

Andrew Martin

To: Andrew Martin
Subject: Petitions opposing MovingAhead delivered Wednesday 2-23-22

From: Meta Maxwell <metam@comcast.net>
Sent: Thursday, February 24, 2022 12:21 PM
To: Caitlin Vargas <Caitlin.Vargas@ltd.org>
Subject: [External Sender]Petitions opposing MovingAhead delivered Wednesday 2-23-22

Dear Caitlin Vargas,

Petitions opposing MovingAhead, with 464 signatures from people working, living and owning properties on River Road, Hwy 99, Coburg Road (including Chad and Crescent), Martin Luther King Jr. Blvd., and the 30th Corridor (including High, Pearl, and Oak) were delivered for you to the LTD administrative offices Wednesday, February 23, 2022; they were accepted by Kelly Perron, secretary for the board, for delivery to you. Accompanying the petitions is a cover letter explaining the process for gathering the signatures, and an article, "The Transit Industrial Complex."

Instead of throwing more good money after bad to further pursue the MovingAhead plans, I suggest that they be scrapped and that the City of Eugene employ a transportation professional who can be trusted to oversee the development of a holistic transportation plan for the city, taking into consideration the demographics, geography and advances in alternative technologies that shape our future, and who, from the beginning, will engage those who will be most affected.

Thank you for your consideration.

Meta Maxwell

Andrew Martin

To: Andrew Martin
Subject: RE: More Opposition to MovingAhead

From: Meta Maxwell <metam@comcast.net>
Sent: Friday, February 25, 2022 2:59 PM
To: Caitlin Vargas <Caitlin.Vargas@ltd.org>
Subject: [External Sender]More Opposition to MovingAhead

25 February 2022

RE: Opposition to MovingAhead

Dear Caitlin Vargas,

I am receiving more signed petitions opposing MovingAhead, and hearing from more people who live, work, and own residences, businesses and properties on all corridors: River Road, Hwy 99, Martin Luther King Jr. Blvd, Coburg Rd. (Including Crescent and Chad), and 30th Avenue (including High, Oak, and Pearl). They are *very upset* not to have been shown or consulted on the MovingAhead plans that would adversely affect them. If the plans are not scrapped, they suggest the minimum you should do is ascertain the public is fully informed about the plans and they are **PUT TO A VOTE** by the taxpayers whose funds will be used to build, operate and maintain them.

I hope you will heed their wishes.

Sincerely,

Meta L. Maxwell

PO Box 653
Eugene, OR 97440
541-73-9161
metam@comcast.net

Andrew Martin

To: Andrew Martin
Subject: MovingAhead KMTR (NBC 16) News Coverage

From: Meta Maxwell <metam@comcast.net>
Sent: Saturday, February 26, 2022 2:43 PM
To: Caitlin Vargas <Caitlin.Vargas@ltd.org>
Subject: [External Sender]MovingAhead KMTR (NBC 16) News Coverage

RE: KMTR News (NBC16) Broadcast 2-25-22 5:30 pm; Statement by Bob Inerfeld, Transportation Planning Manager, Eugene

TO: Caitlin Vargas

FROM: META L. MAXWELL (On behalf of Residents, Businesses, and Property Owners on the MovingAhead Corridors) PO Box 653 Eugene, OR 97440. metam@comcast.net. 541-731-9161

Last night, Friday, February 25, 2022 on the KMTR News (NBC 16) at 5:30 pm, Rob Inerfeld, Transportation Planning Manager, Eugene, said, "We've tried as hard as we can to reach out to businesses and property owners along the corridors, and we are sorry if there are folks who feel they didn't hear from us but we definitely want to have an open line of communication with them." **This is not true.** To prove it, ask Mr. Inerfeld for the list of all the people and their addresses on the corridors that they claim to have contacted. Also ask for copies of what they were given or sent, and when. You will see that NO LEGITIMATE EFFORT has been made to reach them or to involve them in the MovingAhead process since 2015, much less to address their concerns about the plans finished by CH2M Hill in 2017 and now being rushed to a vote by the City Council and LTD Board of Directors.

Petitions with 464 signatures, copies of which were delivered for you on Wednesday, February 23, 2022, state, "the undersigned property owners, businesses and residents of Eugene, Oregon do STRENUOUSLY OBJECT to MovingAhead's "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input." It is obvious the MovingAhead project management team has PURPOSELY AVOIDED engaging those with interests on the corridors. We were able to contact people over the past month by having ONE PERSON walk up and down all corridors meeting residents and businesses, and by mailing owners of businesses, residences, and properties identified in the Lane County Tax Records. Instead, the MovingAhead team has reached out to Neighborhood groups, that only a small part of the community attends, and other special interest groups, in a manner to feign their involvement so MovingAhead can falsely claim the civic engagement and alternative analysis required to move the plans ahead and make application for state and federal funds.

ALL OF THE RESIDENTS, BUSINESSES, AND OWNERS WE RECEIVED REPLIES FROM SAID THEY HAD NOT BEEN SHOWN THE PLANS THAT WOULD AFFECT THEIR PROPERTY.

Over 152 businesses are associated with the addresses on signed petitions opposing MovingAhead! The businesses are:

BURRITO AMIGOS

DAIRY QUEEN

STATE FARM INSURANCE

RIVER ROAD AUTOMOTIVE

DAYSPRING FELLOWSHIP

KENT MANAGEMENT & BUSINESS SERVICES

EUGENE CHRISTIAN SCHOOL

STAFFING PARTNERS

CITY NAILS AND SPA

MOLLY VENDETTI DMD

EUGENE EURO-IMPORTS

VALUE INN MOTEL

R & L MOTORS

THAI TIME KITCHEN

JAY'S AUTO REPAIR

VALLEY POWER SPORTS

U-HAUL

DUTCH BROS

TIO PEPE MEXICAN RESTAURNANT

THE GREEN PEPPER

RIVER ROAD AUTOMOTIVE

US BANK

JACK IN THE BOX

THE PLUMBING WORKS

CRICKET

EXTREME CLEAN

PPG PAINTS

KIEFER KIA

FULL HOUSE PROPERTY MANAGEMENT

BLACK ROCK COFFEE BAR

NORTH 99 UNOCAL

ROYAL INN

MCDONALD'S OFFICE

IP SERVICES

BUDGET LODGE

FERRELL GAS

COLUMBIA RIVER LOG SCALE & GRADING BUREAU

SLOCUM ORTHOPEDICS

EMERALD POOL & PATIO

RIVER PARK RESIDENCE

BELL REAL ESTATE

REALITY KITCHEN

COUNTRYSIDE PIZZA & GRILL

TERPENE STATION

EUGENE ELECTRIC BICYCLES

HILL/RANDALL LLC

7-ELEVEN

RV CORRAL

3M COMPANY

55 COBURG RD LLC

STRYKER CORPORATION - NEPTUNE

ALPHA IT

BEST VALUE AUTOMOTIVE

JLO PROPERTIES

LUBE IT USA

EUGENE FOREST PRODUCTS

BRIGHTER HOMES

MR. CHAIN SAW

EUGENE SPA & HOT TUB

EUGENE ENDOCRINOLOGY

SANTA CLARA DENTAL

DMAC INVESTMENTS

MARK L JEWELL MD PC

THAI TIME KITCHEN

JAY'S AUTO REPAIR

LAS MORENAS
LU LU LLC
LILS DELI
HARBOR WHOLESALE GROCERY
PRIZE INVESTMENTS LLC
LONCHES TO GO
ECOATM LLC
KFC
RIVER ROAD 2ND HAND
AUTOBAHN IMPORTS
CHURCH OF CHRIST
SHARRICH ENTERPRISES LLC
TRACY & KEIM CHIROPRACTIC
PERFORMANCE PHYSICAL THERAPY
AUTO RAMA
BUSY BEE ACADEMY
GLOBAL DELIGHTS COFFEE KIOSK
TOP TEN COBURG
CELLULAR MEKANIX
VIKING CONDOMINIUMS
JB MANAGEMENT LLC
HAWAIIAN TIME RESTAURANT
JIFFY LUBE
CHEVRON
TERPENING TERRACE
BEYMER HEATING
GRAFFITI ALLEY
GOVINDA'S BUFFET
GENTAL DENTAL
SANTA CLARA ANIMAL HOSPITAL
R & G PROPERTIES
KNECHTS
COLUMBIA BANK
SHARI'S CAFE AND PIE
RIVER KOURT APARTMENTS
MICHAEL BARCLAY INSURANCE AGENCY INC
NODAK GREEN PRAIRIE
H & R BLOCK ENTERPRISES
ALLSTATE INSURANCE
PRIME COMMS RETAIL
CAFE' 440
CREATIVE HOUSING SOLUTIONS
FURGASON FIFE DENTISTRY
MY LITTLE CHILDREN
SIMPLY STRONG
STAFFING PARTNERS
ARLIE MERWIN LLC
REED FAMILY HOLDINGS
CRESCENT AVENUE PARTNERS
GREAT HOUSE DESIGN
A & A PROPERTIES NORTHWEST
EXECUTIVE CLEANING SERVICES
MT CRESENT LLC
STATE FARM INSURANCE
LOS PORTILLOS
JINNAH INTERNAL MEDICINE

REDDY FAMILY MEDICINE
HARBOR WHOLESALE GROCERY
HAIR STUDIO 408
CONSERVATIVE PAIN SOLUTIONS
BAND SUPER EXERCISE
KEIPERSPINE PC
VENDOR SERVICES CENTER
FM JONES & SONS
PET PRIDE
CENTER STREET RIDEZ
ALL AMERICAN CANOPIES
BATTERY X-CHANGE
BAKER'S BOOTS & CLOTHING
GREEN HEALTH
DOLLAR GENERAL
GEORGE M SUTTON RV
SUBWAY SANDWICHES
ROSCOE DIVINE LLC
WEST SIDE GARDEN
TOMLINS AUTO SERVICE
CAMELLIA PARK LLC
LEMON TREE INVESTMENTS LLC
EUGENE EURO-IMPORTS
TRACK TOWN HOLDINGS
HELIKSON FUTURES LLC
ALLSTATE INSURANCE
NATIONAL TRANSPORT
SANTA CLARA SQUARE
RIVER PARK RESIDENCE
SHAWN EKSTROM DDS PC
AMERICAN FAMILY INSURANCE
RED BARON TRAVEL
JLT INVESTMENT SERVICES
UPSHUR PROPERTIES
AIR TOOL MAINTENANCE

———**152+ BUSINESSES**
COULD BE HURT BY MOVING AHEAD...

Andrew Martin

To: Andrew Martin
Subject: RE: MovingAhead - John Brown, Appraiser/Realtor Adverse Impacts on Businesses & Properties

From: Meta Maxwell <metam@comcast.net>

Sent: Sunday, February 27, 2022 12:01 PM

To: VINIS Lucy K <lvinis@eugene-or.gov>; esemple@eugene-or.gov; mkeating@eugene-or.gov; azelenka@eugene-or.gov; YEH Jennifer K <jyeh@eugene-or.gov>; CLARK Mike <mclark@eugene-or.gov>; gevans@eugene-or.gov; csyrett@eugene-or.gov; GROVES Randy B <rgroves@eugene-or.gov>; Gino Grimaldi <Gino.Grimaldi@ltd.org>; Michelle Webber <Michelle.Webber@ltd.org>; Don Nordin <Don.Nordin@ltd.org>; Emily Secord <Emily.Secord@ltd.org>; Pete Knox <Pete.Knox@ltd.org>; Caitlin Vargas <Caitlin.Vargas@ltd.org>; Susan Cox <Susan.Cox@ltd.org>

Cc: John Brown <john@eebcre.com>; Angelina Dixon <adixon@kval.com>; otyoung@kmtr.com; newsdesk@kezi.com; mmaxwell@registerguard.com; lkrauss@registerguard.com; mbanta@gannett.com; cradnovich@statesmanjournal.com; cwithycomb@statesmanjournal.com; cameron.barr@washpost.com; arau@gannett.com; EW Editor <editor@eugeneweekly.com>

Subject: [External Sender]MovingAhead - John Brown, Appraiser/Realtor Adverse Impacts on Businesses & Properties

On Wednesday, February 23, 2022 **John Brown** Appraiser/Realtor addressed an audience at Graffiti Alley, sharing with them his assessment of the effects of the MovingAhead plans — how they will have significant adverse impacts on property values. With Mr. Brown's permission I am forwarding to you his remarks, below.

Very truly,
Meta Maxwell

[JOHN BROWN — Experience: Broker, Evans Elder Brown & Seubert. During a 30 year career as an appraiser he assessed the right of way on River Road when they widened it to 4 lanes (for Lane County) and completed many projects for both private and public entities. He has lived in the Ferry Street Bridge area of Eugene since 1950. **John Brown** can be reached for further comment at 541-954-4737 john@eebcre.com]

REMARKS:

1. "Background: Appraised rights of ways for many local projects including Hwy 126, River Road for both public and private clients.
2. Government has the right to take private property so long as they can show it is the ONLY practical way to accomplish their defined public benefit.
3. The process involves an appraisal which is an opinion based on perception of what may or may not happen as a result of the project.
4. Many times things that are crucial to the successful operation of a property may not be compensable, like circuitry of travel, what someone may deem "reasonable access," the amount of and proximity of parking, etc.
5. Identifying properties that may be affected has a stifling effect on their marketability. People don't want to locate a business in a building that may lose parking, access, etc. People don't want to buy a building that may be subject to eminent domain proceedings.
6. When Government takes your property its technically a partial sale, so you receive a small amount of money and there is really no place to reinvest it. If you have a mortgage many times the mortgage holder asks for the proceeds as they want their loan to be protected.
7. The process of having to deal with a taking of your property necessitates the property owners having to hire attorneys and appraisers who specialize in this type of legal and valuation activity etc , all of which costs are not typical in a regular sale of property.

Overall, the mere identifying of a property that may be adversely affected by a right of way project in effect freezes it until you have a definitive plan and construction schedules, etc. Then after they take whatever they are going to take you have to endure loss of business, noise, equipment and debris, and difficulty of access during the course of construction. If your business declines because of construction activity, you don't get paid for loss of business income.

In summary it is hard to say that when property owners are "compensated" for the taking of their property that it is "Just compensation" as there are so many variables that it makes it extremely challenging and stressful on property owners due to uncertainties, etc."

Andrew Martin

To: Andrew Martin
Subject: RE: MovingAhead-Lacks Accounting Controls & Accurate Financial Reports

From: C Rojas <c_rojas15@yahoo.com>
Sent: Sunday, February 27, 2022 5:14 PM
To: Caitlin Vargas <Caitlin.Vargas@ltd.org>
Cc: Meta Maxwell <metam@comcast.net>
Subject: [External Sender]RE: MovingAhead-Lacks Accounting Controls & Accurate Financial Reports

My name is Charlie Rojas. I have been a LTD passenger on both conventional and EmX buses for over a decade. Earlier, I worked for an outside auditor/CPA firm, Kenneth Leventhal and Company, in Los Angeles during the 1980s. To give a sense of who KL was, we were hired to do the forensic investigation of Charlie Keating's criminality. From that experience it became obvious the EmX has NO internal controls in order to verify either ridership, nor revenue. Regular buses have drivers confirm that passengers have paid their fare, either by showing a day pass, or electronically with a monthly pass. Along with that, a mechanical cash box will collect the fare, and the driver will hand over a ticket - simple and highly effective. The EmX has none of that. Drivers have no contact with passengers because passengers exit and enter from the side or back, not the front where the driver is located. No mechanical or electronic method of fare verification is used on the EmX. Prior to lockdowns, Fare Officers would occasionally board the EmX, demand payment verification, and then ride the route to check passengers payments at stops along the way. But, that wasn't constant, those officers weren't on every EmX, and they weren't available on weekends.

After several months of free bus service, fares were again collected on LTD buses starting on February 2021. But EmX fare oversight has become even less reliable than before lockdowns. Every so often, a Transit Officer boards EmX at the Eugene or Springfield station for payment check. But, they do not ride the length of the route, meaning for the bulk of the EmX Eugene-Glenwood-Springfield loop, there is no fare enforcement. Without that, LTD has no verifiable data regarding ridership, nor revenue. No one needs an accounting degree, nor be a CPA, to realize a gigantic hole exists in your reporting of the single most important question of management. Where's the money?

Moreover, LTD had an entire year to rectify that major problem. If there was any time that the public, or the federal and state agencies that you will be soliciting proposed EMX buildout funds, needed accurate, verifiable ridership and revenue data, it would be now. The shut down of our economy, now approaching two years, has created the worst economic downturn in Oregon and Eugene history. You have an obligation to tell us the financial situation of EmX. LTD's outside auditors, Moss Adams, had to have made you aware of this major issue, and if they did, and you didn't fix it, doesn't say much about management oversight. If Moss Adams did not tell you, then you need to fire them, and have them refund the public's money.

Further, state and federal agencies are going to ask you to give them accurate, verifiable ridership and revenue data. That's standard operating procedure, and it looks as if you have nothing to give them. You propose to eliminate five conventional buses that have internal controls, with those that don't. Despite the fact the current EmX is a haven for fare evaders, ridership is near non-existent past the university, and the bulk of the Glenwood-Springfield loop. If truth in advertising is required, this boondoggle should be called 'The EmptyX.'

Andrew Martin

To: Andrew Martin
Subject: [External Sender]Re: Support for EMX on River Road

From: Hillary Kittleson <hillarykittleson@msn.com>
Sent: Monday, February 28, 2022 8:34 AM
To: Jolene Siemsen <jolensiemsen@gmail.com>; mayorcouncilandcitymanager@eugene-or.gov; Clerk <clerk@ltd.org>
Subject: [External Sender]Re: Support for EMX on River Road

Brilliant!

Get [Outlook for iOS](#)

From: Jolene Siemsen <jolensiemsen@gmail.com>
Sent: Monday, February 28, 2022 8:12:59 AM
To: mayorcouncilandcitymanager@eugene-or.gov <mayorcouncilandcitymanager@eugene-or.gov>; clerk@ltd.org <clerk@ltd.org>
Subject: Support for EMX on River Road

Dear Mayor, City councilors, and the Board of LTD,

I am writing in support of improvements to our public transportation system and in particular, the proposed EMX option for the River Road corridor.

As a thirty seven year resident of the River Road neighborhood I have spent much of my life commuting on local busses and also biking and walking on nearby streets and bike paths.

I have had the opportunity to participate in many public meetings regarding local transportation options. I appreciate the outreach efforts of the LTD staff members, who have taken the time to present to our neighborhood group (RRCO) on many occasions. I have attended large public meetings of River Road neighbors discussing transportation issues, where bus options and especially EMX along River Road have emerged as a central feature of an improved public transit system. Indeed EMX has figured prominently in our RRCO recommendations regarding the neighborhood plan.

Implementing an EMX system on River Road will help to alleviate local traffic congestion, reduce pressure on our entire roadway system (including the overburdened Beltline), and most importantly provide an important element in our community wide efforts to reduce our carbon emissions.

The associated improvements of safety and traffic calming will provide huge benefit to local business owners, property owners, and all residents and members of the larger community. All users of this improved 21st century multi modal transit system will benefit.

I urge you to seize this opportunity to pursue funding and to support the development of enhanced transit systems throughout the Eugene Springfield area and in particular to support the development of an EMX system along River Road.

The development of an EMX type system in River Road will be transformative for our neighborhood, help to achieve necessary climate goals, and will have a lasting, positive impact throughout our entire transportation system.

Sincerely,
Jolene Siemsen
190 Hawthorne Ave
97404

Andrew Martin

To: Andrew Martin
Subject: [External Sender]EmX for River Road Corridor

From: Hillary Kittleson <hillarykittleson@msn.com>
Sent: Monday, February 28, 2022 7:39 AM
To: mayorcouncilandcitymanager@eugene-or.gov; Clerk <clerk@ltd.org>
Subject: [External Sender]EmX for River Road Corridor

Dear Mayor Vinis and Members of the City Council and LTD Board,

I am writing as a long-time resident of the River Road area to urge you to pursue EmX for the River Road Corridor. I first heard about EmX as a member of the Santa Clara/River Road Implementation Team (SCRRIPT) and subsequently at neighborhood plan public meetings. In SCRRIPT listening sessions and very well-attended neighborhood plan public meetings, my neighbors expressed a desire for frequent and convenient public transit, increased safety for bicyclists and pedestrians, and a River Road street design that was attractive for commercial activity and contributed to a walkable neighborhood.

As policy-makers, you have an historical opportunity to implement the neighborhood's vision by working to secure EmX for the River Road Corridor. The result would be transformative: we would have faster and more frequent bus service; in addition, the design and landscaping funds that come with the project would improve all modes of transit and greatly improve the look and feel of River Road.

It is a rare confluence of events that allows for swift realization of a neighborhood vision. Securing EmX funds as the neighborhood plan is completed is such a confluence.

Please seize this opportunity and approve EmX for the River Road Corridor.

Sincerely,
Hillary Kittleson
995 Elkay Drive
Eugene, OR 97404

Sent from [Mail](#) for Windows

Andrew Martin

To: Andrew Martin
Subject: [External Sender]LTD ~ Transparency ~ Informing the Public and Alternatives For Everyone

From: Planet Glassberg <butoh@efn.org>
Sent: Sunday, February 27, 2022 4:14 PM
To: mayorcouncilandcitymanager <mayorcouncilandcitymanager@eugene-or.gov>; Clerk <clerk@ltd.org>
Subject: [External Sender]LTD ~ Transparency ~ Informing the Public and Alternatives For Everyone

Dear Mayor, City Council and LTD Board of Directors,

As a Frequent Rider on LTD, because I care about the Earth and the Health of our Community, there must be transparency and information concerning all engineering plans. All needs To Be Public!

Here Are Suggestions:

- 1) Extend Hours of Operation, Especially to Outlying Areas During the Week, Weekends and Holidays.
(One Example: More buses out to Veneta, Lowell, Cottage Grove etc)
People work ALL Hours Monday through Sunday. Some have more than one job to get to.
- 2) FREE RIDERSHIP TO ALL DURING THE PANDEMIC
Though many are able to ride LTD free, during the pandemic LTD NEEDS to Be FREE For EVERYONE.
- 3) Many Riders (including myself), have One or More Transfers To Their Final Destination. There needs To Be More TIME For Riders To Make Those Connections To Their Bus. (More than 5 minutes).
- 4) More Shelters, Seats and Schedules Posted at All Stops. More User Friendly.
- 5) Bike/Bus and Park and Ride

Accommodate more bicycles on buses. Possibly another design where they can hang on the inside (as in Portland, or even on the outside (in the round)? Bike lockers need to be free.
- 6) Incentives For More Ridership

Riding LTD needs to be more user friendly. People need to know MORE of what's happening with LTD and what it offers....More information out to the Public!
Involve University, City, County Employees and Local Businesses where they have incentives to ride LTD vs driving.
- 7) With the pandemic, more people are carrying and transporting more belongings. Design inside ~ Have overhead space where people can place their belongings. (similar to Greyhound or Amtrak so seat space isn't used).

Thank You For Your Time and Consideration.
I look forward to hearing From you.

Respectfully,
Planet Glassberg

Box 12162
Eugene 97440

Email: butoh@efn.org

Andrew Martin

To: Andrew Martin
Subject: [External Sender]In support of MovingAheads plan for EMX on river road

From: Karrie W <karrie42@gmail.com>
Sent: Sunday, February 27, 2022 1:34 PM
To: MayorCouncilandCityManager@eugene-or.gov; Clerk <clerk@ltd.org>
Subject: [External Sender]In support of MovingAheads plan for EMX on river road

To: City Council and the LTD Board.
From: Karrie Walters-Warren, River Road Resident

Our family moved to the river road neighborhood when my son was a toddler. I loved the community feel of the neighborhood, all the back (and front) yard gardens and the fact that I could ride my bike to work on the beautiful river path! Our goal was to use our car as little as possible - and the bike path, sidewalks and bus would let us do so.

However, I soon discovered that river road itself served as the biggest obstacle to the livability and walkability of our otherwise wonderful neighborhood. I dreamed of letting my son ride his bike to school or to play with friends when he got old enough - but the traffic on river road uses it as a fast-commute freeway (like Northwest expressway was meant to be used) instead of the neighborhood road. I rarely see anyone using the side 'bike path' on river road because it is much too dangerous to even consider. The sidewalks are all cracking and uneven. I wanted to take the bus on days when it was too cold/rainy to bike commute with my son, but buses only ran at certain times and didn't accommodate the hustle and bustle of kids in tow. Finally, even crossing river road caused anxiety – there are few safe places to cross.

So, around 2011, I started attending the local river road community meetings to take an active role in making our neighborhood safer and more walk/bike/bus friendly. I immediately began to get excited that so many other community members felt the same way and had even responded to this concern with the development of the Lower River Road Action Plan! In my naivety, I assumed we would have a safer, more bike and transit friendly river road in the next ten years. Sigh. How little I knew about community development timelines.

However, I was comforted in knowing that the city wanted to make make sure all community voices were heard and that they were going to put a thorough and thoughtful planning process into place. Hence, I was in full support of the initiation of MovingAhead's community development process. They offered so many planning meetings to our community! Hundreds of people attended over many years. It was actually fun to be part of this process. In the beginning, they brought out large maps and sticky notes and casted a large net – wanting to know all of our feelings and thoughts about river road and the neighborhood. What did we like? What wasn't working? And then the meetings over the years became more focused, taking into account all the community data they had gain from the previous years outreach. They did so much outreach!! To the point where neighbors were wondering – didn't we just answer this a year ago? But it's obvious they wanted to be very, very thorough and not just reflect a handful of voices (regardless of how loud.) They reached out to folks who couldn't attend meetings with phone calls and virtual questionnaires. They reached out to marginalized communities. The development and finalization of the MovingAhead's plan took so long BECAUSE they spent such care gathering a large range of community opinions.

The MovingAhead's community engagement and thorough planning ultimately results in them recommending the choice that best fits the river road community's needs – the EMX options, with regular transit, protected bike lanes, updated sidewalks, slower traffic patterns and safer crossings.

There is now a small but very loud group of individuals who are protesting this final recommendation. Regardless of how loud they protest, their opinions should not override YEARS of community engagement completed by the MovingAhead team. To be honest, I'm a bit exhausted about over a decade of continual discussions about river road. The community has spoken – the majority of the community is thrilled with the final recommendation – and we would like to finally be able to move forward with actual change.

Thank you for your time and consideration,

- Karrie Walters-Warren
(River road resident of 18 years)

TO: Joint meeting of the Eugene City Council and LTD Board
FROM: Carleen Reilly, 395 Marion Ln., Eugene, OR 97404;
River Road neighborhood
RE: MovingAhead and Siting of EmX on River Road - Strong support
DATE: February 26, 2022

In September of 2010, a few of River Roaders visited Karmen Fore in Peter DeFazio's office to advocate for EmX on River Road. That was after the Lower River Road Concept Plan had been accepted by the City Council. Since that time, multitudes of us have worked tirelessly and learned about EmX by participating in workshops, online surveys, open houses, receiving emails, attending presentations at RRCO meetings, and through other communications.

Since the initiation of MovingAhead in April of 2015, I have 21 emails about the project—that I have kept. Who knows how many I have deleted? I have attended MPC meetings where thorough reports were presented of MovingAhead planning and outreach activities were documented. I've sat in a bus at the River Road LTD station to get an overview of the project and fill out a survey. Our River Roaders and Santa Clarans have worked diligently to get the Santa Clara Transit Station that would accommodate EmX-sized buses. In fact, I gave testimony at the Oregon Legislature to support a bill by James Manning that would provide funding for the LTD SC station.

I've helped with canvassing of businesses on the River Road Corridor to assess how much they knew about the neighborhood planning process, and we talked about the changes we hoped for along River Road to ease congestion and improve transit. They were all excited about these changes as they saw many vehicle crashes in front of their businesses.

I have emailed 200+ neighbors weekly for the past 7 years, and I have included opportunities for them to learn about bus transit and provide input into corridor enhancement plans. I dare say that hundreds of our neighbors participated in activities listed above.

This robust outreach program informed us of the services we might expect from an Enhanced Corridor or EmX. EmX is needed as we build out housing for a growing population along River Road and the blocks nearby. Currently, we have new projects with Iris Place, Blossom Cottages, Lombard project, and Cascade Housing at Reality Kitchen area. More housing is expected as we move through the 21st century. Iris Place

has 53 units of affordable housing, and many people who live there do not have cars. We need bus services as an alternative to vehicles.

I look forward to more frequent bus transit services in order to reduce the number of vehicles on the road, a reduction of auto emissions, and fewer vehicle crashes. River Road has been notoriously unsafe, and bus transit will allow for redesign of the road with safety in mind. Protected bike lanes will add to the safety, along with sidewalks that are ADA compliant. This will make it easier and more safe for elderly, those with varying abilities, and families with children in tow to walk, bike, and bus to their destinations. We will also be healthier with a more active transportation style—in a reduced emissions environment. I am thrilled that LTD is transitioning to electric buses.

I anticipate attractive crossings with nice landscaping and art. I've even heard that WiFi will be available at the stops.

When everyone knows their lane, the system will be more efficient, allowing traffic to flow evenly without the stop and start. Timed traffic signaling helps even the flow of traffic, too.

EmX is needed because of neighborhood growth. The safety features alone, make this is the perfect project for River Road. And the environmental rewards will be reaped in reduced fossil fuels and decreased emissions.

As to buses being empty, one might reckon that COVID is a large factor. I haven't stepped on a bus in 2 years to go to the UO lectures, downtown meetings, out to lunch, or to rallies. People are working at home. But all this is about to change. We know people are anxious to get out and do things, especially as Spring rolls around.

Please put your full weight into strongly supporting EmX for River Road. Then, build out the rest of the bus system so the whole metro area can benefit from high-quality transit services.

- - - - -

Below is a statement I submitted on behalf of the River Road Community Organization Board members Spring 2011 in support of West 11th EmX, and the reasoning has not changed.

From: carleen reilly [<mailto:carleenr@gmail.com>]
Sent: Friday, April 01, 2011 3:58 PM
To: mpo@lcog.org; Kitty.Piercy@ci.eugene.or.us; Alan.Zelenka@ci.eugene.or.us; Jay.Bozievich@co.lane.or.us; Sid.Leiken@co.lane.or.us; EYSTER Michael; EVANS Greg; GILLESPIE Gary; sonny.p.chickering@odot.state.or.us; mayorcouncilandcitymanager@ci.eugene.or.us; Rob.Handy@co.lane.or.us; Pete.Sorenson@co.lane.or.us; Faye.Stewart@co.lane.or.us; SCHWETZ Tom; REES Cosette
Subject: Support for W. Eugene (and River Road) EmX

To: Metropolitan Policy Committee, Eugene City Council, Lane County Board of Commissioners, Lane Transit District
From: River Road Community Organization Executive Board

Dear MPC members and local officials,

The River Road Community Organization (RRCO) Executive Board urges you to support the W. Eugene EmX line, and also expedited planning for future EmX lines serving all of Eugene's major arterial corridors and neighborhoods, including River Road. We have been impressed to see how effective bus rapid transit systems around the U.S. have been at increasing transit ridership. We believe EmX is an important investment in healthier transportation options, and a cost-effective step for a community of our size toward the new generation transit system we need. EmX on River Road has long been a priority for our community organization.

In addition to making transit itself a more attractive travel alternative, we are excited about the bike and pedestrian enhancements that accompany EmX lines, and the potential for more attractive and functional streetscapes and neighborhoods as streets are redesigned. We look forward to these enhancements along River Road, and believe that W. 11th and other arterials and neighborhoods can benefit from these kinds of improvements, too.

As for the choice between the W. 6th/7th or the W. 13th alignment for the W. Eugene line, we support EmX running on either or both streets. We look forward to the day when a 6th/7th line will continue on to River Road. If a 6th/7th segment is built first, either as part of a W. 11th route or a Highway 99 route, that should reduce overall capital costs of completing a line to River Road. However, we understand there is also a flip side--that shorter transitway projects that serve fewer riders are ranked lower in the competition for federal grant funding. There is already strong competition for federal transit funds, and it would be dismaying if funding for a final segment out River Road (or Highway 99) is jeopardized because the 6th/7th segment is built as part of a separate project.

Yet, we know that many details of routing and funding options remain to be considered. Other federal funding sources may be available for shorter EmX segments, or a River Road EmX may be built out in tandem with a Highway 99 line or as part of a loop that might serve a large enough area to be competitive for federal funding. In any case, we hope that MPC representatives and local elected officials will keep the bigger picture in mind, and support options that will help all of Eugene's neighborhoods get EmX service as soon as possible. The whole system needs to be built before the full benefits can be realized. Also, it is important that the system be cost-effective to operate, improve the livability of individual neighborhoods, and provide a speedy and quality service that attracts a significant increase in ridership. Route alignments and transitway configurations need to be built with these larger goals in mind.

Thank you for supporting EmX to West Eugene now, and for supporting steps to bring EmX to River Road and other Eugene neighborhoods and activity centers as soon as possible.

Sincerely,

RRCO Executive Board members: Carleen Reilly and Ray Neff (Co-chairs), Bev Barr, Jon Belcher, Kate Kelly, Michael Lambros, Stefan Ostrach

Andrew Martin

To: Andrew Martin
Subject: [External Sender]MovingAhead and EmX and River Road

From: bkb@epud.net <bkb@epud.net>
Sent: Sunday, February 27, 2022 10:14 AM
To: MayorCouncilandCityManager@eugene-or.gov; Clerk <clerk@ltd.org>
Subject: [External Sender]MovingAhead and EmX and River Road

Hello everyone – I can't tell you how excited and happy I am that River Road is on the verge of becoming the next corridor for EmX in Eugene!

Many of us have been involved for years in efforts to improve accessibility and business in the River Road neighborhood. One of the barriers has long been the pass-through "highway" that is the River Road street. Building EmX gives us the opportunity for a re-do and to create a welcoming corridor to the "River and Garden District" of Eugene.

I realize that a few late-comers and nay-sayers have recently jumped forward with opposing arguments to an EmX corridor. They fail to recognize the years of meetings and citizen input that have already taken place that support improved transportation. They fail to recognize the benefits to be gained by adding the River Road link to the LTD and EmX systems.

I know that the final design and construction period will be challenging, but building community means taking the long view and considering the whole picture. EmX on River Road is a vital link for not only our neighborhood but for all of the Metropolitan area.

Thank you for your support!

Beverly Barr
1275 Betty Ln
Eugene, OR 97404
bkb@epud.net
541-461-0688 land
541-543-9513 mobile

From: Carleen Reilly <carleenr@gmail.com>
Sent: Saturday, February 26, 2022 4:20 PM
To: MayorCouncilandCityManager@eugene-or.gov; clerk@ltd.org
Subject: MovingAhead project - Joint Eugene CC and LTD Board meeting

Please provide this attachment to the City Council and LTD Board for their work session Monday evening.

Thank you,
Carleen Reilly

Andrew Martin

To: Andrew Martin
Subject: [External Sender]Fwd: River rd EMX

From: Lisa Grissell <lisa.grissell@gmail.com>
Sent: Saturday, February 26, 2022 1:39 PM
To: Clerk <clerk@ltd.org>
Subject: [External Sender]Fwd: River rd EMX

Sent from my iPad

Begin forwarded message:

From: Lisa Grissell <lisa.grissell@gmail.com>
Date: February 26, 2022 at 1:36:10 PM PST
To: MayorCouncilandCityManager@eugene-or.gov
Subject: River rd EMX

I am an older homeowner in the River rd. area and deal first hand with transportation, both bus and car, along with bikes and walkers. I use all of these methods to get around having been involved with classes at U of O, trips to library and shopping on west 11.

I have used the existing EMX buses many times and are quite a fan. They are efficient, easy on and off and run frequently. I have taken my bike onto the bus with no problems thereby lengthen the distance I can cover as I get older. I also have ridden the local 51 and 52 along with the McKenzie bridge bus which are well used but not as efficient or as easy to access. The frequency and schedule is often less and tends to run late.

River rd area is growing quickly. Many new multi family units are being built. The population here seems to be lower to middle income along with a large number of retired persons. It seems to me to be the perfect area for expansion of the EMX. As soon as it is in and the schedule is more frequent and reliable I feel it will be used frequently by our areas population. Once people use it they will be less resistant to it.

We need to be thinking of the future and where we are headed. Like everywhere we are way too reliant on cars. Roads are increasing crowded and can't handle the new incoming population. Accidents are more frequent. It seems like the EMX is a perfect choice for our area.

I'm original from the San Francisco Bay area and can remember when BART was being developed. Marin county, one of the wealthiest areas, chose to opt out. They have been paying the price ever since. The commute from Marin to San Francisco is horrendous and has affected everyone who lives there.

I appreciate you taking time to read my opinions and taking them into consideration when voting on this matter.

Lisa Grissell

Sent from my iPad

Andrew Martin

To: Andrew Martin
Subject: [External Sender]Moving Ahead and the River Road Corridor

From: Kathryn Perle <fccf@efn.org>
Subject: [External Sender]Moving Ahead and the River Road Corridor
Date: February 28, 2022 at 6:34:39 AM PST
To: mayorcouncilandcitymanager@eugene-or.gov, Caitlin.Vargas@ltd.org, Gino.Grimaldi@ltd.org,
Susan.Cox@ltd.org, Emily.Secord@ltd.org, Pete.Knox@ltd.org, Michelle.Webber@ltd.org,
don.nordin@ltd.org
Cc: Pat Walsh <pat.walsh@ltd.org>

Feb 28, 2022

Mayor Vinis, City Councilors and members of the board of LTD,
This letter was sent in response to a solicitation SCCO received to oppose EmX on the River Road corridor. Although we may not all agree on the level of service necessary to meet our future goals, we know public transit is essential and that collectively we have done an admirable job of outreach and engagement about Moving Ahead and the various service options involved.

Thank you for your concerned letter and petition. Out here in Santa Clara we have been engaged in the Moving Ahead process since 2015. LTD has hosted open houses and opportunities for input in Santa Clara and River Road, and SCCO has hosted LTD at our neighborhood meetings to discuss transit improvements, transit stations, and related issues.

SCCO has blog posts about Moving Ahead on our community's web page dating back years. In addition, our neighborhood planning efforts over the last 5 years have had us personally canvas all our businesses and mail to all our residences along the corridor to specifically engage them in "in-person" discussions about transit-oriented design and the long-term vision for our neighborhood corridor. We continue to listen to our neighbors, share information, and encourage respectful discourse on all matters pertaining to our neighborhood.

To date, our collaborative neighborhood planning process involves our residents, our special districts, Lane County, the City of Eugene, and LTD. Together we are working on charting a path for the future of River Road and Santa Clara that includes public transportation. You can find out more at Santa Clara's website, santaclaracommunity.org, and our neighborhood plan website riverroad-santaclaraplan.org.

We appreciate the opportunity to inform you of our position on this matter,
Kate Perle and the board of Santa Clara Community Organization

Andrew Martin

Subject: [External Sender]Fwd: Support for EMX on River Road

From: Jolene Siemsen [<mailto:jolenesiemsen@gmail.com>]

Sent: Monday, February 28, 2022 9:36 AM

To: Andrew Martin <Andrew.Martin@ltd.org>; Rlnerfeld@eugene-or.gov

Subject: [External Sender]Fwd: Support for EMX on River Road

FYI

Thank you for your efforts. I am happy to support this proposal!

Sincerely,

Jolene Siemsen

190 Hawthorne Ave

97404

Jolene Siemsen

Begin forwarded message:

From: Jolene Siemsen <jolenesiemsen@gmail.com>

Date: February 28, 2022 at 8:13:00 AM PST

To: MayorCouncilandCityManager@eugene-or.gov, clerk@ltd.org

Subject: Support for EMX on River Road

Dear Mayor, City councilors, and the Board of LTD,

I am writing in support of improvements to our public transportation system and in particular, the proposed EMX option for the River Road corridor.

As a thirty seven year resident of the River Road neighborhood I have spent much of my life commuting on local busses and also biking and walking on nearby streets and bike paths.

I have had the opportunity to participate in many public meetings regarding local transportation options. I appreciate the outreach efforts of the LTD staff members, who have taken the time to present to our neighborhood group (RRCO) on many occasions. I have attended large public meetings of River Road neighbors discussing transportation issues, where bus options and especially EMX along River Road have emerged as a central feature of an improved public transit system. Indeed EMX has figured prominently in our RRCO recommendations regarding the neighborhood plan.

Implementing an EMX system on River Road will help to alleviate local traffic congestion, reduce pressure on our entire roadway system (including the overburdened Beltline), and most importantly provide an important element in our community wide efforts to reduce our carbon emissions.

The associated improvements of safety and traffic calming will provide huge benefit to local

business owners, property owners, and all residents and members of the larger community. All users of this improved 21st century multi modal transit system will benefit.

I urge you to seize this opportunity to pursue funding and to support the development of enhanced transit systems throughout the Eugene Springfield area and in particular to support the development of an EMX system along River Road.

The development of an EMX type system in River Road will be transformative for our neighborhood, help to achieve necessary climate goals, and will have a lasting, positive impact throughout our entire transportation system.

Sincerely,
Jolene Siemsen
190 Hawthorne Ave
97404

Jolene Siemsen

Andrew Martin

Subject: FW: public input on local transportation system

From: Andrew Martin
Sent: Monday, February 28, 2022 11:55 AM
To: 'Questions@movingahead.org' <Questions@movingahead.org>
Subject: FW: public input on local transportation system

Please log this.

- Andrew

From: Betty Hemmingsen [<mailto:bettyhemmingsen@gmail.com>]
Sent: Monday, February 28, 2022 12:22 AM
To: *Eugene Mayor, City Council, and City Manager <MayorCouncilandCityManager@eugene-or.gov>
Subject: public input on local transportation system

[EXTERNAL 

Hello Mayor Vinis and City Council members
Eugene needs a well designed mass transit system. The PUBLIC needs to be informed of plans regarding LTD and other transportation services. We the people will be using the services- roadways, buses, bike lanes, walking trails, even sidewalks! I previously attended a public meeting about the EmEx on Franklin Blvd - at least we had a chance to see, discuss and comment on the different options.
Please don't finalize plans until the public can have input on our future transportation system.
Thank you,
Betty Hemmingsen
Ward 3, Riverview St

Andrew Martin

Subject: FW: [External Sender]EmX for River Road

From: J Halvorsen <mimikoyangi@gmail.com>

Sent: Monday, February 28, 2022 12:30 PM

To: Clerk <clerk@ltd.org>

Subject: [External Sender]EmX for River Road

Hello,

I am writing in support of an EmX route for River Road. I have lived in this neighborhood for more than 30 years. I have been a regular user of public transportation all of those years.

For the past 22 years I have commuted to Lane Community College, by bus far more than by car. It is safer than driving in bad weather, no concerns about parking, and I often see my students on the bus... a great opportunity to talk and get to know them outside the classroom.

As convenient as the bus is, there are issues that I hope an EmX would resolve. Currently, missing a bus can complicate transfers downtown, sometimes adding almost an hour to travel time. This adds so much stress to a student's day: late to class, late to picking up children, late to work.

When I ride the EmX to the UO, I think how much my LCC students would benefit from the frequency and consistency of that system.

I also hope that construction of the route will create safer bike lanes and easier pedestrian friendly intersections... and how about street trees in a center strip?

It is time for the River Road/Santa Clara neighborhood to see a positive result from recent dense housing development.

Again, from a long time bus rider and 30 year resident of River Road, I am in support of an EmX route for my neighborhood.

Jan Halvorsen
137 West Hilliard Lane

Andrew Martin

Subject: FW: LTD ~ Transparency ~ Informing the Public and Alternatives For Everyone

From: Planet Glassberg [<mailto:butoh@efn.org>]

Sent: Tuesday, March 1, 2022 12:54 PM

To: *Eugene Mayor, City Council, and City Manager <MayorCouncilandCityManager@eugene-or.gov>; Clerk <clerk@ltd.org>

Subject: Re: LTD ~ Transparency ~ Informing the Public and Alternatives For Everyone

[EXTERNAL 

Dear Gino Grimaldi, Michelle Webber, Don Nordin, Emily Secord, Pete Knox, Caitlin Vargas and Susan Cox,

I attempted to find an email for the Board of Directors of LTD, and was unable to find any email address or phone numbers.

So, I am forwarding this to the Mayor and City Councilors of Eugene to see if they can forward my deep concerns for our community and citizens. This is what I and others mean by being accessible and keeping the People Imformed. How can we connect with the Board of Directors of LTD??

This Needs to Change For Everyone As Soon As Possible!

Respectfully,
Planet Glassberg
Box 12162
Eugene 97440

From: "butoh" <butoh@efn.org>

To: "mayorcouncilandcitymanager" <mayorcouncilandcitymanager@eugene-or.gov>, "clerk" <clerk@ltd.org>

Sent: Sunday, February 27, 2022 4:13:38 PM

Subject: LTD ~ Transparency ~ Informing the Public and Alternatives For Everyone

Dear Mayor, City Council and LTD Board of Directors,

As a Frequent Rider on LTD, because I care about the Earth and the Health of our Community, there must be transparency and information concerning all engineering plans. All needs To Be Public!

Here Are Suggestions:

1) Extend Hours of Operation, Especially to Outlining Areas During the Week, Weekends and Holidays.

(One Example: More buses out to Veneta, Lowell, Cottage Grove etc)

People work ALL Hours Monday through Sunday. Some have more than one job to get to.

2) FREE RIDERSHIP TO ALL DURING THE PANDEMIC

Though many are able to ride LTD free, during the pandemic LTD NEEDS to Be FREE For EVERYONE.

3) Many Riders (including myself), have One or More Transfers To Their Final Destination. There needs To Be More TIME For Riders To Make Those Connections To Their Bus. (More than 5 minutes).

4) More Shelters, Seats and Schedules Posted at All Stops. More User Friendly.

5) Bike/Bus and Park and Ride

Accommodate more bicycles on buses. Possibly another design where they can hang on the inside (as in Portland, or even on the outside (in the round)? Bike lockers need to be free.

6) Incentives For More Ridership

Riding LTD needs to be more user friendly. People need to know MORE of what's happening with LTD and what it offers....More information out to the Public! Involve University, City, County Employees and Local Businesses where they have incentives to ride LTD vs driving.

7) With the pandemic, more people are carrying and transporting more belongings. Design inside ~ Have overhead space where people can place their belongings. (similar to Greyhound or Amtrak so seat space isn't used).

Thank You For Your Time and Consideration.
I look forward to hearing From you.

Respectfully,
Planet Glassberg

Box 12162
Eugene 97440

Email: butoh@efn.org

From: Questions@movingahead.org
To: [Andrew Martin](#)
Cc: [Adrienne DeDona](#)
Subject: [External Sender]FW: MovingAhead Website Contact Form Message
Date: Thursday, March 3, 2022 2:54:46 PM

Hi Andrew,

Please see an email to the questions@movingahead.org inbox.

Nicole

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

From: Vicky Winders <vickywinders@hotmail.com>
Sent: Sunday, February 27, 2022 5:13 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Vicky Winders <vickywinders@hotmail.com>

Message:

This "proposal" needs to be put on hold until there is additional public input. Having lived directly on River Road since 2017, I have had no notifications. Additionally, these upgrades are unnecessary, not only at this time, but in years to come. Resources should be put into area that currently have no bus turn-outs, bike lanes, or sidewalks.

Relevant Corridors:
River Road

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

From: Questions@movingahead.org
To: [Andrew Martin](#)
Cc: [Adrienne DeDona](#)
Subject: [External Sender]FW: New Project
Date: Thursday, March 3, 2022 2:59:59 PM
Attachments: [text_1645984701159.txt](#)

Hi Andrew,

Please see a comment that was sent to the questions # inbox.

Nicole

From: 5416501407@vzwpix.com <5416501407@vzwpix.com>
Sent: Sunday, February 27, 2022 9:58 AM
To: questions@movingahead.org
Subject: New Project

You know what would be more green than using propane busses? Why doesn't the city just remove the streets completely. Now there aren't any traffic issues whatsoever & the former streets would be 100% safe safe safe.

G

From: Questions@movingahead.org
To: [Andrew Martin](#)
Cc: [Adrienne DeDona](#)
Subject: [External Sender]FW: MovingAhead Website Contact Form Message
Date: Thursday, March 3, 2022 2:53:37 PM

Hi Andrew,

Please see an email to the questions@movingahead.org inbox.

Nicole

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

From: Tonya Peacock <aleta26@juno.com>
Sent: Sunday, February 27, 2022 7:42 AM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Tonya Peacock <aleta26@juno.com>

Message:

I live in the river road area and know how hard it is to travel river road with the traffic we have if you take a lane away it will get even worse. I would sign a petition against it.

Relevant Corridors:
River Road

Contact Options:
I would like a response

From: Questions@movingahead.org
To: Andrew.Martin
Cc: adrienne@jla.us.com
Subject: [External Sender]FW: MovingAhead Website Contact Form Message
Date: Thursday, March 3, 2022 2:52:22 PM

Hi Andrew,

Please see an email to the questions@movingahead.org inbox.

Nicole

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

From: Jack loe <jacksonmaple@gmail.com>
Sent: Saturday, February 26, 2022 11:15 AM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Jack loe <jacksonmaple@gmail.com>

Message:

This is not needed, will market it harder to drive around, you are rail roading us.

Whete is the vote?

I hate my federal dollars going for this kind of protect, even in my own town.

Have you heard about our national debt.

I vote no.

Jack

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

Contact Options:
I would like a response

From: Questions@movingahead.org
To: [Andrew Martin](#)
Cc: [Adrienne DeDona](#)
Subject: [External Sender]FW: Stop buses on river road project build out
Date: Thursday, March 3, 2022 2:52:16 PM

Hi Andrew,

Please see an email to the questions@movingahead.org inbox.

Nicole

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

From: Jacque Scott <jacquekscott@gmail.com>
Sent: Sunday, February 27, 2022 11:47 AM
To: questions@movingahead.org
Subject: Stop buses on river road project build out

I saw this plan mentioned in the news today and I saw people were collecting signatures to stop it. I don't see where to add my name to request this be reconsidered/stopped but I would like to. River road going down to one lane for construction will be an absolute nightmare. I commute this way and often the traffic is backed up from north Eugene High school to Irvington. One lane would just be impossible. It would take over an hour to get to downtown. The busses are always empty when I see them and we dont seem to have need for this service. I understand the concept of buses reducing traffic but not everyone can ride the bus. People carrying tools for work, traveling with dogs, people who need to travel throughout the day for work, people who don't feel safe on buses, etc are not going to use them. Busses to the airport would be helpful but not more buses on river road.

-jacque

Sent from my iPhone

From: Questions@movingahead.org
To: [Andrew Martin](#)
Cc: [Adrienne DeDona](#)
Subject: [External Sender]FW: MovingAhead Website Contact Form Message
Date: Thursday, March 3, 2022 2:50:45 PM

Hi Andrew,

Please see an email to the questions@movingahead.org inbox.

Nicole

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

From: Lyn Dahlstrom <premiewithin@yahoo.com>
Sent: Saturday, February 26, 2022 11:21 AM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Lyn Dahlstrom <premiewithin@yahoo.com>

Message:

I frequently walk. I have noticed that over the last several years, almost all bicyclists ride on the sidewalks, a few feet away from a bike lane in the street that we paid millions for. PLEASE DO NOT PAY ANOTHER CENT FOR BICYCLE LANES UNTIL YOU HAVE PASSED A LAW SAYING CYCLISTS CANNOT RIDE ON THE SIDEWALKS (AND ENFORCE IT). Cyclists endanger me as a pedestrian, but then the slt in the wound is that you spend my tax dollars building more bike lanes that they will never use. CUT IT OUT.

Relevant Corridors:

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

Contact Options:

From: Questions@movingahead.org
To: [Andrew Martin](#)
Cc: [Adrienne DeDona](#)
Subject: [External Sender]FW: MovingAhead Website Contact Form Message
Date: Thursday, March 3, 2022 2:49:41 PM

Hi Andrew,

Please see an email to the questions@movingahead.org inbox.

Nicole

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

From: gayle P MERITT <bolson1199@aol.com>
Sent: Saturday, February 26, 2022 7:54 AM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: gayle P MERITT <bolson1199@aol.com>

Message:

River Road is congested enough without taking away a traffic lane. The busses that I see are never full and frequently are empty. Not everyone can ride the bus or ride their bicycle. Stop making it harder for people to do what they have to do. Traffic is not going to flow better with a lane reduction. Wake up, tell the people who will be affected the most what's going on, and use some common sense instead of control model in making you decision.

Relevant Corridors:
River Road

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

From: Questions@movingahead.org
To: [Andrew Martin](#)
Cc: [Adrienne DeDona](#)
Subject: [External Sender]FW: MovingAhead Website Contact Form Message
Date: Thursday, March 3, 2022 2:49:25 PM

Hi Andrew,

Please see an email to the questions@movingahead.org inbox.

Nicole

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

From: Josh Jolicoeur <jolicoeurj56@gmail.com>
Sent: Saturday, February 26, 2022 6:29 AM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Josh Jolicoeur <jolicoeurj56@gmail.com>

Message:

Yeah I'm a local CDL route driver and I routinely run trucks on all the streets considered here. I think the reduced to 1 lane south of Maxwell on river road is horrible idea. Traffic is a nightmare on river road from Maxwell north to Irvington certain types of the day not to mention beltline in that area. Reducing to 1 lane would only make things worse. I honestly don't see a lot of people using emx and would guess that the MLK option would increase ridership because of all the student housing right there. Maybe the 30th option also to go to LCC. But I just can't imagine reducing vehicle traffic, reducing property areas, increasing bike lanes is what would work best in these situations. Need to adhere to the I'm guessing 95% of the way people commute which is by vehicles of some sort not cater to the few bikers and few people that ride the LTD. Also in future it's not just business owners and residents directly in front of proposed areas that should be contacted. Thousands of people travel on these roads on the daily and more transparent is much appreciated. Especially since if anyone drives down w6th or w11th they still will see the anti emx signs from years ago. Thanks

Relevant Corridors:

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

Contact Options:

I would like a response

From: Questions@movingahead.org
To: [Andrew Martin](#)
Cc: [Adrienne DeDona](#)
Subject: [External Sender]FW: MovingAhead Website Contact Form Message
Date: Thursday, March 3, 2022 2:49:09 PM

Hi Andrew,

Please see an email to the questions@movingahead.org inbox.

Nicole

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

From: Derek C Yost <lqqkin4laffs@gmail.com>
Sent: Friday, February 25, 2022 6:28 PM
To: questions@movingahead.org
Subject: MovingAhead Website Contact Form Message

From: Derek C Yost <lqqkin4laffs@gmail.com>

Message:

Leave River Rd ALONE! If you think making it more difficult to drive in Eugene, more people will take public transportation, you're an idiot. I've driven over 1 million miles in a semi alone, been in every state and most cities. Eugene is the hardest city to drive in that I have come across in my 65 years. Complete morons who know nothing about moving traffic smoothly, efficiently and safely. Your road system makes people bad drivers and encourages road rage and bad driving decisions. I would rather drive anywhere else including the LA basin. I will not vote for anyone who supports this measure. This town is already a fire trap. A Blue River or Redding fire here would bottle neck this town resulting in many deaths caused by you. Picture day at the UO and gridlock all day long. A product of your genius.

Relevant Corridors:

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

Contact Options:

I would like a response