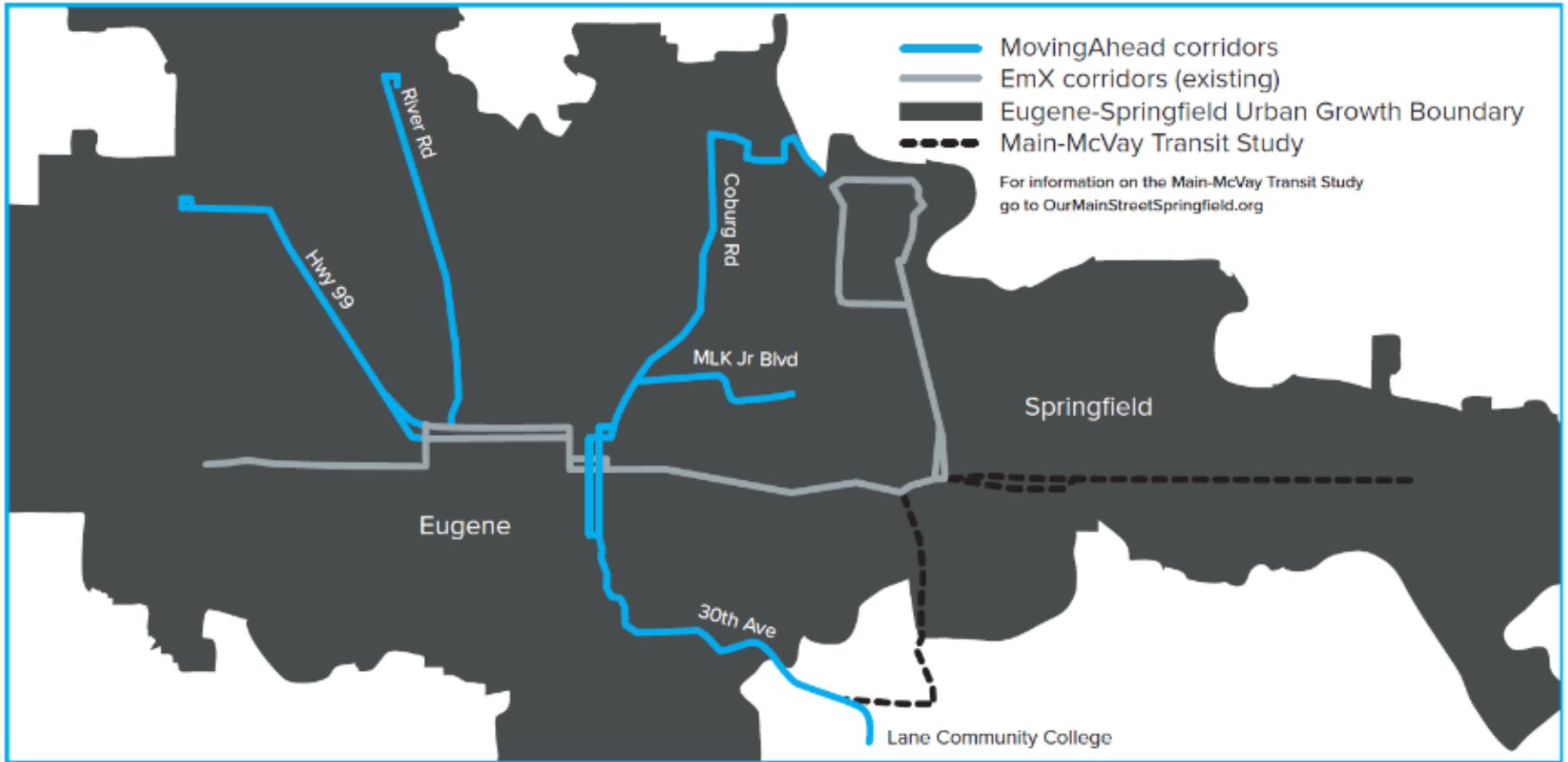
- Since our last update (February 1, 2017)...
 - New members
 - New consultant team
 - Technical analysis
 - Decision-making process





Timeline 2018





Project and schedule update

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



Public involvement plan



The purpose...

Share information and gather input about the community's preferences regarding:

- The investment package options
- Specific focus on groups and individuals along the five project corridors.

Public involvement plan: Goals

- Communication and transparency
- Opportunity and awareness
- Inclusivity and equity



Public involvement plan: Past involvement

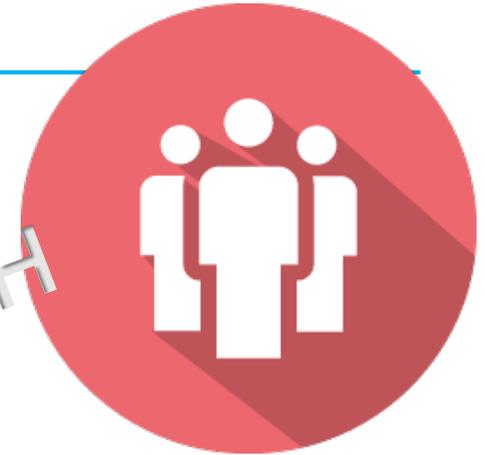
- Designs came directly from the corridor communities

If we come back in 20 years and we've been successful in this corridor, what kind of place is it? How are people getting around?



Public involvement plan: Stakeholders

- Potentially impacted property and business owners
 - Business organizations, associations and chambers of commerce
 - Bike, Pedestrian and Transit advisory committees/ boards
 - Bike and pedestrian interests
 - Transit interests
 - Transit riders
 - Bus drivers
 - Freight interests
 - Environmental interests
 - Accessibility groups
 - Senior services
 - Housing and community development interests
 - Emergency services providers
 - Neighborhood Associations
 - Local event organizers
 - Large employers
 - General public
 - Local media outlets
 - Elected officials
 - Agency partners working on related plans
 - Agencies that may have permitting or approval roles of the proposed improvements
- Historically underrepresented and underserved populations:
 - Affordable housing residents
 - Low-income persons
 - Title VI*
 - Limited English Proficiency (LEP)
 - Youth
 - Elderly/Senior citizens
 - Persons with disabilities
 - Groups that represent Spanish speakers, including existing Latino Leaders Focus Group Members
 - Tribal Leadership, including outreach to the following tribes who may have an interest in the MovingAhead Project:
 - The Confederated Tribes of the Grand Ronde
 - The Confederated Tribes of the Siletz Indians
 - The Confederated Tribes of the Warm Springs
 - The Coquille Indian Tribe of Oregon
 - Confederate Tribes of the Coos, Lower Umpqua and Siuslaw Indians of Oregon



Public involvement plan: Engagement tools

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



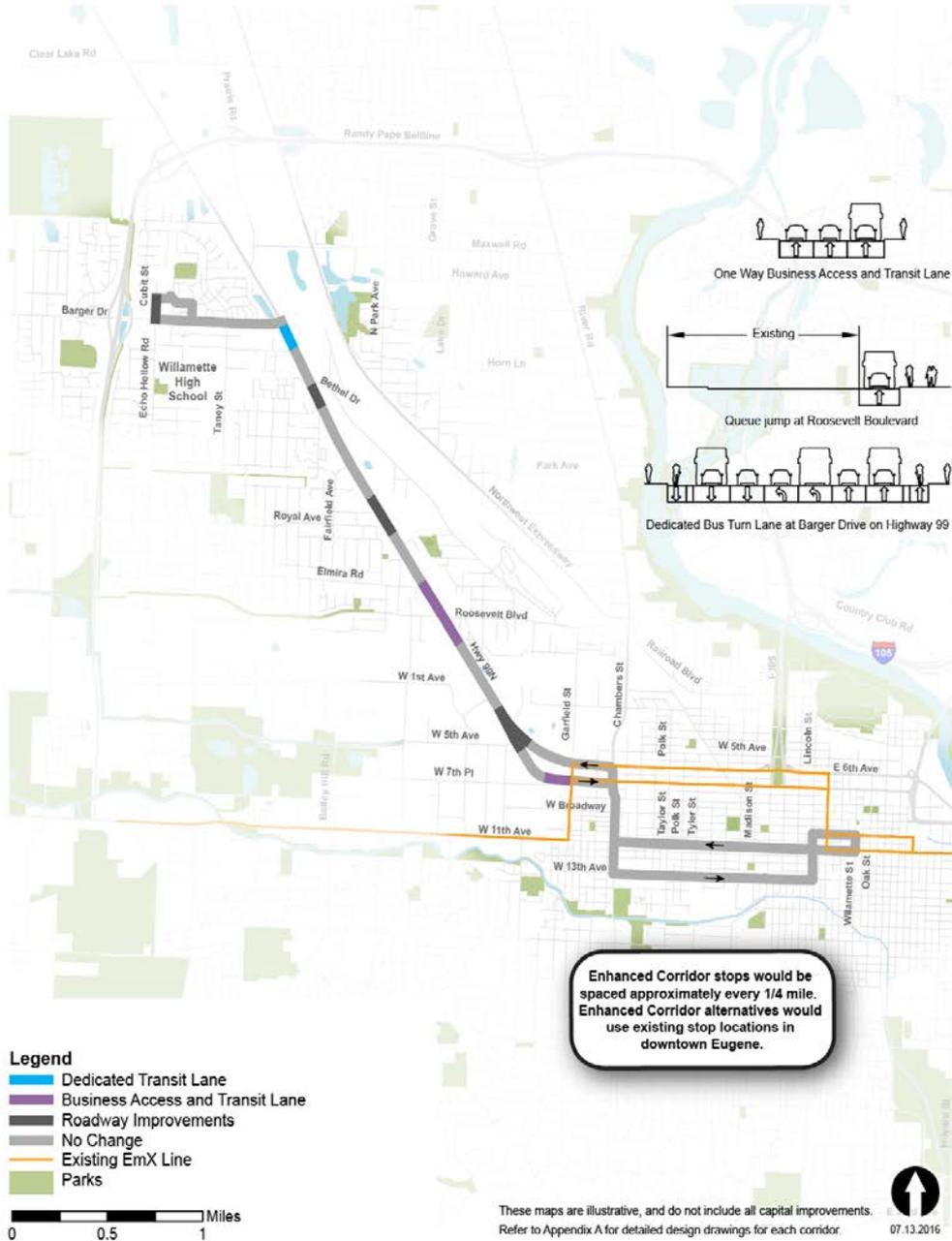
Public involvement plan: Key messages

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



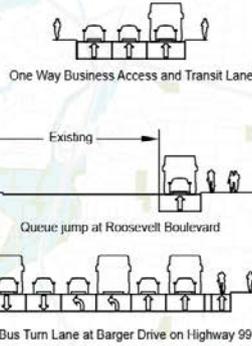
Initial key findings

- Generally small differences between corridors
- More than 1 mode (Enhanced Corridor and EmX) can meet project objectives and community vision
- Key areas of interest
 - Capital and O&M costs
 - Property impacts
 - Transit benefits
 - Trees
 - Bike / pedestrian improvements



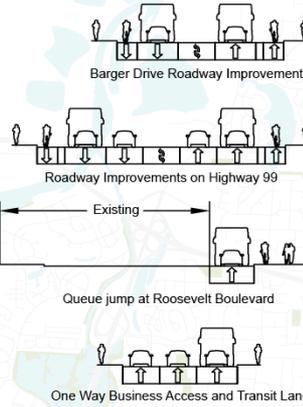
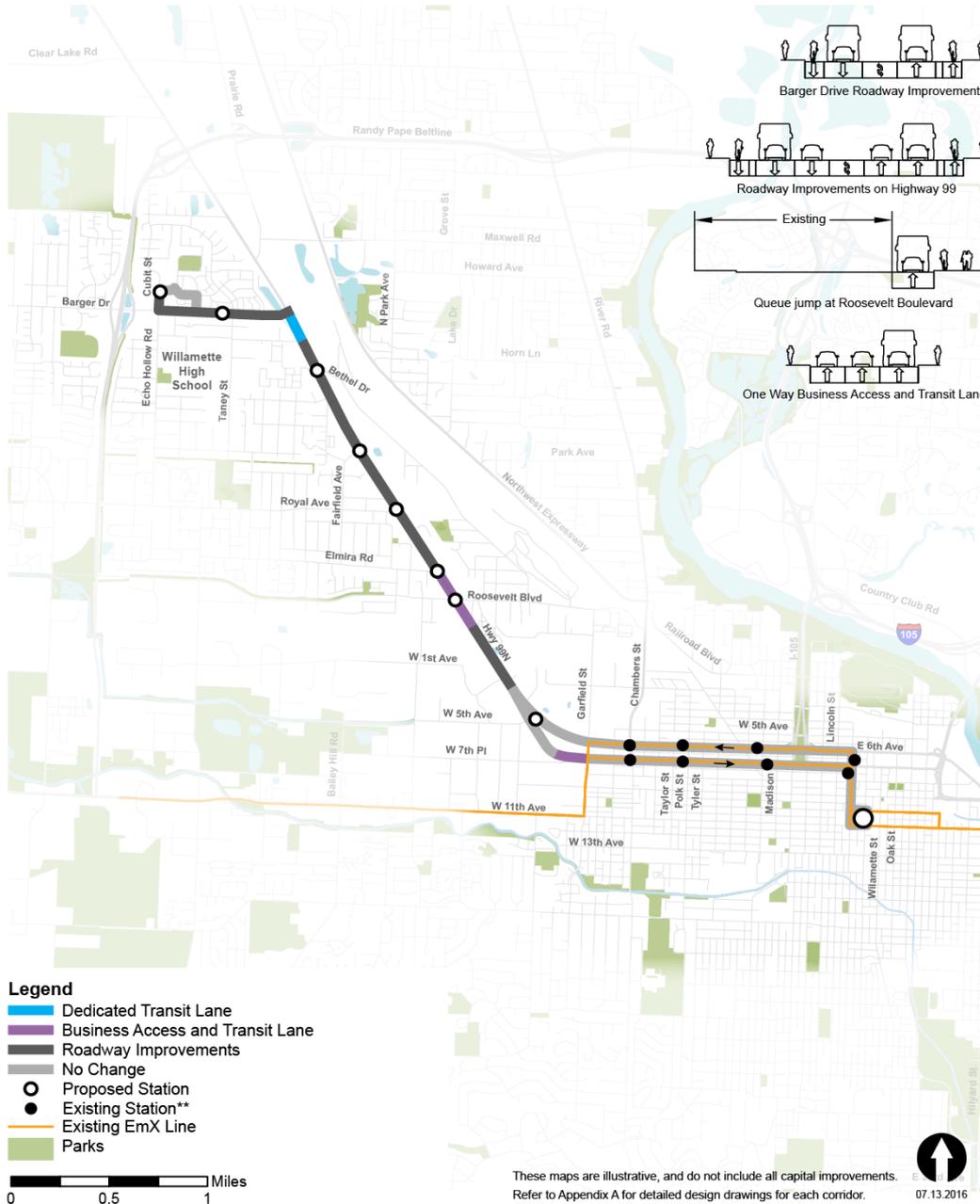
Enhanced Corridor

- Uses 11th/13th routing



Highway 99 Corridor

EmX Alternative: Transit and Roadway Improvements



EmX

- Uses 6th/7th routing



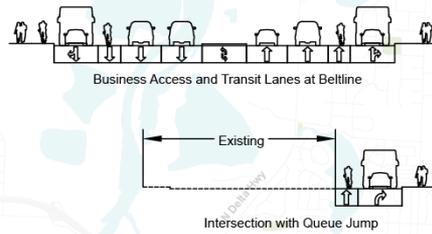
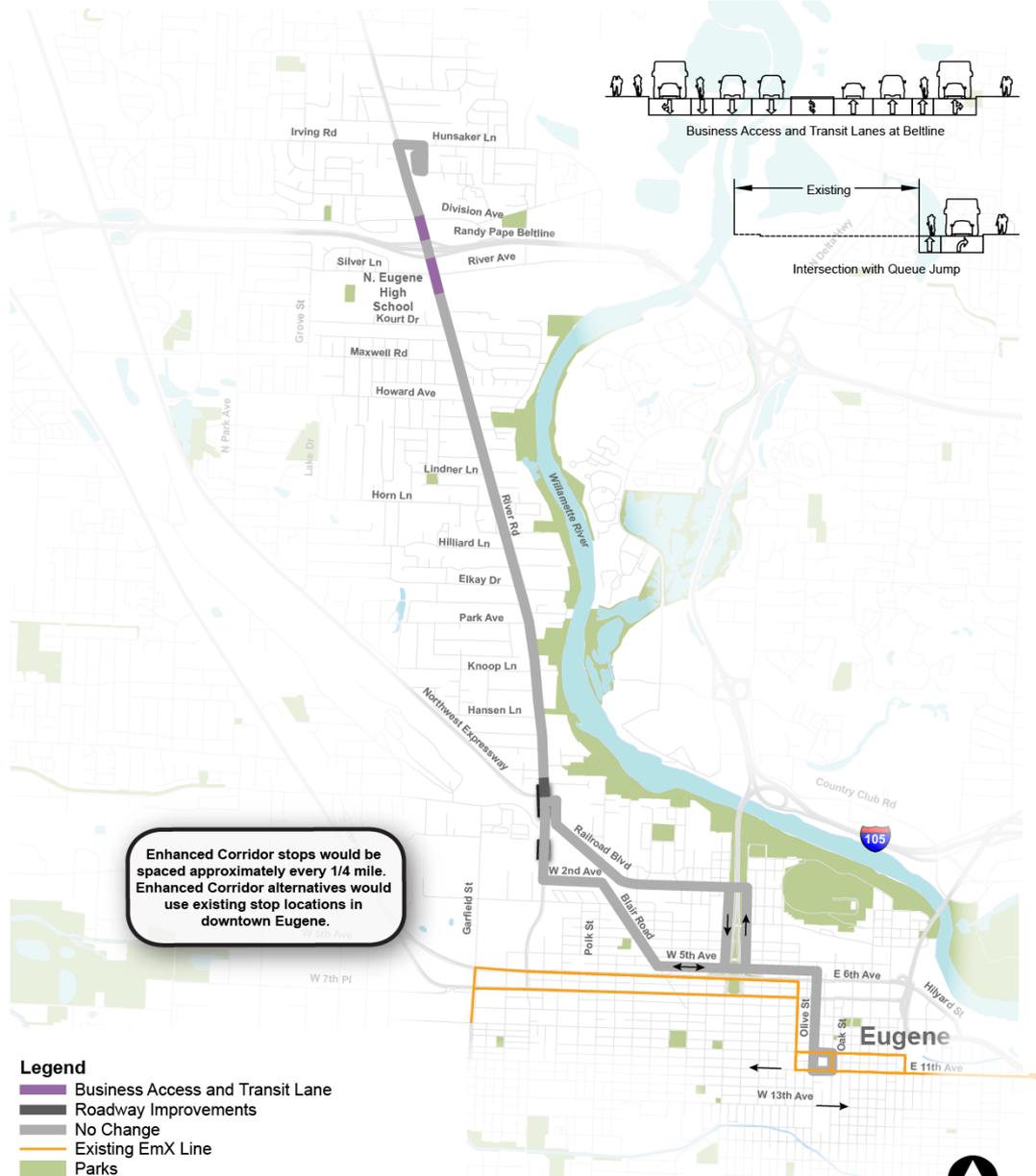
These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.



07.13.2016

Initial key findings: Highway 99

Measure	Range of impacts/benefits
Capital cost	\$38 to \$67 million
Annual system O&M cost change	-\$0.1 to \$2.8 million
Off-street parking impacts	46 to 53 spaces
On-street parking impacts	0 spaces
Property acquisitions	1.3 to 1.6 acres
Transit travel time savings	10 to 12 minutes
Annual systemwide ridership increase	111,000 to 267,000 trips
Medium and large trees impacted	14 to 40 trees
New or reconstructed pedestrian facilities	1.26 to 1.37 miles
New or reconstructed bike facilities	0.13 to 4.01 miles
New upgraded and enhanced crossings	9 to 12 crossings

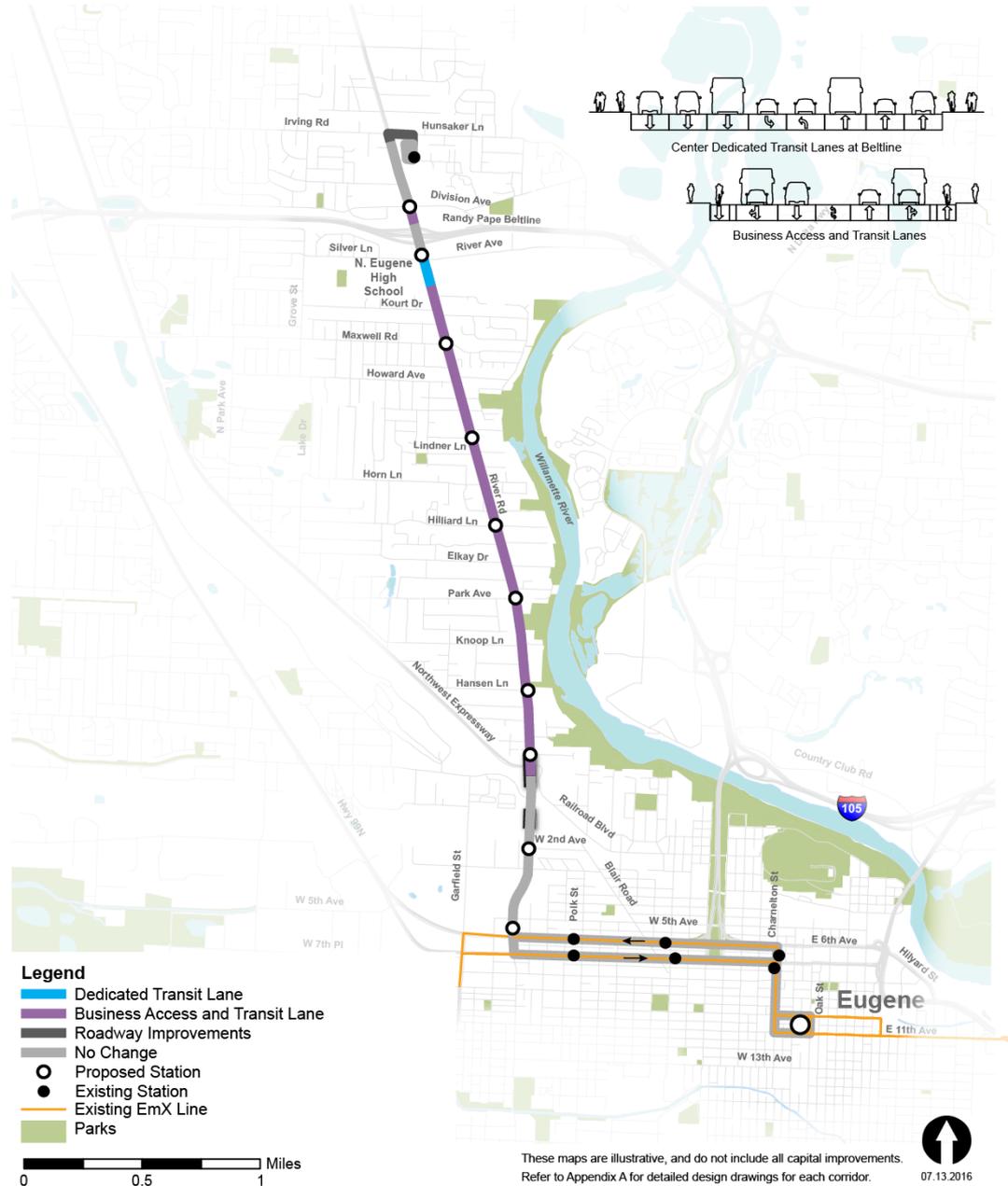


Enhanced Corridor

- Uses 5th / Blair / 2nd / Railroad routing

River Road Corridor

EmX Alternative: Transit and Roadway Improvements



EmX

- Uses 6th/7th routing



Initial key findings: River Road

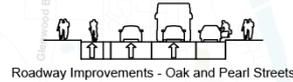
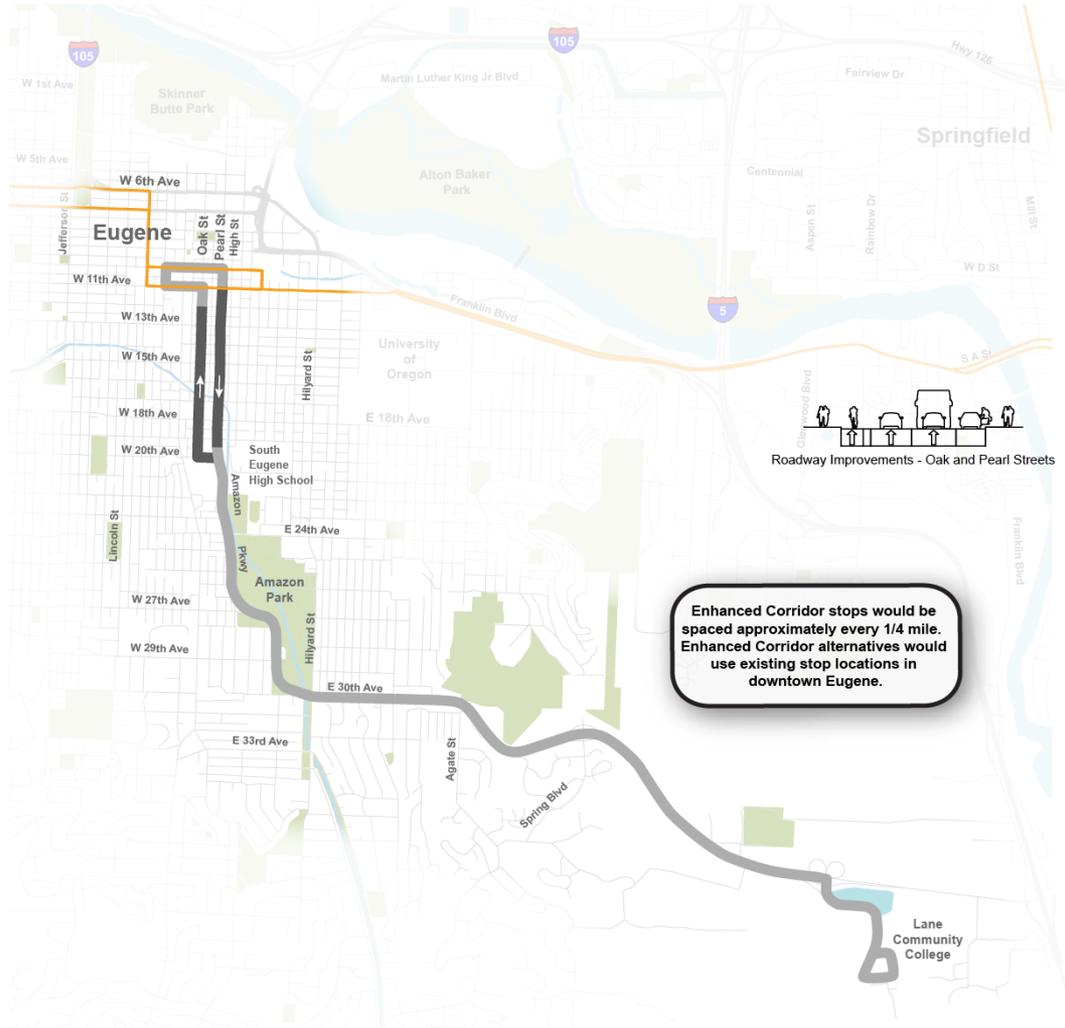
Measure	Range of impacts/benefits
Capital cost	\$24 to \$78 million
Annual system O&M cost change	-\$0.6 to \$2.0 million
Off-street parking impacts	2 to 31 spaces
On-street parking impacts	0 spaces
Property acquisitions	1.3 to 2.2 acres
Transit travel time savings	5 to 8 minutes
Annual systemwide ridership increase	33,000 to 246,000 trips
Medium and large trees impacted	13 to 132 trees
New or reconstructed pedestrian facilities	0.66 to 1.28 miles
New or reconstructed bike facilities	0 to 5.03 miles
New upgraded and enhanced crossings	4 to 6 crossings

30th Avenue to Lane Community College Corridor



Enhanced Corridor Alternative: Transit and Roadway Improvements

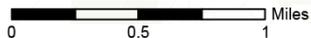
Enhanced Corridor



Enhanced Corridor stops would be spaced approximately every 1/4 mile. Enhanced Corridor alternatives would use existing stop locations in downtown Eugene.

Legend

- Roadway Improvements
- No Change
- Existing EmX Line
- Parks



These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.



07.13.2016

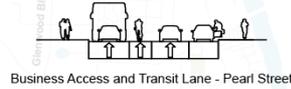


30th Avenue to Lane Community College Corridor

EmX Alternative: Transit and Roadway Improvements



EmX



These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.



07.13.2016

Initial key findings: 30th Avenue to LCC

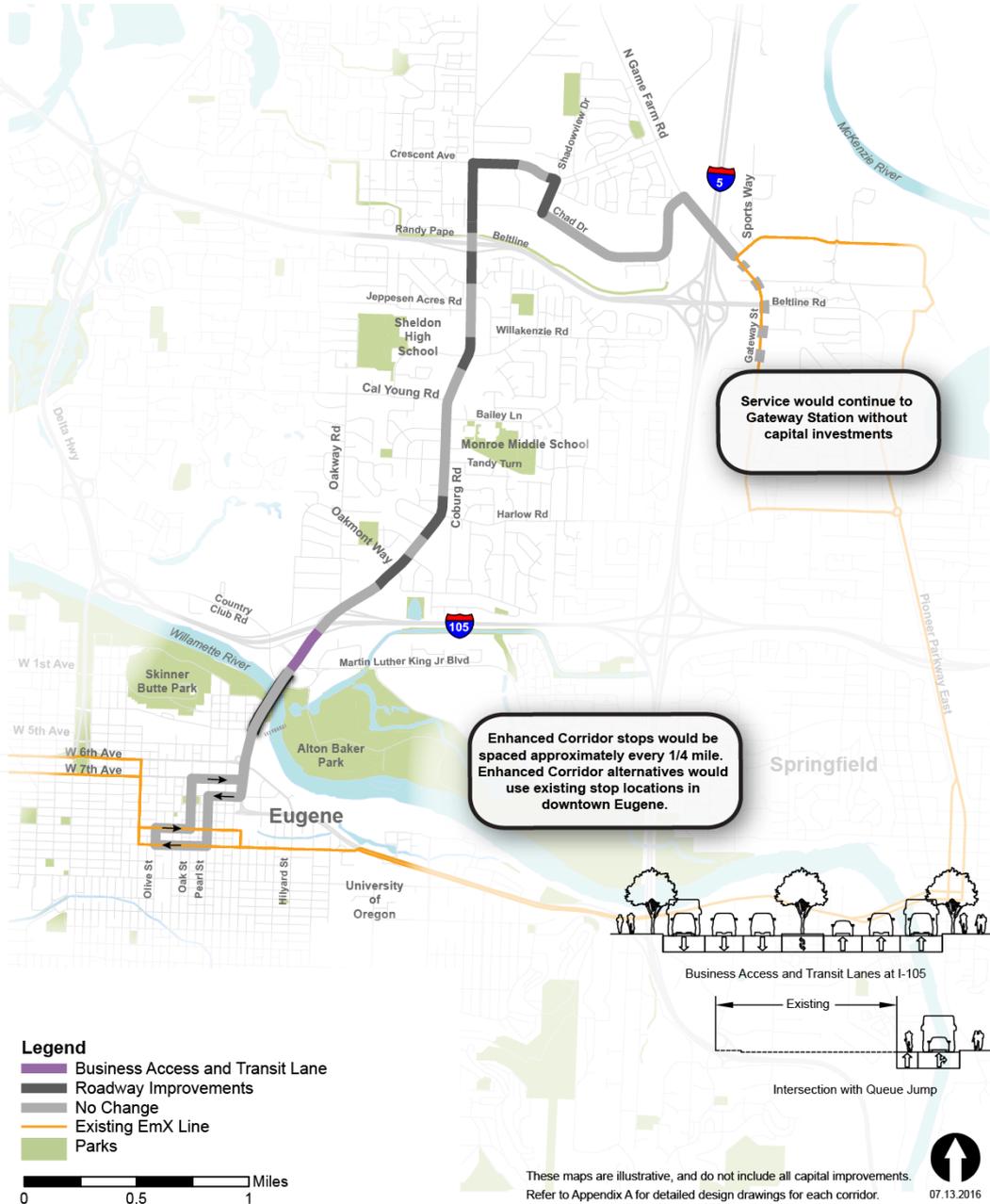
Measure	Range of impacts/benefits
Capital cost	\$21 to \$53 million
Annual system O&M cost change	-\$0.5 to \$0.5 million
Off-street parking impacts	0 to 15 spaces
On-street parking impacts	40 to 138 spaces
Property acquisitions	0.4 to 0.5 acres
Transit travel time savings	1 to 2 minutes
Annual systemwide ridership increase	-30,000 to 198,000 trips
Medium and large trees impacted	58 to 102 trees
New or reconstructed pedestrian facilities	0.62 to 0.45 miles
New or reconstructed bike facilities	1.38 to 1.33 miles
New upgraded and enhanced crossings	1 to 8 crossings

Coburg Road Corridor

Enhanced Corridor Alternative: Transit and Roadway Improvements



Enhanced Corridor

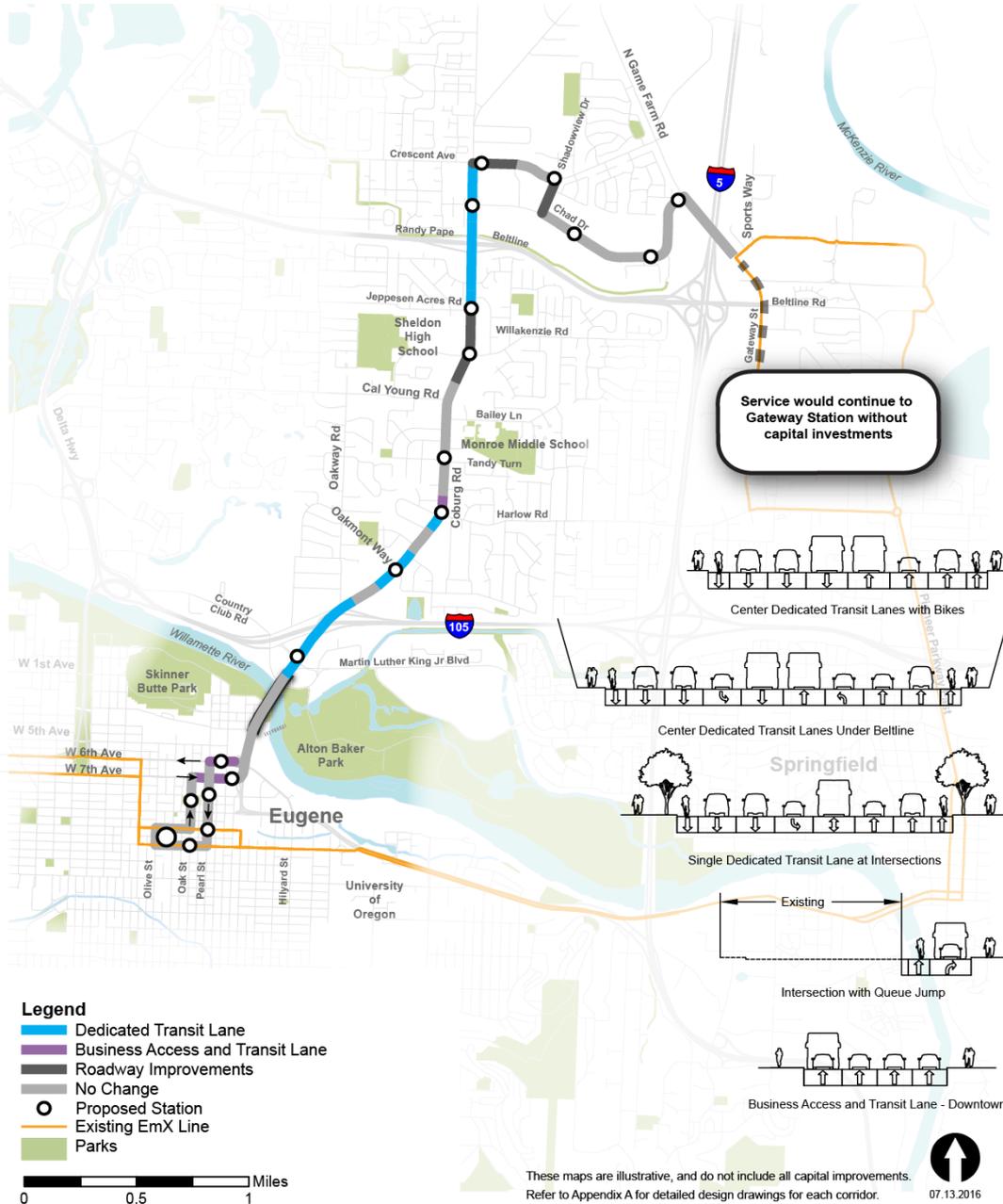


Coburg Road Corridor

EmX Alternative: Transit and Roadway Improvements



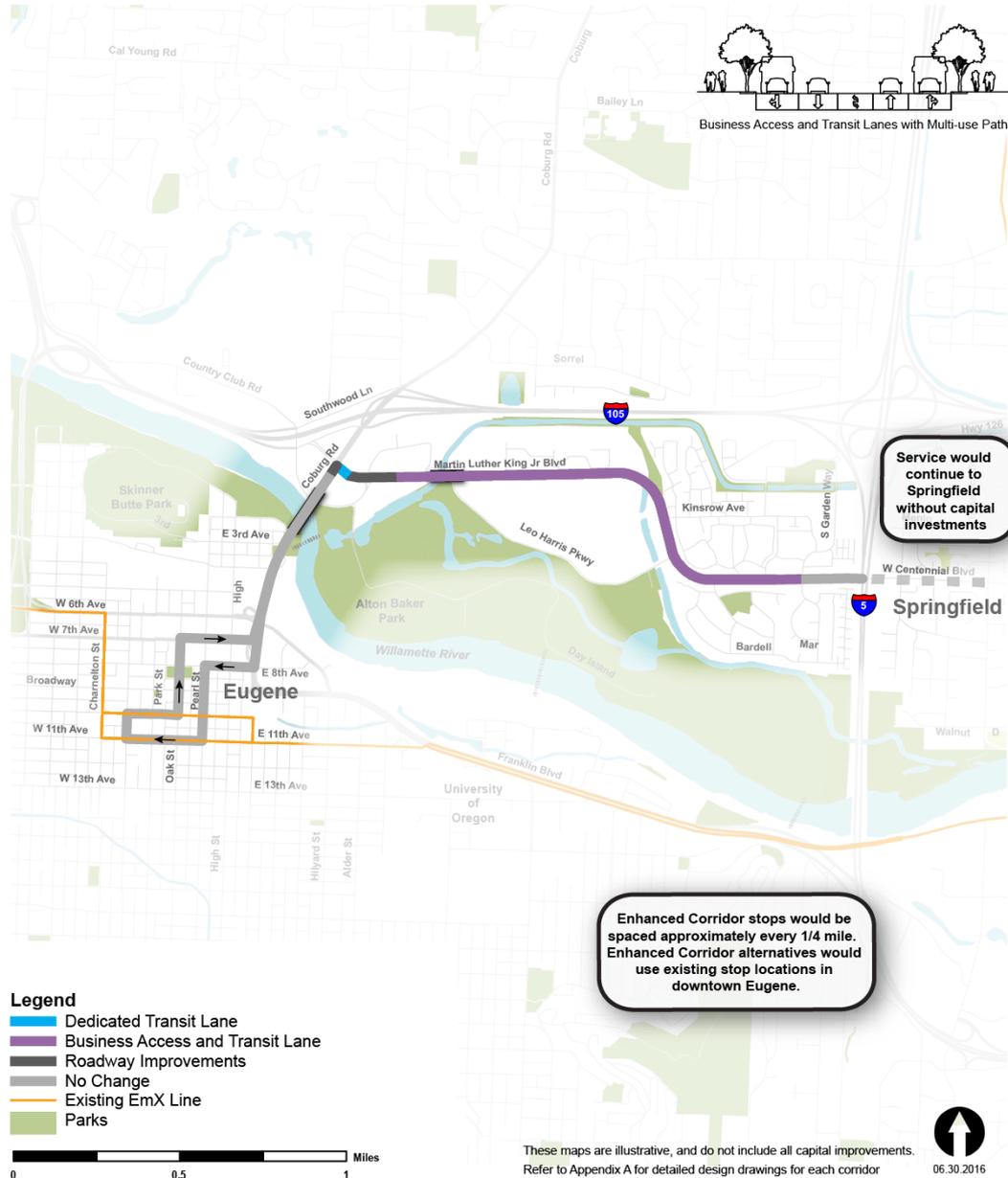
EmX



Initial key findings: Coburg Road

Measure	Range of impacts/benefits
Capital cost	\$41 to \$113 million
Annual system O&M cost change	\$0 to \$2.6 million
Off-street parking impacts	42 to 109 spaces
On-street parking impacts	0 spaces
Property acquisitions	1.0 to 4.0 acres
Transit travel time savings	5 minutes
Annual systemwide ridership increase	63,000 to 258,000 trips
Medium and large trees impacted	9 to 138 trees
New or reconstructed pedestrian facilities	1.43 to 2.80 miles
New or reconstructed bike facilities	0 to 0.36 miles
New upgraded and enhanced crossings	9 to 12 crossings

Enhanced Corridor Alternative: Transit and Roadway Improvements



Enhanced Corridor

- Capital improvements end at I-5
- Service continues into Springfield

Initial key findings: MLK, Jr. Blvd.

Measure	Range of impacts/benefits
Capital cost	\$21 million
Annual system O&M cost change	\$1.1 million
Off-street parking impacts	0 spaces
On-street parking impacts	0 spaces
Property acquisitions	<0.1 acres
Transit travel time savings	2 minutes
Annual systemwide ridership increase	186,000 trips
Medium and large trees impacted	9 trees
New or reconstructed pedestrian facilities	0.45 miles
New or reconstructed bike facilities	0 miles
New upgraded and enhanced crossings	4 crossings

Decision-making process

- Acknowledges more than 1 mode can meet project objectives and community vision
- Investment packages compilation and evaluation
 - Considers corridors and system at same time
 - Bookends – all EmX and all EC
 - Multiple “mix & match” options in between

Decision-making process: EC Package

	NB	EC	EmX
Highway 99		✓	
River Road		✓	
30th Ave - LCC		✓	
Coburg Road		✓	
Martin Luther King, Jr Blvd		✓	

Decision-making process: EmX Package

	NB	EC	EmX
Highway 99			✓
River Road			✓
30th Ave - LCC			✓
Coburg Road			✓
Martin Luther King, Jr Blvd		✓	

Decision-making process: Package A

	NB	EC	EmX
Highway 99		✓	
River Road			✓
30th Ave - LCC		✓	
Coburg Road			✓
Martin Luther King, Jr Blvd		✓	

Decision-making process: Package B

	NB	EC	EmX
Highway 99			✓
River Road			✓
30th Ave - LCC	✓		
Coburg Road		✓	
Martin Luther King, Jr Blvd		✓	

Decision-making process: Package C

	NB	EC	EmX
Highway 99		✓	
River Road			✓
30th Ave - LCC			✓
Coburg Road	✓		
Martin Luther King, Jr Blvd	✓		

Decision-making process: criteria

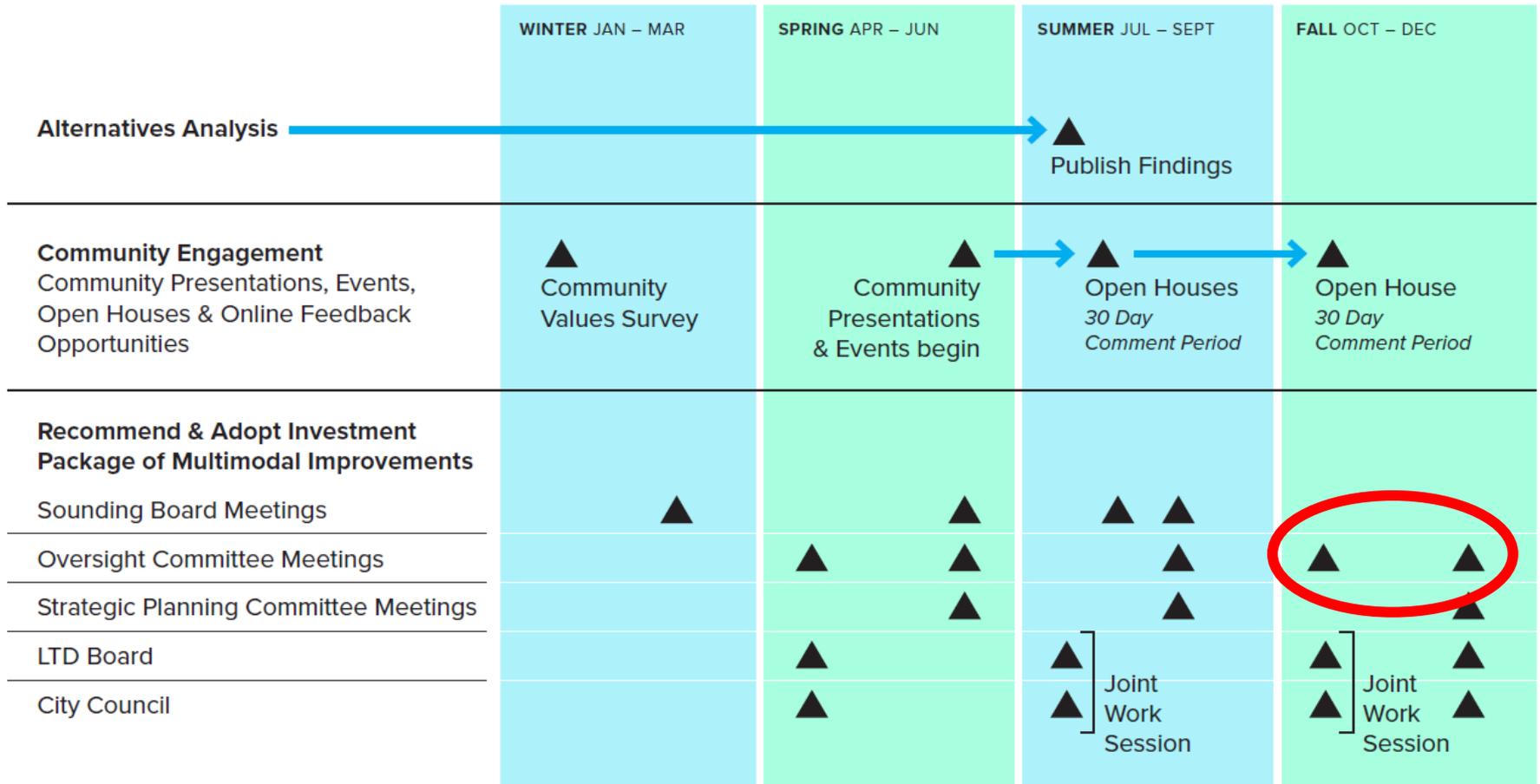
- Capital cost
- Systemwide annual operating cost
- Corridor service frequency
- Corridor transit travel time improvement
- Systemwide annual ridership increase
- New corridor bike/ped access investments
- New corridor bike/ped safety improvements
- Return on investment
- Support corridor development/redevelopment
- Number of medium and large trees impacted
- Corridor acreage of acquisitions
- Corridor displacements
- Corridor on-street parking impacts
- Corridor off-street parking impacts
- Support from the community

Decision-making process: Phase 1 final outcome

Selection of a preferred investment
package of multimodal
improvements



Timeline 2018



Next steps and adjourn

Upcoming key milestones	Dates
Update to City Council and LTD Board	April 18, 2018
Letters to effected property owners/tenants	May 2018
Meetings with effected property owners/tenants	May-July 2018
Oversight Committee Meeting to review technical findings	<i>Late</i> June 2018
City Council and LTD Board work session to review technical findings	<i>Mid</i> July 2018
Publish Draft Alternatives Analysis report	<i>Early</i> August 2018
1 st 30 day public comment period	August -September 2018
2 nd 30 day public comment period	October – November 2018

Questions + Discussion

