

## Andrew Martin

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**Subject:** RE: [External Sender]FW: MovingAhead and Coburg Road Corridor

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**From:** Jeffery Robinson <[gj.invest@gmail.com](mailto:gj.invest@gmail.com)>

**Sent:** Monday, March 7, 2022 3:20 PM

**To:** \*Eugene Mayor, City Council, and City Manager <[MayorCouncilandCityManager@eugene-or.gov](mailto:MayorCouncilandCityManager@eugene-or.gov)>

**Subject:** MovingAhead and Coburg Road Corridor

[EXTERNAL 

Thank you for your service in our community. Too often, a City Councilor is a thank-less task, especially in such a diverse community as ours!

Quick background: I have lived and helped run a business for 33 years along the Coburg Road Corridor. My company works with 7 businesses on Oakway Road across from the PF Chang restaurant. And my home is off of Willakenzie. **I commute 60:40 by bicycle and car.** I was involved with the early Bus Rapid Transit efforts in the late 90's, as well as an active spokesperson during the Ferry Street Bridge Studies back in the early 90's. My heart and soul is with the FSB/Coburg Road corridor!

May I offer a few suggestions and questions?

1. Em-X has been successful along student routes and has been a tremendous boon to the UofO. Sadly, it has been less effective along the west Eugene corridor.
2. For similar reasons, it is highly doubtful that EM-X will achieve any benefit along Coburg Road to exceed the nontrivial acquisition, construction, operating, and disruption costs. The EM-X Alternative cost projections of **\$113,000,000** will certainly go up as time passes... All to add 500 riders per day (34 passengers/hr) - Which translates into **6 more riders** per bus at any given time. We have other more pressing infrastructure and transportation issues that have been deferred due to budgetary issues (e.g. Delta Highway/Belt Line, the Ferry Street Bridge itself, MLK blvd, etc.
3. An Em-X solution along Coburg Road is no solution at all. It's a huge problem that will destroy or maim many local businesses along the corridor. Beyond its sheer cost, the disruption and condemnation of **73 private parcels**, as well as the reduction in vehicular capacity (just to provide greater throughput for buses), is anti-business, anti-jobs, and anti-economy. Does 6 extra riders per bus justify that? Coburg Road needs greater bandwidth for both vehicles and buses. It needs safer bike routes, but not at the expense of such bandwidth!
4. In the event of a major earthquake, Eugene would suffer greatly if the Belt Line or FSB bridges were to be compromised. **More focus should be on those bottleneck** links in our transportation system.
5. As much as I love cycling (I own 7 bikes), I still need a car to shop at Costco or the new Winco. I still need a car to run errands to Home Depot. Why do we relegate vehicular traffic to a **lower priority level** than public transit? The two are equally important.
6. Eugene made a huge mistake back in the 1990's when we **failed to add capacity** to the Ferry Street Bridge. That, along with a failure to address (with ODOT and the Federal folks) the burgeoning issues at Belt Line/Delta Highway, has caused hundreds of accidents, injury and even the loss of life!

7. **One inexpensive solution** to simplify the complicated intersection of Coburg/Oakway is to reinstall the egress in front of Rife's Furniture. We operated that egress (right-in, right-out) without any accidents or slowing issues for a few years...until the hubris of ODOT incorrectly ruled that this roadway (Southwood Ln) was a "freeway ramp". The net effect of this closure forced 200-300 additional cars a day to exit onto Oakway Road and then exacerbate the clogging at the Coburg Road intersection. There was (and still is) plenty of space for a decel/accel right-in, right-out egress there.
8. As a biker, I confess that the separated bike-lane "improvements" along 13th Avenue are still a **confusing** and awkward mess to me -- especially when biking eastbound along 13th. Please don't reduce capacity by adding such an unnecessary tactic where there is not adequate right of way along Coburg Road.

**To summarize**, the Em-X option is really a poor concept for Coburg Road. It would affect 73 properties, and reduce vehicular capacity. The Enhanced Corridor is not cheap either (at more than \$40,000,000). Please take a hard look at its cost-benefit ratio. Frankly, everyone living or working along the Coburg Corridor knows that the Ferry Street Bridge should be the primary focus (in addition to a few safer on-demand pedestrian/bike crossings)! That's where the most bang for the buck can be achieved!

I would be delighted to further discuss these issues (or others) if you so desire. Again, thanks for your service to our community!!!

--

Jeff Robinson, CPA retired  
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160 Oakway Road, Suite 200  
Eugene, OR 97401  
[gj.invest@gmail.com](mailto:gj.invest@gmail.com)  
541.914.3217



## Andrew Martin

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**Subject:** [External Sender]Opposition to Moving Ahead Project

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**From:** Mark Jewell [<mailto:mjewell@teleport.com>]

**Sent:** Sunday, March 6, 2022 11:21 AM

**To:** LTD <[LTD@ltd.org](mailto:LTD@ltd.org)>

**Subject:** [External Sender]Opposition to Moving Ahead Project

I am a business owner in Eugene and have reviewed the plans for the LTD Moving Ahead project to increase bus corridors throughout Eugene.

I am opposed to this project because it does not serve the citizens of Eugene in a meaningful way nor enhance transportation.

Eugene's primary way of transportation is the automobile and it is not possible to take a bus to all the places that citizens need to go for work, shopping, or recreation.

Every time I see a LTD bust on the street, it is carrying only 2 or 3 passengers. I cannot see that adding more buses and diminishing automobile lanes will work.

From my perspective, it looks like LTD is chasing after US Department of Transportation Grants that once these funds are exhausted, will result in higher taxes.

This is a bad project that must be stopped.

Mark Jewell  
Eugene

## Andrew Martin

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

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**From:** Meta Maxwell <[metam@comcast.net](mailto:metam@comcast.net)>  
**Sent:** Thursday, February 24, 2022 12:21 PM  
**To:** Caitlin Vargas <[Caitlin.Vargas@ltd.org](mailto: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

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

**From:** Meta Maxwell <[metam@comcast.net](mailto:metam@comcast.net)>  
**Sent:** Friday, February 25, 2022 2:59 PM  
**To:** Caitlin Vargas <[Caitlin.Vargas@ltd.org](mailto: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](mailto:metam@comcast.net)

## Andrew Martin

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

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**From:** Meta Maxwell <[metam@comcast.net](mailto:metam@comcast.net)>  
**Sent:** Saturday, February 26, 2022 2:43 PM  
**To:** Caitlin Vargas <[Caitlin.Vargas@ltd.org](mailto: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](mailto: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

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

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**From:** Meta Maxwell <[metam@comcast.net](mailto:metam@comcast.net)>

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

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

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

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

**From:** C Rojas <[c\\_rojas15@yahoo.com](mailto:c_rojas15@yahoo.com)>  
**Sent:** Sunday, February 27, 2022 5:14 PM  
**To:** Caitlin Vargas <[Caitlin.Vargas@ltd.org](mailto:Caitlin.Vargas@ltd.org)>  
**Cc:** Meta Maxwell <[metam@comcast.net](mailto: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

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

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

Brilliant!

Get [Outlook for iOS](#)

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**From:** Jolene Siemsen <[jolenesiemsens@gmail.com](mailto:jolenesiemsens@gmail.com)>  
**Sent:** Monday, February 28, 2022 8:12:59 AM  
**To:** [mayorcouncilandcitymanager@eugene-or.gov](mailto:mayorcouncilandcitymanager@eugene-or.gov) <[mayorcouncilandcitymanager@eugene-or.gov](mailto:mayorcouncilandcitymanager@eugene-or.gov)>; [clerk@ltd.org](mailto:clerk@ltd.org) <[clerk@ltd.org](mailto: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

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

**From:** Hillary Kittleson <[hillarykittleson@msn.com](mailto:hillarykittleson@msn.com)>  
**Sent:** Monday, February 28, 2022 7:39 AM  
**To:** [mayorcouncilandcitymanager@eugene-or.gov](mailto:mayorcouncilandcitymanager@eugene-or.gov); Clerk <[clerk@ltd.org](mailto: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](mailto:butoh@efn.org)>  
**Sent:** Sunday, February 27, 2022 4:14 PM  
**To:** mayorcouncilandcitymanager <[mayorcouncilandcitymanager@eugene-or.gov](mailto:mayorcouncilandcitymanager@eugene-or.gov)>; Clerk <[clerk@ltd.org](mailto: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](mailto:butoh@efn.org)

## Andrew Martin

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

**From:** Karrie W <[karrie42@gmail.com](mailto:karrie42@gmail.com)>  
**Sent:** Sunday, February 27, 2022 1:34 PM  
**To:** [MayorCouncilandCityManager@eugene-or.gov](mailto:MayorCouncilandCityManager@eugene-or.gov); Clerk <[clerk@ltd.org](mailto: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](mailto:mpo@lcog.org); [Kitty.Piercy@ci.eugene.or.us](mailto:Kitty.Piercy@ci.eugene.or.us); [Alan.Zelenka@ci.eugene.or.us](mailto:Alan.Zelenka@ci.eugene.or.us); [Jay.Bozievich@co.lane.or.us](mailto:Jay.Bozievich@co.lane.or.us); [Sid.Leiken@co.lane.or.us](mailto:Sid.Leiken@co.lane.or.us); EYSTER Michael; EVANS Greg; GILLESPIE Gary; [sonny.p.chickering@odot.state.or.us](mailto:sonny.p.chickering@odot.state.or.us); [mayorcouncilandcitymanager@ci.eugene.or.us](mailto:mayorcouncilandcitymanager@ci.eugene.or.us); [Rob.Handy@co.lane.or.us](mailto:Rob.Handy@co.lane.or.us); [Pete.Sorenson@co.lane.or.us](mailto:Pete.Sorenson@co.lane.or.us); [Faye.Stewart@co.lane.or.us](mailto: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

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

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**From:** [bkb@epud.net](mailto:bkb@epud.net) <[bkb@epud.net](mailto:bkb@epud.net)>  
**Sent:** Sunday, February 27, 2022 10:14 AM  
**To:** [MayorCouncilandCityManager@eugene-or.gov](mailto:MayorCouncilandCityManager@eugene-or.gov); Clerk <[clerk@ltd.org](mailto: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](mailto:bkb@epud.net)  
541-461-0688 land  
541-543-9513 mobile

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**From:** Carleen Reilly <[carleenr@gmail.com](mailto:carleenr@gmail.com)>  
**Sent:** Saturday, February 26, 2022 4:20 PM  
**To:** [MayorCouncilandCityManager@eugene-or.gov](mailto:MayorCouncilandCityManager@eugene-or.gov); [clerk@ltd.org](mailto: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

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

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

Sent from my iPad

Begin forwarded message:

**From:** Lisa Grissell <[lisa.grissell@gmail.com](mailto:lisa.grissell@gmail.com)>  
**Date:** February 26, 2022 at 1:36:10 PM PST  
**To:** [MayorCouncilandCityManager@eugene-or.gov](mailto: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

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

**From:** Kathryn Perle <[fccf@efn.org](mailto: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](mailto:mayorcouncilandcitymanager@eugene-or.gov), [Caitlin.Vargas@ltd.org](mailto:Caitlin.Vargas@ltd.org), [Gino.Grimaldi@ltd.org](mailto:Gino.Grimaldi@ltd.org),  
[Susan.Cox@ltd.org](mailto:Susan.Cox@ltd.org), [Emily.Secord@ltd.org](mailto:Emily.Secord@ltd.org), [Pete.Knox@ltd.org](mailto:Pete.Knox@ltd.org), [Michelle.Webber@ltd.org](mailto:Michelle.Webber@ltd.org),  
[don.nordin@ltd.org](mailto:don.nordin@ltd.org)  
**Cc:** Pat Walsh <[pat.walsh@ltd.org](mailto: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](http://santaclaracommunity.org), and our neighborhood plan website [riverroad-santaclaraplan.org](http://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

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

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

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

**To:** Andrew Martin <[Andrew.Martin@ltd.org](mailto:Andrew.Martin@ltd.org)>; [Rlnerfeld@eugene-or.gov](mailto: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](mailto:jolenesiemsen@gmail.com)>

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

**To:** [MayorCouncilandCityManager@eugene-or.gov](mailto:MayorCouncilandCityManager@eugene-or.gov), [clerk@ltd.org](mailto: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

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**Subject:** FW: public input on local transportation system

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**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

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**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](mailto: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

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

**From:** J Halvorsen <[mimikoyangi@gmail.com](mailto:mimikoyangi@gmail.com)>

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

**To:** Clerk <[clerk@ltd.org](mailto: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

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

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**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](mailto:MayorCouncilandCityManager@eugene-or.gov)>; Clerk <[clerk@ltd.org](mailto: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](mailto:butoh@efn.org)>

**To:** "mayorcouncilandcitymanager" <[mayorcouncilandcitymanager@eugene-or.gov](mailto:mayorcouncilandcitymanager@eugene-or.gov)>, "clerk" <[clerk@ltd.org](mailto: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](mailto:butoh@efn.org)

**From:** [Questions@movingahead.org](mailto: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

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Hi Andrew,

Please see an email to the [questions@movingahead.org](mailto:questions@movingahead.org) inbox.

Nicole

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

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

**From:** Vicky Winders <[vickywinders@hotmail.com](mailto: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](mailto: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

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**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](mailto: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

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Hi Andrew,

Please see an email to the [questions@movingahead.org](mailto:questions@movingahead.org) inbox.

Nicole

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

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

**From:** Tonya Peacock <[aleta26@juno.com](mailto: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](mailto:Questions@movingahead.org)  
**To:** [Andrew Martin](mailto:Andrew.Martin)  
**Cc:** [adrienne@jla.us.com](mailto:adrienne@jla.us.com)  
**Subject:** [External Sender]FW: MovingAhead Website Contact Form Message  
**Date:** Thursday, March 3, 2022 2:52:22 PM

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Hi Andrew,

Please see an email to the [questions@movingahead.org](mailto:questions@movingahead.org) inbox.

Nicole

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

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

From: Jack loe <[jacksonmaple@gmail.com](mailto: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](mailto: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

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Hi Andrew,

Please see an email to the [questions@movingahead.org](mailto:questions@movingahead.org) inbox.

Nicole

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

**From:** Jacque Scott <[jacquekscott@gmail.com](mailto:jacquekscott@gmail.com)>  
**Sent:** Sunday, February 27, 2022 11:47 AM  
**To:** [questions@movingahead.org](mailto: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](mailto: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

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Hi Andrew,

Please see an email to the [questions@movingahead.org](mailto:questions@movingahead.org) inbox.

Nicole

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

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

**From:** Lyn Dahlstrom <[premiewithin@yahoo.com](mailto: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](mailto: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

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Hi Andrew,

Please see an email to the [questions@movingahead.org](mailto:questions@movingahead.org) inbox.

Nicole

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

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

**From:** gayle P MERITT <[bolson1199@aol.com](mailto: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](mailto: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

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Hi Andrew,

Please see an email to the [questions@movingahead.org](mailto:questions@movingahead.org) inbox.

Nicole

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

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

**From:** Josh Jolicoeur <[jolicoeurj56@gmail.com](mailto: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](mailto: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

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Hi Andrew,

Please see an email to the [questions@movingahead.org](mailto:questions@movingahead.org) inbox.

Nicole

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

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

**From:** Derek C Yost <[lqqkin4laffs@gmail.com](mailto: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

**META L. MAXWELL**  
PO Box 653. Eugene, OR 97440  
metam@comcast.net. 541-731-9161

23 February 2022

VIA PERSONAL DELIVERY TO:  
Mayor & Eugene City Council Members  
Members, LTD Board of Directors

Enclosed are petitions, with 464 signatures, OPPOSING the proposed MovingAhead “EmX” and “Enhanced Corridor” plans for River Road, Hwy. 99, Coburg Road, 30th Avenue (including High, Oak, & Pearl), and Martin Luther King Jr. Blvd. corridors. The petitions were collected over the past month by visiting the homes and businesses on the proposed corridors, and by mailing the owners of residences, businesses, and properties copies of the petition along with full color copies of the CH2M Hill plans showing “EmX” and “Enhanced Corridor” alternatives that would directly affect them. Additional signatures were collected from other individuals in Eugene who learned about the MovingAhead project, strenuously object to the plans and who believe their tax dollars could be better spent.

It is important to note that MANY of the owners of residences, businesses, and properties along the corridors ARE NOT located on the corridors - they live and/or work elsewhere in the community, in Oregon, or another state — and they knew nothing of the MovingAhead plans until they received the petitions and plans in the mail. These people provide necessary housing and jobs in our community. Failing, from the beginning of the planning process, to engage and work with not only those living and working on the corridors, but also those who own the housing, businesses and properties, is inexcusable and could portend a fatal blow to new investment for homes and jobs in our community.

The MovingAhead “EmX” and “Enhanced Corridor” plans were created by CH2M Hill 2015-2017 and are based on **Bus Rapid Transit** systems that operate mostly in large metropolitan areas in South America, Asia, and Africa. The MovingAhead Alternative Analysis Report (444 pages) dated September 2018 does NOT disclose that CH2M Hill had completed the detailed plans for all corridors in 2017 at a cost of \$1.5 million. It does, however, disclose that the plans are for Bus Rapid Transit. Since 2015, reports of the performance of Bus Rapid Transit systems indicate they have been riddled with problems and that they are not appropriate for cities the size and configuration of Eugene. Bus Rapid Transit systems have been widely promoted by non-governmental organizations such as the Shell-funded EMBARQ program, Rockefeller Foundation and Institute for Transportation and Development Policy (ITDP), whose consultant pool includes the former mayor of Bogota, Colombia, who was president of the ITDP — groups who profit their members but not necessarily the communities Bus Rapid Transit systems are built in.

Besides the problems with CH2M Hill’s Bus Rapid Transit design, they also fail to account for an ongoing decline in bus ridership as a percentage of the population, and increased preference for private vehicles. The plans do not anticipate the likely huge increase in electric vehicles (EVs) and requirements for charging stations and parking that will be needed to accommodate new residents and visitors to our community. And they certainly don’t anticipate the future use of autonomous vehicles, none of which are likely to require the transportation infrastructure a Bus Rapid Transit system does.

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.

Very truly,



Meta L. Maxwell





# The Antiplanner

*Dedicated to the sunset of government planning*

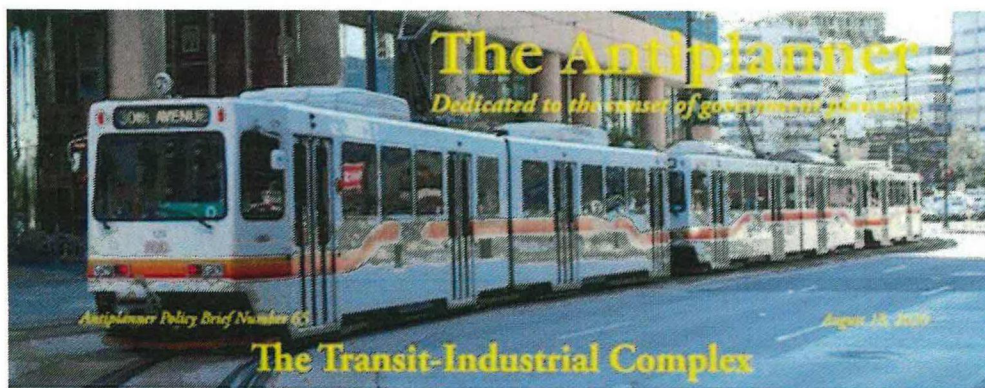
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[The Antiplanner](#) » [Policy brief](#) » [The Transit-Industrial Complex](#)

## The Transit-Industrial Complex

By [The Antiplanner](#) | [August 18, 2020](#) | [Policy brief](#)

Everybody knows that transit saves energy and protects us from climate change. Everybody knows that transit helps the poor. Everybody knows that transit generates economic development. None of these things are true, but many people believe them because public transit is backed up by a powerful lobby.



Everybody knows that transit saves energy and protects us from climate change. Everybody knows that transit helps the poor. Everybody knows that transit generates economic development. None of these things are true, but many people believe them because public transit is backed up by a powerful lobby.

Wikipedia has an entry on the [highway lobby](#), but no entry on a transit lobby. In fact, the transit lobby is much bigger than the highway lobby even though highways move a hundred times as many passenger miles as transit, not to mention far more freight. The transit lobby is nonetheless bigger for good reason: most federal and state highway funds come from user fees, so the only thing the highway lobby has to do is protect those user fees from being diverted to other uses, whereas less than a quarter of transit costs come from user fees, so the industry has to scramble for every last transit dollar it can get.

precision. If a street or highway is supposed to be 12 feet wide, it won't matter much if it is 11 feet 10 inches or 12 feet 2 inches, whereas trains fall off the tracks if the tracks are an inch too wide or too narrow. This is one reason why light-rail construction costs currently average \$200 million a mile for two tracks, or \$100 million per rail mile, which is roughly 50 to 100 times the cost of road construction.

Anything that costs that much is going to produce a lot more profit than something that costs less. Combine this with the fact that most highway materials—steel, concrete, electronics, just about everything but asphalt—can be adopted to rail construction, and most of what was once the highway construction lobby has defected to the transit lobby.

**The American Public Transportation Association**  
At the center of the transit-industrial complex is the Amer-



The transit lobby is also bigger because it's more profitable for private businesses. Building roads is pretty basic: make a smooth grade, put in a layer of gravel, and top it with asphalt or concrete, possibly with reinforcing bars. Lots of people have the expertise to build roads, which means there is lots of competition, and the resulting construction costs are fairly low: roughly a [million dollars per lane mile](#) for a street or rural road, and two to three times that for a limited-access highway.

Transit is far more expensive because its costs are based on built-to-order vehicles and specialized guideways for many of those vehicles. While automobiles are manufactured on mass production lines by the thousands, most transit vehicles are made in small batches, often with custom layouts and designs for each order. A 40-passenger bus may have eight times as many seats as your Toyota Corolla, but according to [numbers](#) published by the American Public Transportation Association, it costs 20 to 30 times as much. Light-rail cars may have almost twice as many seats as typical buses, but they cost 10 times as much, and 100 to 200 times as much as a typical automobile.

Rail lines are far more expensive to build than roads because they must be made with a much greater degree of

ican Public Transportation Association (APTA), a membership organization located in Washington DC. APTA doesn't divulge its membership list, but Wikipedia says it has [1,500 members](#) of which just 320 are transit agencies. Most of the rest are contractors that profit from transit subsidies.



APTA's annual budget, as reported by [Guidestar](#), is more than \$30 million a year, which means that it alone is around twice as big as the entire DC-area highway lobby. The main members of the highway lobby in the nation's capital are the [National Asphalt Pavement Association](#), which (according to IRS form 990s downloadable from [Guidestar](#)) spends about \$11 million per year; the [American Highway Users Alliance \(AHUA\)](#), which spends about \$1 million per year; and the [Road Information Program \(TRIP\)](#), which also spends about \$1 million per year.

Of course, companies like General Motors and Ford also hire lobbyists to work in Washington, DC. But they don't lobby for roads; they are focused on legislation affecting them as manufacturers, such as taxes, air pollution rules, and motor vehicle safety laws. As far as they

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The transit lobby is also bigger because it's more profitable for private businesses. Building roads is pretty basic: make a smooth grade, put in a layer of gravel, and top it with asphalt or concrete, possibly with reinforcing bars. Lots of people have the expertise to build roads, which means there is lots of competition, and the resulting construction costs are fairly low: roughly a [million dollars per lane mile](#) for a street or rural road, and two to three times that for a limited-access highway.

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the American Public Transportation Association, it costs 20 to 30 times as much. Light-rail cars may have almost twice as many seats as typical buses, but they cost 10 times as much, and 100 to 200 times as much as a typical automobile.

Rail lines are far more expensive to build than roads because they must be made with a much greater degree of precision. If a street or highway is supposed to be 12 feet wide, it won't matter much if it is 11 feet 10 inches or 12 feet 2 inches, whereas trains fall off the tracks if the tracks are an inch too wide or too narrow. This is one reason why light-rail construction costs currently average \$200 million a mile for two tracks, or \$100 million per rail mile, which is roughly 50 to 100 times the cost of road construction.

Anything that costs that much is going to produce a lot more profit than something that costs less. Combine this with the fact that most highway materials—steel, concrete, electronics, just about everything but asphalt—can be adopted to rail construction, and most of what was once the highway construction lobby has defected to the transit lobby.

### **The American Public Transportation Association**

At the center of the transit-industrial complex is the [American Public Transportation Association](#) (APTA), a membership organization located in Washington DC. APTA doesn't divulge its membership list, but Wikipedia says it has [1,500 members](#) of which just 320 are transit agencies. Most of the rest are contractors that profit from transit subsidies.

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Of course, companies like General Motors and Ford also hire lobbyists to

work in Washington, DC. But they don't lobby for roads; they are focused on legislation affecting them as manufacturers, such as taxes, air pollution rules, and motor vehicle safety laws. As far as they are concerned, most of the highways America needs have already been built, and they aren't worried about taxpayer subsidies to transit because those subsidies have a fifty-year track record of utterly failing to put a dent on automobile and truck sales.

In fact, none of the highway lobby groups seriously challenge funding for transit. Instead, they are content to [support](#) proposed legislation that massively increases transit funding just so long as it also provides some funding for roads. Meanwhile, many members of the transit-industrial complex [actively lobby against roads](#).

Some idea of the value of a lobby group to its members can be estimated by how much the group pays its CEO. APTA's president earns around \$700,000 a year and the group has at least seven vice-presidents who earn more than \$200,000 per year. APTA's previous CEO is also listed on the payroll as earning \$400,000 despite the fact that he was reported to work zero hours per week for the organization. For comparison, the president of the National Asphalt Pavement Association earns around \$500,000 a year, while AHUA's CEO earns less than \$300,000 a year and TRIP's is right at \$200,000.

Even after paying its executives so well, APTA has plenty of money for organizing conferences where it trains transit agency leaders to, among other things, be more effective in getting money from taxpayers. It also churns out an endless stream of [press releases](#) most of which focus on one point: increasing transit subsidies. When transit ridership was growing between 2010 and 2014, APTA insisted that meant subsidies should grow so agencies could carry all of the new passengers. With ridership shrinking between 2014 and 2019, APTA asked for more subsidies to help turn around the decline. With ridership in the toilet in 2020 due to COVID-19, APTA successfully obtained an additional \$25 billion in subsidies and is seeking \$32 billion more so transit agencies can continue running empty trains and



buses.

### **Transit Agencies**

Most states have made it illegal for government agencies to lobby the public, particularly for passage of a particular ballot measure. But that hasn't stopped agencies from doing "public education" campaigns that just happen to coincide with elections. When light rail was on the ballot in Salt Lake City in 2000, the Utah Transit Authority ran television commercials showing someone driving on an otherwise empty freeway followed by a message that light rail relieved congestion. The ads didn't ask anyone to ride transit but neither did they ask people to vote for the ballot measure, so they weren't considered lobbying.

A few days before officially putting a \$5 billion light-rail measure on the ballot in 2004, Denver's Regional Transit District sent out a lengthy brochure to almost every household in the area explaining why light rail was so much better than any alternative. The brochure, which cost taxpayers at least half a million dollars, never mentioned the ballot measure so it wasn't considered lobbying.

### **State Transit Associations**

In addition to lobbying, excuse me, doing public education themselves, transit agencies in many states have created lobbying organizations that are the state equivalents of APTA. The Minnesota Public Transit Association, for example, says that it "speaks out for transit systems and transit riders across the state of Minnesota and advocates for high-quality transit service." The Arizona Transit Association says that it "wants to establish a permanent statewide transit funding source."

Others include the [California Transit Association](#), the [New York Public Transit Association](#), and the [Pennsylvania Public Transit Association](#). Similar organizations can be found in Arkansas, Colorado, Florida, Georgia, Idaho, Illinois, Iowa, Kentucky, Michigan, Mississippi, Missouri, New Hampshire, North Dakota, Ohio, Oklahoma, Oregon, Texas, Virginia, Washington, West Virginia, and even Wyoming. Most of these have budgets in the hundreds of



thousands of dollars, though California's is nearly \$2 million and Florida's, Pennsylvania's, and Washington's are over a million (data not available for New York's).

Virtually all of the money these groups, from APTA on down, spend on lobbying for more transit funding comes from your tax dollars. Transit fares aren't enough to cover the operating costs of any transit agency, so the funds they have to join associations, attend conferences, and pay for advertising come exclusively from tax dollars. (A few private operators such as the [Atlantic City Jitney](#) and [New York Waterway](#) earn a profit, but if they are members of APTA or state associations, their dues are an insignificant portion of the total.)

### **Transit Unions**

Transit unions have even more money than APTA and state transit associations. The [Amalgamated Transit Union](#) in Washington DC has an annual budget of about \$35 million, but the union also has locals in [every state](#) which typically have budgets in the millions. The unions are unabashed about their support for Democratic candidates who favor bigger transit subsidies not to mention the subsidies themselves. When transit agencies need or want more money, it is often transit unions, not transit riders, who go to state legislatures to lobby for it.

As Franklin Roosevelt [pointed out](#) in 1937, public employee unions are a problem because the unions can control both sides of the bargaining table. On one side, the unions represent union workers, but on the other side are managers who are elected or appointed by elected officials who depend on union votes to get elected.

When the recession that followed the 2008 financial crisis led to a shortfall of transit operating funds, some transit agencies asked Congress to allow them to spend federal capital grants on operations. But New York's Metropolitan Transportation Authority and Washington's Metro warned that this would "[reduce their leverage](#)" when negotiating with transit unions, which would use the increased operating funds to demand higher pay.

This problem is doubled by a federal law that requires transit agencies to stay in the good graces of their unions to be eligible for federal grants. When Portland's TriMet wanted a grant to build a new light-rail line in 1995, it negotiated a union contract that was so generous that a member of TriMet's board resigned in protest. Under the agreement, someone could get a job as a bus driver at age 45, work for 10 years, and then retire with a full pension and health-care benefits. Years later, TriMet's general manager warned that, if the contract wasn't changed, it would have to **cut transit service by 70 percent** by 2025. The union was unsympathetic.

It's not surprising that most transit agencies have huge unfunded pension or health-care obligations. New York's MTA alone has a \$20 billion unfunded obligation.

Another thing unions advocate for is overtime. Thanks to overtime, the average pay of a New York transit worker is close to \$90,000 a year, and thousands of them earn more than \$100,000 a year. The logical response to having to pay so much overtime is to hire more union workers, but when the Los Angeles and Minneapolis transit agencies proposed to do so, they suffered crippling strikes and finally gave in.

Transit unions are part of the transit-industrial complex lobbying for more transit subsidies. But they are also active in making transit less efficient. One measure of transit efficiency is the number of riders carried per operating employee each year. When transit was mostly private in the 1950s, it carried around 60,000 riders per operating employee. Today, this number is well below 30,000.

### **Transit Contractors**

When transit agencies report the costs of building a new transit line, they only include the actual construction costs and ignore the costs of planning, designing, and engineering the line. This can often be in the hundreds of millions of dollars. As revealed in a case in Portland, this cost can also cover up some of the money spent on lobbying.

A bridge over the Columbia River north of Portland is old and some say it



needs to be replaced. TriMet is anxious to extend its light-rail empire into Vancouver, Washington. So TriMet insisted that any new bridge over the Columbia accommodate rail. This effectively doubled the cost of the proposed bridge.

The states of Oregon and Washington created a joint team to plan the new bridge. In a no-bid contract, the team hired a consultant called David Evans & Associates to write the environmental impact statement for the project, paying the group more than \$100 million. That's a lot for an environmental impact statement.

Meanwhile, lobbyists worked the Oregon and Washington legislatures to get them to fund each state's share of the project. One of the lobbyists, Patricia McCaig, never registered as a lobbyist and when asked she said she was a "special advisor" to Oregon's governor. In fact, it turned out, she was [paid by David Evans & Associates](#), which helped explain why the environmental impact statement cost so much money.

Consultants such as HDR, Parsons Brinckerhoff (now known as WSP USA), and others are often asked to do feasibility studies for some transit project. In the private sector, a feasibility study asks, "will this project make money?" In the public sector, the study should ask, "will the benefits be greater than the costs?" Instead, the question becomes, "how can we sell this expensive turkey to the public?" The consultants know that, if the project is funded, they are likely to get more contracts, so they bias their analysis in every way possible.

Parsons Brinckerhoff was once asked to study a proposed commuter-rail line in Madison, Wisconsin. The firm first developed three alternatives: no action, improvements to bus service, and bus improvements plus commuter rail. To the consultants' dismay, their computer model projected that bus improvements alone would attract more transit riders than bus improvements with the commuter rail. Instead of saying, "don't build the rail line," they went back and crippled the improved-bus alternative by deleting some routes. The result was that, at a huge increase in costs, the

commuter-rail alternative was projected to have a few more riders than the bus alternative.

HDR encouraged cities across the country to build streetcar lines. It hired Portland city commissioner Charles Hales to tell cities that Portland's streetcar generated billions of dollars in economic development even though Hales knew that that development only took place because the city gave developers hundreds of millions of dollars of subsidies. HDR consultants did studies, paid for by each city, that found the transportation benefits of streetcars were only a fraction of their costs. But when HDR added in the supposed value of new development generated by the streetcars, it was able to persuade Atlanta, Cincinnati, Kansas City, Salt Lake City, and Tucson, among others, to build streetcar lines with HDR's help.

Meanwhile, actual construction costs have exploded. In 1981, San Diego built the nation's first modern light-rail line at a cost of less than \$20 million per mile (in today's dollars). Today, the average cost of light rail is more than \$200 million per mile, and many light-rail lines are costing well over \$300 million per mile.

When Denver's RTD asked voters to support light rail, railcar manufacturers such as Siemens and construction companies such as Kiewit Construction contributed millions of dollars to the campaign, often in chunks of \$50,000 or more. Siemens, a German company, contributed more than \$100,000. A local company called Colorado Railcar contributed only \$5,000. When voters approved the program, RTD awarded Siemens a no-bid contract for more than \$100 million, which was the largest order for light-rail cars up to that date. That's a pretty good return for a \$100,000 investment. Colorado Railcar received no orders from RTD and soon went out of business. So much for buying local.

Another indication of how lucrative transit work is can be seen by comparing transit capital budgets with the capital budgets of private railroads. In 2018, transit agencies operated trains on about 14,000 miles of track and its capital expenditures on those existing rail lines totaled to \$9.1



billion (this excludes the cost of building new rail lines), or about \$650,000 per mile. Meanwhile, BNSF, Norfolk Southern, and Union Pacific operate more than 86,000 miles of track and their [total capital budgets](#) were about \$8.5 billion, or about \$100,000 per mile each year.

Despite the lower expenditure, private railroads are in better shape than public transit systems, which are estimated to have a \$100 billion state-of-good-repair backlog, most of which is due to older rail transit systems. Nearly all of that \$9.1 billion finds its way into the hand of private contractors who are only too happy to divert a portion of it to lobbying for more transit subsidies.

### **Transit Advocates**

A network of non-profit groups who lean on the claim that they are protecting the environment provides considerable support to the transit-industrial complex while they oppose new roads and support reducing existing road capacities. Some of these groups have received funding from the Environmental Protection Agency and Department of Transportation to promote their anti-automobile agendas. Other funding comes from liberal foundations such as Surdna and Rockefeller.

One of the first of these groups was the [Surface Transportation Policy Project](#) (STPP), which was created in about 1989 with support from a variety of foundations to influence federal transportation law. The group was successful in persuading Congress to pass the Intermodal Surface Transportation Efficiency Act of 1991, which hugely increased funding for rail transit and promoted transit in general.

During the 1990s, the Environmental Protection Agency gave STPP and other pro-transit groups millions of dollars of public funds through its "[transportation partners](#)" program, which was explicitly designed to fund supposedly grassroots groups that promoted transit and opposed auto driving. STPP alone received at least a million dollars.

When Congress let the EPA know it should stop funding political groups, the Department of Transportation gave out close to \$100 million through its

“[transportation community](#)” program in the early 2000s. Under this program, funds would be granted to government agencies who were expected to “share” them with “non-traditional partners,” meaning non-profit advocacy groups. In many cases, 100 percent of the grants were simply passed on to the non-profit groups. These grants ceased in about 2005, but major foundations continued to fund groups like STPP.

More recently, STPP was folded into [Smart Growth America](#), which currently has an annual budget of around \$6 million per year. Smart Growth America advocates for transit, compact cities, and walkable neighborhoods while it works against highways and automobiles. Smart Growth America controls a number of other groups including Transportation for America, National Complete Streets Coalition, and the Form-Based Code Initiative, which promotes density through zoning codes.

Other groups advocating for transit include Streetsblog, a collection of groups with pro-transit, anti-auto websites running under that name. Streetsblog New York is run by a group called [OpenPlans](#), which receives about \$600,000 in annual funding, mostly from foundation grants but also from public agencies. Streetsblog California has a budget of close to \$400,000 a year while Streetsblog Chicago spends about \$100,000 a year.

All of these groups provide the illusion that there is strong grassroots support for transit subsidies when in fact the groups get most of their funding from a few foundations and public agencies. They form an important part of the transit-industrial complex because they promote the idea that transit subsidies exist for noble causes, such as protecting the environment and helping the poor, when in fact those subsidies are mainly to transfer wealth from taxpayers to selected special interest groups.

The transit-industrial complex represents a formidable team. It is well funded (nearly all from taxpayer money), has seemingly noble goals (even if it can't achieve them), and makes political contributions in all of the right places. It may be that the only thing that will defeat it is the fact that hardly anyone actually wants to ride transit.



Bookmark the [permalink](#).



### About The Antiplanner

The Antiplanner is an economist with forty-five years of experience critiquing public land, urban, transportation, and other government plans.

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[Green Ridge Fire »](#)

## 5 Responses to *The Transit-Industrial Complex*



*LazyReader* AUGUST 18, 2020 AT 12:35 AM

Since transit is viewed by most as an environmental, economical, social and moral public good, any attempt to decry it, curtail, shut it down is viewed as racist/bigoted/elitist, blah blah blah. No matter How miserable public services get, they're seen as an essential.

[Log in to Reply](#)



*Henry Porter* AUGUST 18, 2020 AT 2:01 AM

Can anyone point to an instance where a Democrat was actually shamed into severing relations with the Transit Industrial Complex as a result of such an exposé? I didn't think so. ^

## PETITION To STOP MovingAhead ON RIVER ROAD

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300 River Rd Eugene, OR 97404  
ADDRESS Beymer Heating

Holly Breshears  
NAME (Print)

Holly Breshears  
SIGNATURE

2/10/22  
DATE

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300 River Rd Eugene, OR 97404  
ADDRESS A BEYMER PROPERTY LLC

AARON BEYMER  
NAME (Print)

  
SIGNATURE

2-10-22  
DATE

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304 River Rd

ADDRESS

Alicia Baroz

NAME (Print)



SIGNATURE

11/15/22

DATE

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304 River Rd

ADDRESS

ERICH SCHWARTZWALD

NAME (Print)

SIGNATURE

1/15/22

DATE

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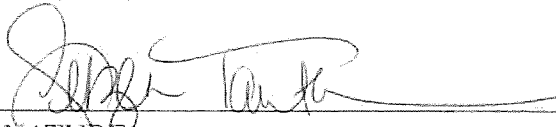
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304 River Rd  
ADDRESS

Suzen Tanton (Tatoozen)  
NAME (Print)

  
SIGNATURE

4/15/22  
DATE

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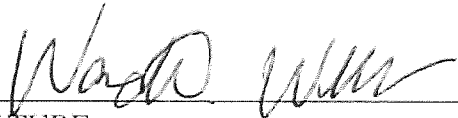
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310 River Rd.  
ADDRESS

WADE WILLIAMS  
NAME (Print)

  
SIGNATURE

1/20/2022  
DATE

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330 River Rd Eugene, OR 97404  
ADDRESS

William Davis  
NAME (Print)

William Davis  
SIGNATURE

2/15/22  
DATE

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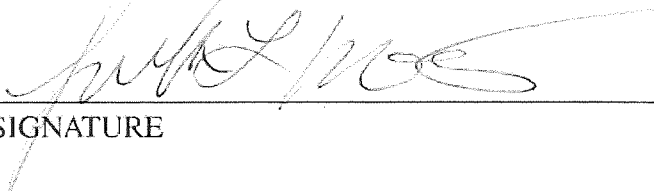
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355 River Road

ADDRESS

Juniotta Martinez

NAME (Print)



SIGNATURE

1/15/22

DATE

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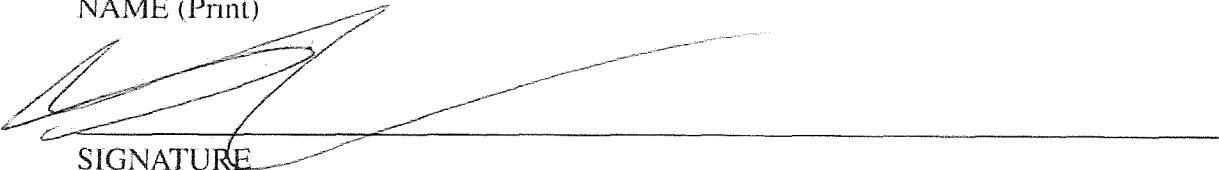
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385 L.v.e. Rd

ADDRESS

Tom Pige

NAME (Print)



SIGNATURE

1-15-22

DATE

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PO Box 933 Cottage Grove OR 97424  
ADDRESS

Jorden Plueard  
NAME (Print)

  
SIGNATURE

1-15-22  
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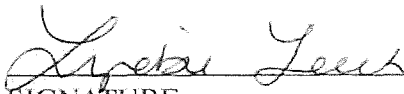
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405 River Rd Eugene OR 97404  
ADDRESS

Lyndsie Leech  
NAME (Print)

  
SIGNATURE

1/14/2022  
DATE

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405 RIVER RD  
ADDRESS

Charles Godwin  
NAME (Print)

  
SIGNATURE

1-15-22  
DATE

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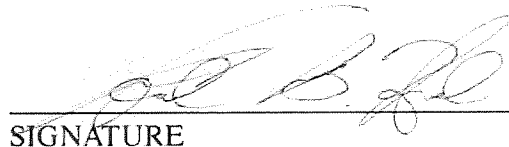
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420 RIVER ROAD EUGENE, OR  
ADDRESS

Gordon B. Howard  
NAME (Print)

  
SIGNATURE

2-7-22  
DATE

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We the undersigned owners, businesses and residents along River Road do **STRENUOUSLY OBJECT** to pursuing MovingAhead's EmX plans. **NO ONE** has consulted us with details of the plans or gained our acceptance of plans that would affect our properties. There is **NO NEED** for the plans to be implemented. Buses currently run at far under capacity and sidewalks, bus stops, and lighting are adequate. Bicycles can travel the length of River Road using safe and alternative routes that do not require use of the dedicated lanes along the street. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the EmX plan.

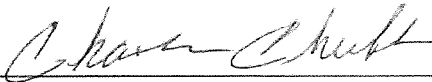
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420 RIVER ROAD

ADDRESS

CHARLENE CHUBB

NAME (Print)



SIGNATURE

1-14-22

DATE

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455 River Rd  
ADDRESS

Andy ~~Booth~~ Fcell  
NAME (Print)

  
SIGNATURE

1-15-22  
DATE

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460 River Rd Eugene, OR 97404  
ADDRESS

Anthony Peavia  
NAME (Print)

Anthony Peavia  
SIGNATURE

1-14-2020  
DATE

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465 RIVER ROAD

ADDRESS

RHONDA LINDSTEN

NAME (Print)



SIGNATURE

1-15-22

DATE

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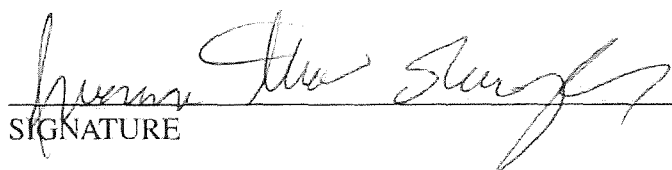
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467 River Road  
ADDRESS

Freeman Thor Slunghee  
NAME (Print)

  
SIGNATURE

1/15/22  
DATE

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470 River Rd  
ADDRESS

Amber Plauty  
NAME (Print)

Amber Plauty  
SIGNATURE

1/14/22  
DATE

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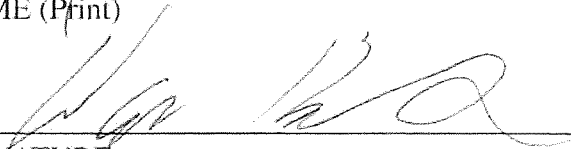
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485 River Rd

ADDRESS

Wayne Berwick

NAME (Print)



SIGNATURE

1/15/2022

DATE

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500 River Rd  
ADDRESS

David Parrish  
NAME (Print)

*David Parrish*  
SIGNATURE

01-14-22  
DATE

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530 RIVER ROAD

ADDRESS

ROBIN HOOD

NAME (Print)

~~ROBIN HOOD~~ →

SIGNATURE

1-14-22

DATE

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560 RIVER ROAD EUGENE, OR

ADDRESS

MOLLY ANNETTE ROGAN

NAME (Print)



SIGNATURE

2/10/2022

DATE

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570 River Rd.

ADDRESS

Wendy Sabin

NAME (Print)

Wendy Sabin

SIGNATURE

1-16-2022

DATE

Additional Comments:

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585 River Rd. Eugene, OR 97404  
ADDRESS

ISMAEL Morelos O. Refugio Morelos  
NAME (Print)

ISMAEL Morelos O. Refugio Morelos  
SIGNATURE

01-18-2022  
DATE

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630 River Rd.

ADDRESS

Lisa Hart

NAME (Print)

Lisa Hart

SIGNATURE

1/14/22

DATE

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1045 RIVER RD

ADDRESS

ADAM CORLE

NAME (Print)



SIGNATURE

01/14/22

DATE

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645 River Rd Eugene, OR 97402  
ADDRESS

Michelle Baker  
NAME (Print)

Michelle Baker  
SIGNATURE

1/14/22  
DATE

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672 River Rd.  
ADDRESS

Deborah D. Steward  
NAME (Print)

Deborah D. Steward  
SIGNATURE

1/14/22  
DATE

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675 River Road



675 River Road • Eugene, OR 97404  
(541) 689-7334

ADDRESS

Bob White

NAME (Print)

*Bob White*

SIGNATURE

1-14-22

DATE

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680 RIVER ROAD EUGENE OREGON 97404  
ADDRESS

ANTHONY OTTEN  
NAME (Print)

  
SIGNATURE

1/25/2022  
DATE

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720 River Road Eugene  
ADDRESS

Michael E DeSpiri  
NAME (Print)

Michael E DeSpiri  
SIGNATURE

1/14/22  
DATE

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730 River Rd  
ADDRESS

Darrell Skordio  
NAME (Print)

  
SIGNATURE

1/14/22  
DATE

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Eugene, OR

740 River Road 97704  
ADDRESS

Charlie ROJAS  
NAME (Print)

  
SIGNATURE

1/24/22  
DATE

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750 River Road  
ADDRESS

TED STEWART  
NAME (Print)

Ted Stewart  
SIGNATURE

1-14-22  
DATE

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755 River Rd.  
ADDRESS

Robert Lebad  
NAME (Print)

Robt J. Lebad  
SIGNATURE

1/15/22  
DATE

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757 River Road Eugene, Oregon 97401  
ADDRESS

Michael T. Barrett  
NAME (Print)

Michael T. Barrett  
SIGNATURE

January 15, 2022  
DATE

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765 River Road Eugene, OR 97401  
ADDRESS

Sherril L Vernon  
NAME (Print)

Sherril L Vernon  
SIGNATURE

1/15/2022  
DATE

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767 RIVER RD., EUGENE, OR 97404  
ADDRESS

CARLA CROW  
NAME (Print)

Carla Crow  
SIGNATURE

1-17-22  
DATE

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773 RIVER ROAD  
ADDRESS

ELIZABETH A. VAN BUREN  
NAME (Print)

  
SIGNATURE

1-17-22  
DATE

WHY WAS I NOT  
ADVISED OF THIS PLAN  
THAT DIRECTLY IMPACTS  
MY PROPERTY?!  
OUTRAGED!

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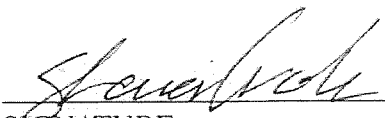
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785 River Rd STE 11 Eugene, OR 97404  
ADDRESS

Steven Crader  
NAME (Print)

  
SIGNATURE

2022-01-17  
DATE

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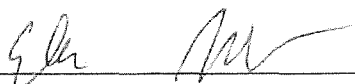
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785 River Road Eugene OR 97404

ADDRESS

Gile Msd

NAME (Print)



SIGNATURE

1-15-22

DATE

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785 River Road Unit 8

ADDRESS

Jacob Pitts

NAME (Print)



SIGNATURE

1/15/22

DATE

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800 River Rd Eugene OR 97404  
ADDRESS

Ally S Carlile  
NAME (Print)

Ally Carlile  
SIGNATURE

1/14/2022  
DATE

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800 River Rd Eugene, OR, 97404  
ADDRESS

Barrett J. Kocher  
NAME (Print)

*Barrett J. Kocher*  
SIGNATURE

1/14/22  
DATE

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806 River Rd - EUGENE, OR  
ADDRESS

Mikaela Johnson  
NAME (Print)

Mikaela Johnson  
SIGNATURE

2/3/21  
DATE

Petitions will be submitted before February 28, 2022 to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "EmX" Alternative for the River Road Corridor.

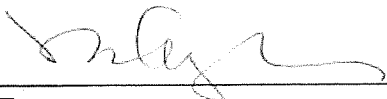
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806 RIVER ROAD EUGENE, OR  
ADDRESS

Vicky A Winders  
NAME (Print)

  
SIGNATURE

2/4/22  
DATE

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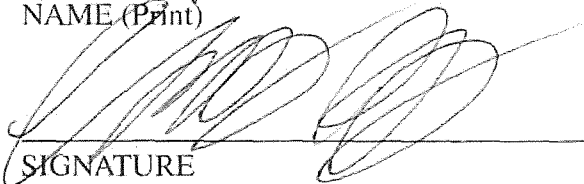
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820 RIVER RD EUGENE OR 97404  
ADDRESS

CHRIS ROSS  
NAME (Print)

  
SIGNATURE

1-14-22  
DATE

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840 RIVER ROAD, EUGENE, OREGON 97404  
ADDRESS

JOSEPH BELCHER  
NAME (Print)

Joseph Belcher  
SIGNATURE

JANUARY 15, 2022  
DATE

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895 River Road Eugene, OR 97404  
\*871 River Road Eugene, OR 97404

ADDRESS

JOHN HAMMER

NAME (Print)

SIGNATURE

2.8.2022

DATE

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901 RIVER ROAD

ADDRESS

MARGARITA HIGH

NAME (Print)

Margarita High

SIGNATURE

02/15/2022

DATE

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930 RIVER ROAD EUGENE, OR  
ADDRESS

Michael + Janice Stults  
NAME (Print)

Michael Stults / Janice Stults  
SIGNATURE

1-31-22  
DATE

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933 River Rd, Eugene, OR, 97404  
ADDRESS

Tim Cracolice (Timothy Cracolice Insurance Agency)  
NAME (Print)

  
SIGNATURE

1/14/22  
DATE

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**PETITION To STOP MovingAhead ON RIVER ROAD**

We the undersigned owners, businesses and residents along River Road do **STRENUOUSLY OBJECT** to pursuing MovingAhead's EmX plans. **NO ONE** has consulted us with details of the plans or gained our acceptance of plans that would affect our properties. There is **NO NEED** for the plans to be implemented. Buses currently run at far under capacity and sidewalks, bus stops, and lighting are adequate. Bicycles can travel the length of River Road using safe and alternative routes that do not require use of the dedicated lanes along the street. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the EmX plan.

Instead of increasing our tax burden many millions of dollars for the EmX plan to be built, operated and maintained, we request that additional safe crosswalks be strategically placed on River Road, the few areas of sidewalk needing repair be fixed, buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes that currently exist.

933 River Road Rd

ADDRESS

Megan Glass

NAME (Print)



SIGNATURE

01/14/22

DATE

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939 River Rd Eugene Or. 97404

ADDRESS

Nancy LeCher

NAME (Print)

Nancy LeCher

SIGNATURE

1-15-20

DATE

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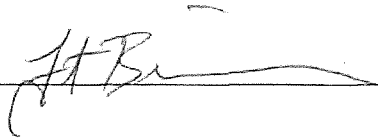
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940 RIVER ROAD EUGENE, OR 97404  
ADDRESS

FORREST BRINKMAN  
NAME (Print)

  
SIGNATURE

1/14/22  
DATE

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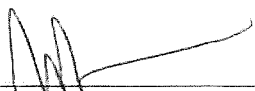
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943 Rwer Rd.  
ADDRESS

Teresita Ingram  
NAME (Print)

  
SIGNATURE

1/15/2022  
DATE

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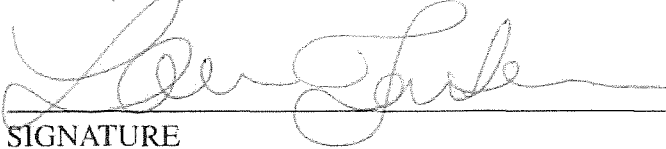
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988 River Road Eugene 97404  
ADDRESS

Autobahn Imports LLC Lava Fontana  
NAME (Print)

  
SIGNATURE

1/14/2022  
DATE

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1000 RIVER ROAD EUGENE, OR  
ADDRESS

Sharell Tracy  
NAME (Print)

Sharell Tracy  
SIGNATURE

2-10-22  
DATE

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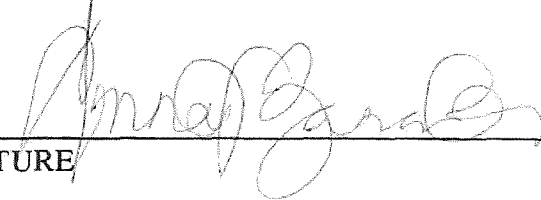
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1000 RIVER ROAD EUGENE, OR  
ADDRESS

Donna Zaninelli  
NAME (Print)

  
SIGNATURE

2.10.2022  
DATE

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1000 RIVER ROAD EUGENE, OR  
ADDRESS

Richard Keim  
NAME (Print)

  
SIGNATURE

2/2/2022  
DATE

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1000 RIVER ROAD EUGENE, OR  
ADDRESS

Megan Wagner, D.C.  
NAME (Print)

*C. M. Wagner, D.C.*  
SIGNATURE

2-10-2022  
DATE

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1000 RIVER ROAD EUGENE, OR  
ADDRESS

Kimberly Melnychuk  
NAME (Print)

  
SIGNATURE

2-10-2022  
DATE

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1000 RIVER ROAD EUGENE, OR  
ADDRESS

Nakia Heim  
NAME (Print)

Nakia Heim  
SIGNATURE

2/11/22  
DATE

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1000 RIVER ROAD EUGENE, OR  
ADDRESS

Amanda Stoddard  
NAME (Print)

Amanda Stoddard  
SIGNATURE

2-11-22  
DATE

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1003 River Road Eugene  
ADDRESS

Miguel Herrera  
NAME (Print)

  
SIGNATURE

1-15-22  
DATE

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1015 River Rd

ADDRESS

Laura Deming

NAME (Print)



SIGNATURE

1/14/2022

DATE

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1030 River Rd (Govinda's Buffet)  
ADDRESS

DAVID MINOR  
NAME (Print)

David Minor  
SIGNATURE

1/12/22  
DATE

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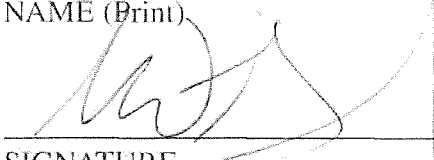
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1033 RIVER ROAD EUGENE, OR 97402  
ADDRESS

MATT LUTSCHA  
NAME (Print)

  
SIGNATURE

1.15.22  
DATE

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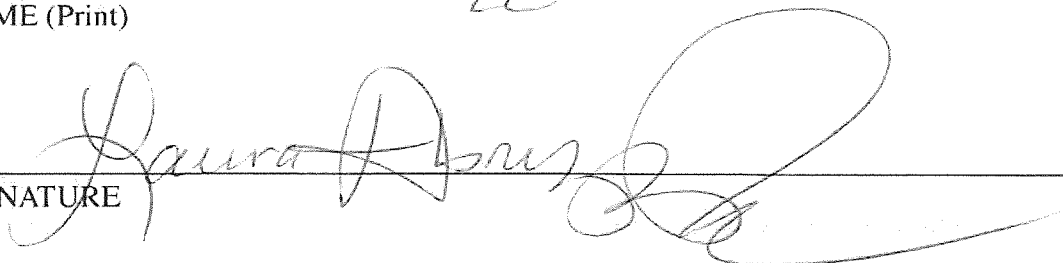
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1038 RIVER ROAD EUGENE, OR  
ADDRESS

Laura Abuzzini  
NAME (Print)

  
SIGNATURE

1-31-2022  
DATE

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400 1039 River Rd. Eugene, OR 97404  
ADDRESS

MEAGHAN ROE  
NAME (Print)

  
SIGNATURE

1/14/22  
DATE

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1038 River Road Eugene, OR 97401  
ADDRESS

Lupita Bautista  
NAME (Print)

Lupita Bautista  
SIGNATURE

1-19-21  
DATE

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1039 River Road, Eugene OR, 97404  
ADDRESS

MARIA CONTRERAS  
NAME (Print)

  
SIGNATURE

01/15/2022  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the EmX Plan.

PETITION To STOP MovingAhead ON RIVER ROAD

We the undersigned owners, businesses and residents along River Road do STRENUOUSLY OBJECT to pursuing MovingAhead's EmX plans. NO ONE has consulted us with details of the plans or gained our acceptance of plans that would affect our properties. There is NO NEED for the plans to be implemented. Buses currently run at far under capacity and sidewalks, bus stops, and lighting are adequate. Bicycles can travel the length of River Road using safe and alternative routes that do not require use of the dedicated lanes along the street. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the EmX plan.

Instead of increasing our tax burden many millions of dollars for the EmX plan to be built, operated and maintained, we request that additional safe crosswalks be strategically placed on River Road, the few areas of sidewalk needing repair be fixed, buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes that currently exist.

1041 River rd Eugene Or 97404  
ADDRESS

Alfredo Badillo  
NAME (Print)

Alfredo Badillo  
SIGNATURE

01/15/2022  
DATE

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1270 RIVER ROAD EUGENE OR 97404  
ADDRESS

MIKE GEROT  
NAME (Print)

  
SIGNATURE

1/13/2022  
DATE

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1280 River Rd, EUGENE OR 97404  
ADDRESS

STEVEN S. CALL & ANDRE LEE CALL  
NAME (Print)

Andrelee Call  
SIGNATURE

01/13/2022  
DATE

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1280 River Road

ADDRESS

Steven S. Cell

NAME (Print)



SIGNATURE

1-13-22

DATE

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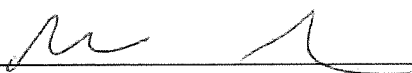
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1285 A River Rd Eugene OR 97401  
ADDRESS

Darren Isenhour  
NAME (Print)

  
SIGNATURE

11/13/22  
DATE

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1290 River Road

ADDRESS

Dale Bradley

NAME (Print)

Dale Bradley

SIGNATURE

1-13-22

DATE

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1320 River Rd, Eugene 97404  
ADDRESS

CAROLYN Rossow  
NAME (Print)

C Rossow  
SIGNATURE

1-13-22  
DATE

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1350 RIVER ROAD EUGENE, OR 97404  
ADDRESS

Mira Gattis  
NAME (Print)

Mira Gattis  
SIGNATURE

2/5/2022  
DATE

Petitions will be submitted before February 28, 2022 to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "EmX" Alternative for the River Road Corridor.


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1353 RIVER ROAD EUGENE, OR 97404  
ADDRESS RIVER ROAD AUTOMOTIVE

WADCO SIMMONS  
NAME (Print)

  
SIGNATURE

River Road Automotive  
1353 River Road  
Eugene, OR 97404

2-14-22  
DATE

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1355 River Rd Eugene, OR 97404  
+ 1353 River Rd Eugene, OR 97404

ADDRESS

DORIS J. MCKEE

NAME (Print)

Doris J. McKee

SIGNATURE

2/15/22

DATE

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1388 River Road  
ADDRESS

Erin Jackson  
NAME (Print)

*Erin Jackson*  
SIGNATURE

1/1/20  
DATE

PETITION To STOP MovingAhead ON RIVER ROAD

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1580 RIVER ROAD

Dayspring Fellowship  
ADDRESS

Howard + River Road

Chad De Kay  
NAME (Print)

*Chad De Kay*  
SIGNATURE

1/13/22  
DATE

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1610 River Rd, Eugene, OR, 97404  
ADDRESS

Marilyn McElroy  
NAME (Print)

Marilyn McElroy  
SIGNATURE

1/13/22  
DATE

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1620 River Road Eugene, OR 97404

ADDRESS

Thomas Morrow

NAME (Print)

SIGNATURE

DATE

4/13/22

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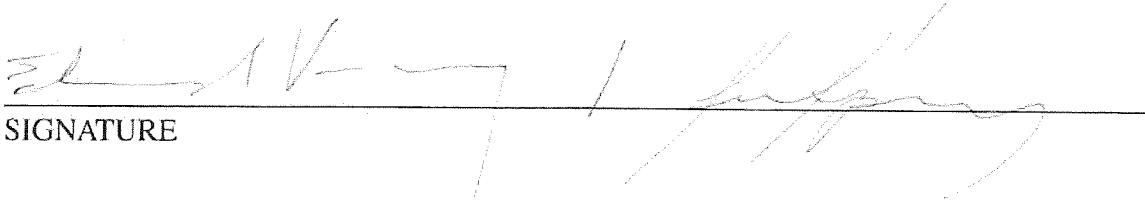
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1630 River Road

ADDRESS

Edward Van Hoy / Isabel Lopez Gutierrez

NAME (Print)



SIGNATURE

1-13-22

DATE

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1631 River Rd  
ADDRESS

Brooke Anderson  
NAME (Print)

  
SIGNATURE

1/23/22  
DATE

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1660 River Rd Eugene, OR

---

ADDRESS

Scott Zakarian

---

NAME (Print)



---

SIGNATURE

1/13/22

---

DATE

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1647 River Road Eugene, OR 97404  
ADDRESS

Michael B. Thorne  
NAME (Print)

Michael B. Thorne  
SIGNATURE

1-17-22  
DATE

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11667 River Rd Eugene OR 97404  
ADDRESS

Heather Wyatt  
NAME (Print)

Heather A Wyatt  
SIGNATURE

1/26/22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the EmX Plan.

## PETITION To STOP MovingAhead ON RIVER ROAD

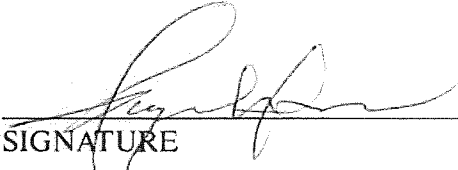
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1680 RIVER ROAD EUGENE, OR 97404  
ADDRESS

RICE FAMILY TRUST

RAYMOND LEE RICE  
NAME (Print)

  
SIGNATURE

1/29/22  
DATE

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**PETITION To STOP MovingAhead ON RIVER ROAD**

We the undersigned owners, businesses and residents along River Road do **STRENUOUSLY OBJECT** to pursuing MovingAhead's EmX plans. **NO ONE** has consulted us with details of the plans or gained our acceptance of plans that would affect our properties. There is **NO NEED** for the plans to be implemented. Buses currently run at far under capacity and sidewalks, bus stops, and lighting are adequate. Bicycles can travel the length of River Road using safe and alternative routes that do not require use of the dedicated lanes along the street. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the EmX plan.

Instead of increasing our tax burden many millions of dollars for the EmX plan to be built, operated and maintained, we request that additional safe crosswalks be strategically placed on River Road, the few areas of sidewalk needing repair be fixed, buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes that currently exist.

1690 River Rd Eugene, OR 97404  
ADDRESS

Briisa Castrejon  
NAME (Print)

  
SIGNATURE

1/13/22  
DATE

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1708 River Road  
ADDRESS

WAGNER Crab Tree  
NAME (Print)

Wagner Crab Tree  
SIGNATURE

1/13/22  
DATE

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1711 RIVER RD EUGENE, OR 97404  
ADDRESS

Daniel Hill  
NAME (Print)

  
SIGNATURE

2-14-22  
DATE

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1851 River Rd

ADDRESS

Jeff Wille

NAME (Print)



SIGNATURE

11/21/22

DATE

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1875 RIVER RD EUGENE, OR 97404

ADDRESS

EVELYN S JACKSON

NAME (Print)

Evelyn S Jackson

SIGNATURE

2-10-22

DATE

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1885 River Road

ADDRESS

Douglas C. Miner Doug Miner

NAME (Print)

Douglas C. Miner

SIGNATURE

1/13/22

DATE

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1901 RIVER RD EUGENE OR 97404  
ADDRESS

RONALD D WILLIAMS II  
NAME (Print)

Ronald D Williams II  
SIGNATURE

01/13/2022  
DATE

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1917 River rd

ADDRESS

Tim Rasmussen

NAME (Print)



SIGNATURE

01/13/2022

DATE

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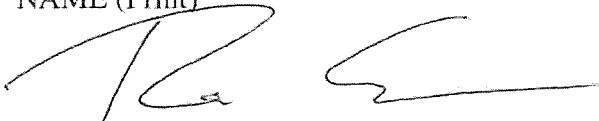
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2021 River Rd  
ADDRESS

Ben Snow  
NAME (Print)

  
SIGNATURE

1-13-22  
DATE

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2090 River Road

ADDRESS

Shea Keene

NAME (Print)

[Handwritten Signature]

SIGNATURE

1-13-22

DATE

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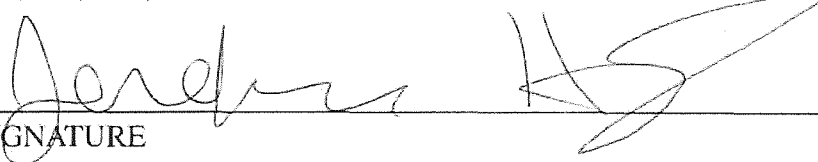
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2090 River Road

ADDRESS

JERAMIE HARGRAVES

NAME (Print)



SIGNATURE

1/13/22

DATE

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Lube. It USA

2099 River Rd - Eugene, Oregon 97404

ADDRESS

Ronald D. Olson

NAME (Print)



SIGNATURE

1/27/22

DATE

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Lube-It USA

2099 River Rd. - Eugene, Oregon 97404

ADDRESS

Edith M. Olson

NAME (Print)

Edith M. Olson

SIGNATURE

1/27/22

DATE

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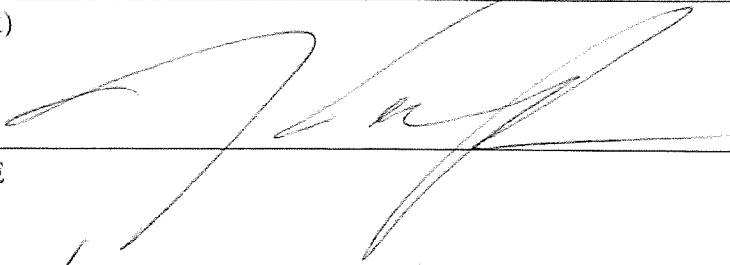
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2099 RIVER RD

ADDRESS

KEVIN RICH

NAME (Print)



SIGNATURE

1/13/22

DATE

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2400 River Road

ADDRESS

Ben Hughes

NAME (Print)

Ben Hughes

SIGNATURE

1/12/2022

DATE

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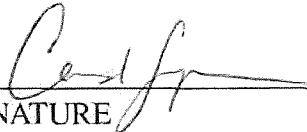
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2401 River Rd Eugene OR 97404  
ADDRESS

Candi Piper  
NAME (Print)

  
SIGNATURE

11/12/22  
DATE

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2510 River Rd

ADDRESS

JULIE MELEN

NAME (Print)



SIGNATURE

1/12/22

DATE

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2530 RIVER ROAD EUGENE, OR 97404  
ADDRESS

LARRY E PHIPPS DECEDENTS TRUST

Rich Wolf  
NAME (Print)

Rich Wolf  
SIGNATURE

2 / 8 / 2022  
DATE

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2530 River Rd - Dairy Queen  
ADDRESS

Daneen Wolf  
NAME (Print)

Daneen Wolf  
SIGNATURE

1/12/22  
DATE

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2545 RIVER ROAD, EUGENE, OR 97404  
ADDRESS

PETER HANNY BRENN SEPARATE PROPERTY TRUST

PETER BRENN Trustee  
NAME (Print)

  
SIGNATURE

2-2-2022  
DATE

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**PETITION To STOP MovingAhead ON RIVER ROAD**

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2550 RIVER ROAD - EUGENE, OR 97404  
ADDRESS

Lloyd and FERNE HENSON  
NAME (Print)

Lloyd Henson / Ferne Henson  
SIGNATURE

1/31/22  
DATE

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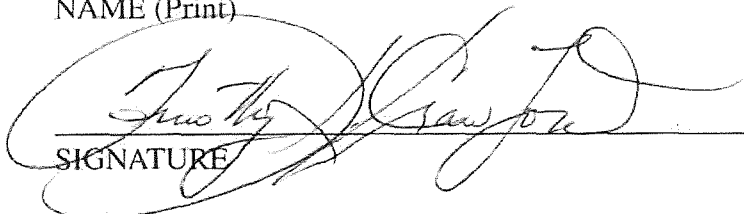
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2550 RIVER RD  
ADDRESS

TIM CRAWFORD  
NAME (Print)

  
SIGNATURE

1/12/22  
DATE

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2590 RIVER ROAD, EUGENE, OR 97404  
ADDRESS

R & G PROPERTIES  
Bob Kempf  
NAME (Print)

  
SIGNATURE

2-1-22  
DATE

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2590 River Road  
ADDRESS

Wyatt Dennis  
NAME (Print)

Wyatt Dennis  
SIGNATURE

1/12/22  
DATE

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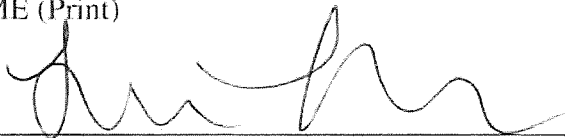
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2819 River Rd Eugene OR 97401  
ADDRESS

Tasha Machado  
NAME (Print)

  
SIGNATURE

1-15-2022  
DATE

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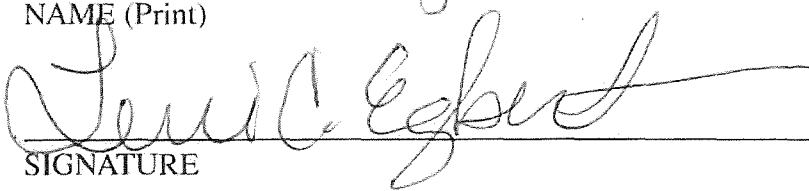
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128 Alberta Ln Eugene OR 97404  
ADDRESS

Terri C. Egbert  
NAME (Print)

  
SIGNATURE

Jan-14, 22  
DATE

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55 BAUER LN EUGENE, OR 97404  
ADDRESS

Robert T. GOLLF  
NAME (Print)

Robert T. Golly  
SIGNATURE

Feb 6, 2022  
DATE

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25 Division Ave Eugene, OR 97402  
ADDRESS

Traci Collins  
NAME (Print)

Traci Collins  
SIGNATURE

1/12/22  
DATE

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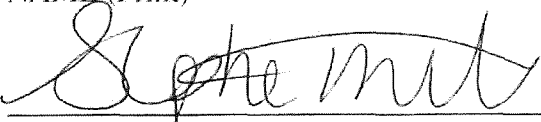
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35 Division Ave Eugene OR 974104  
ADDRESS

Sharis Cafe and Pie  
NAME (Print)

  
SIGNATURE

1 | 12 | 2022  
DATE

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1000 Fairway Dr

ADDRESS

William F Farwell

NAME (Print)

William F Farwell

SIGNATURE

1-14-2022

DATE

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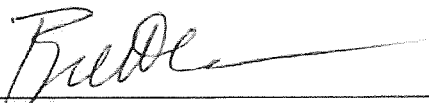
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39 GREENLEAF AVE

ADDRESS

Brett DEAN

NAME (Print)



SIGNATURE

1/13/22

DATE

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40 Hatton Ave, Apt. 104  
ADDRESS

Michael Rice  
NAME (Print)

Michael Rice  
SIGNATURE

1-17-2022  
DATE

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70 Hatton Ave. #202 Eugene, OR 97404  
ADDRESS

Victoria Krautsack  
NAME (Print)

Victoria Krautsack  
SIGNATURE

01/17/2022  
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25 E. Howard Ave

ADDRESS

Bruce McCartney

NAME (Print)

Bruce C McCartney

SIGNATURE

1-13-2022

DATE

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34 Maynard Ave Eugene, OR  
ADDRESS

Nancy A. Young  
NAME (Print)

Nayoung  
SIGNATURE

1-31-2022  
DATE

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1606 ONO AVE  
ADDRESS

DORIS MOORE  
NAME (Print)

Doris Moore  
SIGNATURE

1-18-2022  
DATE

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26 East rosewood Ave.  
ADDRESS

Ana M.  
NAME (Print)

Ana M.  
SIGNATURE

1-16-22  
DATE

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50 RUBY AVE EUGENE, OR 97404  
ADDRESS

TERPENING TERRACE LLC

Kim L. Stokes  
NAME (Print)

Kim L. Stokes  
SIGNATURE

1/31/2022  
DATE

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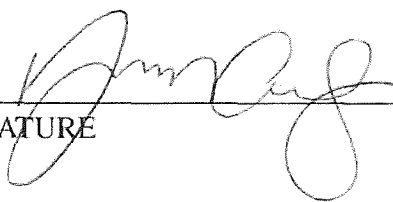
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51 Santa Clara Ave  
ADDRESS

Trista Armstrong  
NAME (Print)

  
SIGNATURE

1/12/22  
DATE

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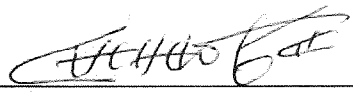
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Instead of increasing our tax burden many millions of dollars for the EmX plan to be built, operated and maintained, we request that additional safe crosswalks be strategically placed on River Road, the few areas of sidewalk needing repair be fixed, buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes that currently exist.

1131 STEVI SHAY LANE, EUGENE, OR 97404  
ADDRESS

ELIZABETH YUE  
NAME (Print)

  
SIGNATURE

01/15/2022  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the EmX Plan.

**PETITION To STOP MovingAhead ON RIVER ROAD**

We the undersigned owners, businesses and residents along River Road do **STRENUOUSLY OBJECT** to pursuing MovingAhead's EmX plans. **NO ONE** has consulted us with details of the plans or gained our acceptance of plans that would affect our properties. There is **NO NEED** for the plans to be implemented. Buses currently run at far under capacity and sidewalks, bus stops, and lighting are adequate. Bicycles can travel the length of River Road using safe and alternative routes that do not require use of the dedicated lanes along the street. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the EmX plan.

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1161 Stevi Shay Ln, Eugene OR 97404  
ADDRESS

Lynnea Cochran-Klein  
NAME (Print)

Lynnea Cochran-Klein  
SIGNATURE

January 18, 2022  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the EmX Plan.

**PETITION To STOP MovingAhead ON RIVER ROAD**

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1185 STEVI SHAY LANE, EUGENE, OR

ADDRESS

DANE BUTLER

NAME (Print)

SIGNATURE

2/9/2022

DATE

Petitions will be submitted before February 28, 2022 to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "EmX" Alternative for the River Road Corridor.

**PETITION To STOP MovingAhead ON RIVER ROAD**

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301 Sunnyside Dr Eugene OR 97404

ADDRESS

Daniel Damon

NAME (Print)

Daniel Damon

SIGNATURE

1-20-22

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the EmX Plan.

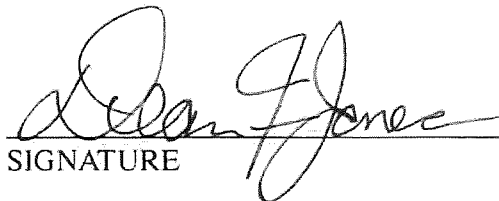
**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

We the undersigned owners, businesses and residents along the Highway 99 Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" plans being sneakily approved without our informed input. We have NOT been consulted with details of the plans or approved of the plans that would affect our properties. These plans infringe on and devalue our properties without our input. A NEED for the changes has not been demonstrated. Most buses running on the 99 Corridor are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the proposed plans.

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485 Hwy 99 N Eugene OR 97402  
ADDRESS

DEAN F. JONES  
NAME (Print)

  
SIGNATURE

1-21-22  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

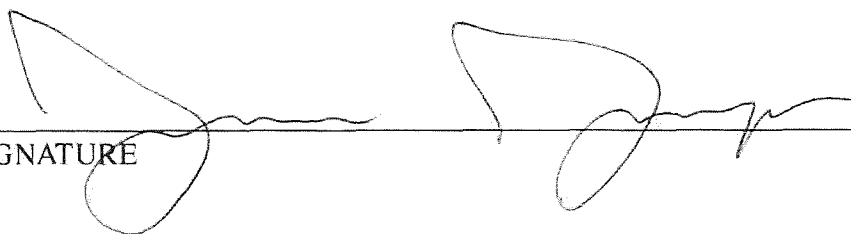
**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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539 Hwy 99N Eugene OR 97402  
ADDRESS

Jason Jasper  
NAME (Print)



SIGNATURE

1-21-22  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.



**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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595 HWY 99 N EUGENE, OR 97402

ADDRESS

THE VALUE INN MOTEL

Bobby Padel

NAME (Print)



SIGNATURE

02/10/2022

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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595 Hwy 99 North (VALUE INN MOTEL)

ADDRESS

Value Inn motel (Bobby)

NAME (Print)



SIGNATURE

01/27/2022

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

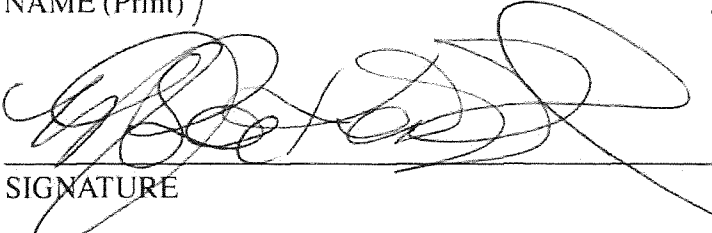
**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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600 Hwy 99 N Eugene OR 97402  
ADDRESS

Margen Breckenridge  
NAME (Print)

  
SIGNATURE

1/21/22  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the “Enhanced Corridor Alternative” for the Highway 99 Corridor.

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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607 Hwy 99  
ADDRESS

Hunter Hancock  
NAME (Print)

  
SIGNATURE

1/21/22  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the “Enhanced Corridor Alternative” for the Highway 99 Corridor.

## PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR

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642 Hwy 99 N

ADDRESS

Steven Meier

NAME (Print)



SIGNATURE

1/21/22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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651 Hwy 99

ADDRESS

Stan Rogers

NAME (Print)

Stan Rogers

SIGNATURE

1.21.22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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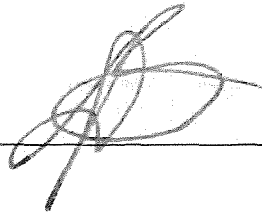
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670 Hwy 99N EUGENE, OR

ADDRESS

DAN T BROWN

NAME (Print)



SIGNATURE

2-8-22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the “Enhanced Corridor Alternative” for the Highway 99 Corridor.

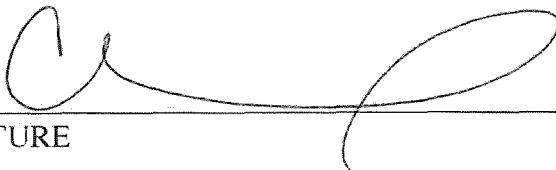
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690 Highway 99 Eugene 97402  
ADDRESS

Cheryl Richardson  
NAME (Print)

  
SIGNATURE

1/21/22  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the “Enhanced Corridor Alternative” for the Highway 99 Corridor.



**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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733 HWY 99 N

ADDRESS

Shannon Reeb

NAME (Print)

SReeb

SIGNATURE

1-21-2020

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

## PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR

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751 Hwy 99 N. Eugene OR 97402


---

ADDRESS

Michelle Tomlin

---

NAME (Print)



---

SIGNATURE

1/21/22

---

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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855 Hwy 99N EUGENE, OR 97402  
ADDRESS

R&L MOTORS INC

Ronald L. Jensen  
NAME (Print)

[Signature]  
SIGNATURE

2/5/2022  
DATE

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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885 Hwy 99 Eugene OR 97402  
ADDRESS

Lea Tucker  
NAME (Print)

[Signature]  
SIGNATURE

01/21/2022  
DATE

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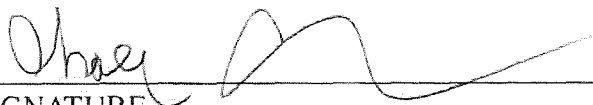
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1041 Hwy 99 N Eug OR 97404  
ADDRESS

Chase Curtis  
NAME (Print)

  
SIGNATURE

1/20/22  
DATE

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1041 Hwy 99N Eugene, OR 97402  
ADDRESS

Kurt Martin  
NAME (Print)

  
SIGNATURE

1/20/2022  
DATE

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1041 Hwy 99 N Eugene OR 97402  
ADDRESS

Karen Omlin  
NAME (Print)

Karen Omlin  
SIGNATURE

1-20-22  
DATE

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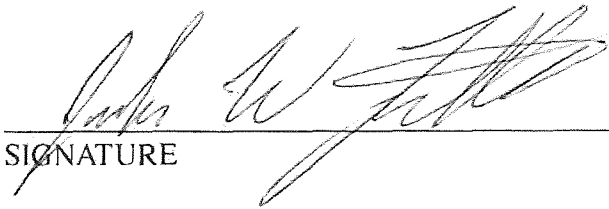
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1083 Hwy 99 N

ADDRESS

Joshua W Fuller

NAME (Print)



SIGNATURE

01/20/22

DATE

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1083 Hwy 99 N.

ADDRESS

NIKKI LESTER

NAME (Print)



SIGNATURE

01/20/22

DATE

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1291 Hwy 99 N  
ADDRESS

JOTINDLAL C. PATEL  
NAME (Print)

Jotindlal C. Patel  
SIGNATURE

1/20/22  
DATE

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1395 HWY 99N EUGENE, OR 97402  
ADDRESS

NORTH 99 UNOCAL  
LANE / ROAD

NAME (Print)

[Signature]

SIGNATURE

02/15/2022  
DATE

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ROYAL INN

1740 Highway 99 N Eugene, OR 97402

---

ADDRESS

Ashokbhai Patel

---

NAME (Print)



---

SIGNATURE

1/20/2022

---

DATE

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FERRELL GAS

1801 Hwy 99N Eugene OR 97402  
ADDRESS

Eric Nelson  
NAME (Print)

  
SIGNATURE

1-20-2022  
DATE

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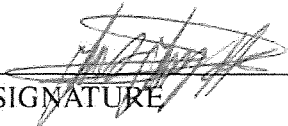
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1819 Hwy 99 N Eugene OR 97402  
ADDRESS

LUIS Hernandez  
NAME (Print)

  
SIGNATURE

01-20-22  
DATE

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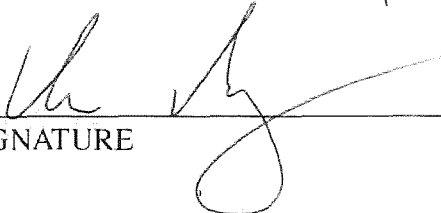
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1885, 1891 Hwy 99 N 97402  
ADDRESS

Vance Neely  
NAME (Print)

  
SIGNATURE

1-20-2022  
DATE

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1875 Hwy 99 N EUGENE

ADDRESS

BURTON L. ARNOLD

NAME (Print)

Burton Arnold

SIGNATURE

JAN 20 22

DATE

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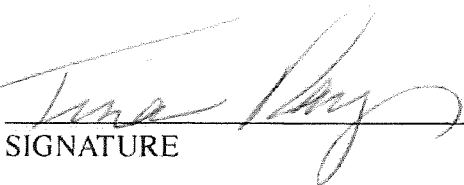
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1890 Hwy 99, Eugene, OR 97402  
ADDRESS

Tina Bay  
NAME (Print)

  
SIGNATURE

1-20-2022  
DATE

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*1957 Hwy 99 N. Eugene OR 97402*  
ADDRESS

*Steven Steffens*  
NAME (Print)

*[Handwritten Signature]*  
SIGNATURE

*1-20-22*  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

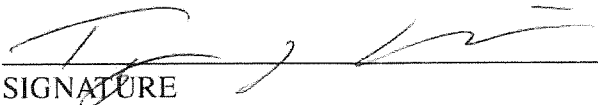
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3758 BARGER DR. Eugene OR 97402  
ADDRESS

Terrence J Hestdalen  
NAME (Print)

  
SIGNATURE

1/20/22  
DATE

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3800 Bowyer Dr, Eugene OR  
ADDRESS

Dennis Hebard  
NAME (Print)

  
SIGNATURE

1-20-22  
DATE

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3920 Berger dr Eugene OR 97402  
ADDRESS

Lydia Martinez  
NAME (Print)

  
SIGNATURE

1/20/22  
DATE

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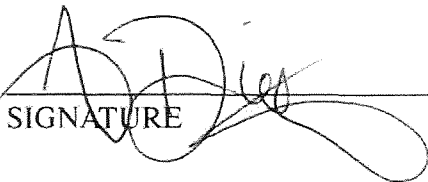
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3962 Barger Dr. Eugene OR.  
ADDRESS

Anthony Diaz  
NAME (Print)

  
SIGNATURE

1/20/22  
DATE

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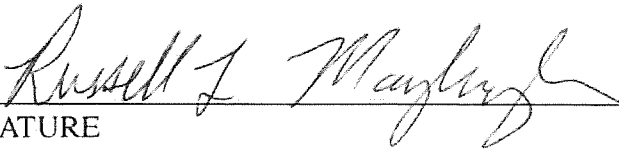
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3986 BARGER DR

ADDRESS

RUSSELL MAYHUGH

NAME (Print)



SIGNATURE

1-20-2022

DATE

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1925 Empire Park Dr. Eugene OR 97402  
ADDRESS JLO Properties LLC

William D. Olson  
NAME (Print)

William D. Olson  
SIGNATURE

2-8-22  
DATE

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1955 EMPIRE PARK DR EUGENE, OR 97402  
ADDRESS

JLO PROPERTIES LLC

Jana L. Olson  
NAME (Print)

Jana L. Olson  
SIGNATURE

2-8-22  
DATE

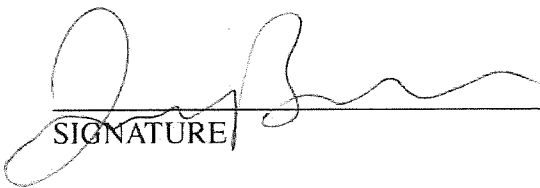
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945 Chambers St #1  
ADDRESS

Joanna Beltran  
NAME (Print)

  
SIGNATURE

1/22/22  
DATE

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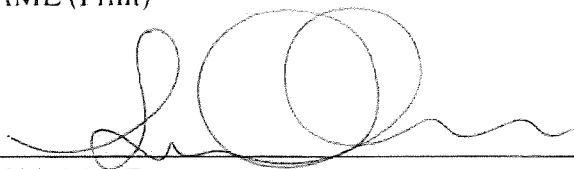
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955 Chambers St Eugene OR 97402  
ADDRESS

Sierra Dawson  
NAME (Print)

  
SIGNATURE

1/22/22  
DATE

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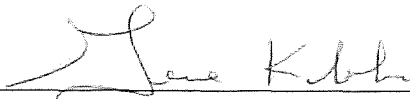
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1145 COLUMBERS ST, Eugene, OR 97405  
ADDRESS

Eugene Forest Products  
NAME (Print)

 owner KLOHS  
SIGNATURE

1-27-22  
DATE

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1704 W 6<sup>th</sup> Ave.

ADDRESS

Carolyn Schnase

NAME (Print)

Carolyn Schnase

SIGNATURE

1/21/22

DATE

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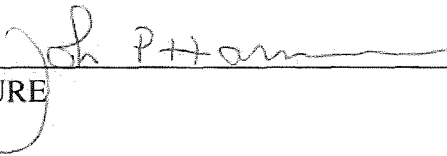
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1788 W 6<sup>th</sup> Ave Eugene, OR 97402

ADDRESS LULU LLC

JOHN HAMMER

NAME (Print)



SIGNATURE

2 - 8 - 2022

DATE

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Brighter Homes

1968 West 6<sup>th</sup> Ave (6<sup>th</sup> + Garfield)

ADDRESS

Carolyn R Lee

David E Lee

NAME (Print)

Carolyn R Lee



SIGNATURE

January 25, 2022

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

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2040 W. 6th Ave

ADDRESS

Katrina Small

NAME (Print)

Katrina Small

SIGNATURE

1.21.22

DATE

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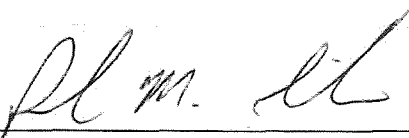
## PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR

We the undersigned owners, businesses and residents along the Highway 99 Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" plans being sneakily advanced without our informed input. We have NOT been consulted with details of the plans or approved of the plans that would affect our properties. These plans infringe on and devalue our properties without our input. A NEED for the changes has not been demonstrated. Most buses running on the 99 Corridor are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the proposed plans.

Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes. We ask that we be consulted and given genuine mailed notice to review and propose changes to any infrastructure plans that would affect our properties—including changes to roadways, bus lanes, sidewalks and crosswalks—and that the NEED for changes and associated costs be documented. Furthermore, we request that before Eugene City Councilors or the LTD Board of Directors vote to adopt plans, ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by the plans, be polled to assess their level of support, and that the results of such polls be made public.

2060 W. 6<sup>th</sup> Ave Eugene, OR 97402  
ADDRESS MR. CHAIN SAW INC / PML 2060 LLC  
Renter Owner

Paul M. Linden, President  
NAME (Print)

  
SIGNATURE

2/9/2022  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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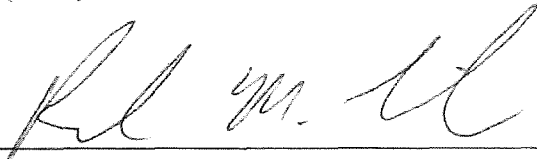
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2060 W. 6th

ADDRESS

Paul Linden

NAME (Print)



SIGNATURE

1/21/2022

DATE

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**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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2096 W 6<sup>th</sup> Ave. Eugene, OR 97402

ADDRESS EUGENE SPA & HOT TUB CO

Keith BaHrusch

NAME (Print)

Keith BaHrusch

SIGNATURE

2-9-22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

**PETITION to STOP Moving Ahead on the HIGHWAY 99 CORRIDOR**

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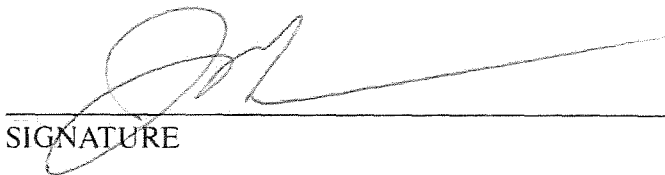
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2096 W. 6th Ave.

ADDRESS

Jason Burke

NAME (Print)



SIGNATURE

1/21/22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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1810 W 7<sup>TH</sup> AVE, EUGENE OR 97402

ADDRESS

MICHAEL PACHOS

NAME (Print)



SIGNATURE

1/21/22

DATE

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**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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1830 W 7<sup>th</sup> Ave Eugene, OR, 97402

ADDRESS

Kendall Cordova

NAME (Print)



SIGNATURE

1/21/22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the “Enhanced Corridor Alternative” for the Highway 99 Corridor.

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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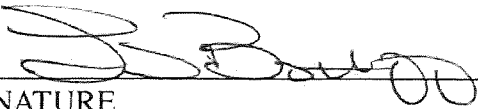
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2400 W. 7<sup>th</sup> Ave

ADDRESS

Lisa Bottorff

NAME (Print)



SIGNATURE

1.25.2022

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the “Enhanced Corridor Alternative” for the Highway 99 Corridor.

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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1690 W. 8<sup>TH</sup> PLACE Eugene

ADDRESS

Roger Pollick

NAME (Print)

Roger Pollick

SIGNATURE

1-22-22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.



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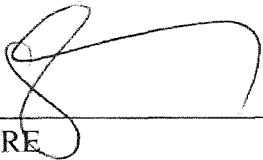
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564 North Daniels ave apt 6

ADDRESS

Jenny Perez

NAME (Print)



SIGNATURE

01/20/2022

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the “Enhanced Corridor Alternative” for the Highway 99 Corridor.

## PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR

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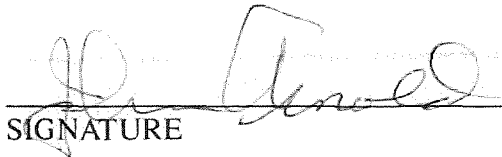
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2880 Elmira Rd Eugene, OR 97402

ADDRESS

John Arnold

NAME (Print)



SIGNATURE

2/7/22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

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1985 empire park drive eugene OR 97402

~~76648 Blue MTW school rd cottage grove OR 97424<sup>4/3</sup>~~

ADDRESS

Van Brodersen

NAME (Print)



SIGNATURE

11/20/22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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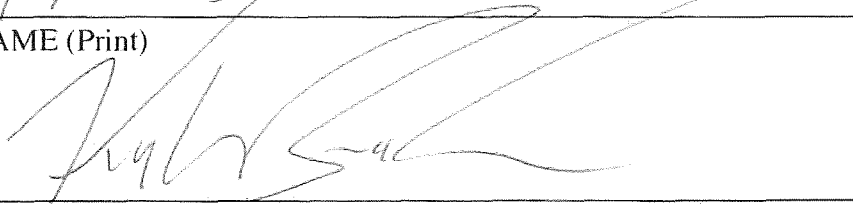
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2642 Roosevelt Blvd.

ADDRESS

John Baker

NAME (Print)



SIGNATURE

Jan 21, 2022

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the “Enhanced Corridor Alternative” for the Highway 99 Corridor.


**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

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1240 Risdan Pl. Eugene, OR 97404  
ADDRESS

Doug Schirmer  
NAME (Print)

  
SIGNATURE

1/21/22  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

Most buses running on the Coburg Road Corridor are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, is not accommodated by the plans. Alternatives exist that would improve transportation, lower congestion, and improve safety on the corridor without devaluing properties. BEFORE Eugene City Councilors or the LTD Board of Directors vote to adopt the proposed plans, we ask to be involved in evaluating and redesigning the plans. Additionally we ask that ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by the plans, be informed about the plans, their need, and associated costs, and polled to assess their level of support —that the results of such polls be made public. Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

10 Coburg Rd., Ste 201 Eugene, OR 97401  
ADDRESS

10 Coburg LLC

MARK Jewell  
NAME (Print)

Mark Jewell  
SIGNATURE

2-4-2022  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmV Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.


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10 Coburg Rd., Ste 201 Eugene, OR 97401  
ADDRESS

10 Coburg LLC

Byrke Beller

NAME (Print)

  
SIGNATURE

2-2-2022

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

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55 COBURG RD., EUGENE, OR 97401

ADDRESS

Amy Romero - 55 Coburg Rd. LLC

NAME (Print)

Amy Romero

SIGNATURE

2-7-22

DATE

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315 COBURG RD Eugene, OR 97401  
ADDRESS

Meta L. Maxwell  
NAME (Print)

  
SIGNATURE

1/28/2022  
DATE

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333 Coburg Rd. Eugene, OR 97401  
ADDRESS JB Management LLC

JB Management LLC  
NAME (Print)

Kathleen Inghward, MEMBER  
SIGNATURE

2/15/22  
DATE

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340 Coburg Rd.

ADDRESS

Jeff Edwards

NAME (Print)



SIGNATURE

1/25/2022

DATE

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## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

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379 Coburg Rd, Eugene OR owned by TLM LLC  
ADDRESS

I. Dean Hansen, Mgr. TLM LLC  
NAME (Print)

  
SIGNATURE

1-27-2022  
DATE

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390 COBURG RD. EUGENE, OR 97401

ADDRESS

OWNER

JOHN P HAMMER

NAME (Print)

SIGNATURE

John P. Hammer

DATE

2-4-2022

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

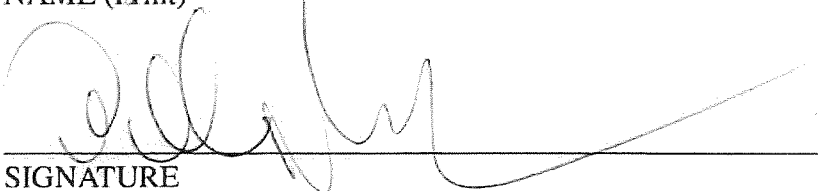
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450 Coburg Rd Ste 202 Eugene, OR 97401  
ADDRESS

Billy Le  
NAME (Print)

  
SIGNATURE

1/29/22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the Coburg Road Corridor.

## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

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599 Coburg Rd bb

ADDRESS

Raymond Moreland

NAME (Print)

Raymond Moreland

SIGNATURE

12/25/22

DATE

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599 Coburg Rd Apt 5A  
ADDRESS

Dale Yancey  
NAME (Print)

Dale Yancey  
SIGNATURE

1/24/22  
DATE

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780 Coburg Rd.  
ADDRESS

Katherine Killgour-Herrik  
NAME (Print)

KZ To  
SIGNATURE

1/24/22  
DATE

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910 Coburg Road, Eugene, OR 97401  
ADDRESS

Lynne A. Caullay  
NAME (Print)

Lynne A. Caullay  
SIGNATURE

01/23/22  
DATE

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930 Coburg Road  
ADDRESS

George W. Bradstock  
NAME (Print)

M. W. Bradstock  
SIGNATURE

1/23/22  
DATE

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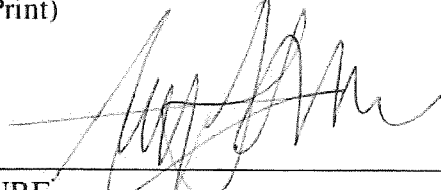
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945 Coburg Rd Eugene 97401  
ADDRESS

ANTHONY J LETURNO  
NAME (Print)

  
SIGNATURE

1/23/22  
DATE

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955 COBURG RD. EUGENE, OR 97401  
ADDRESS

Amber Benson  
NAME (Print)

  
SIGNATURE

1/23/2022  
DATE

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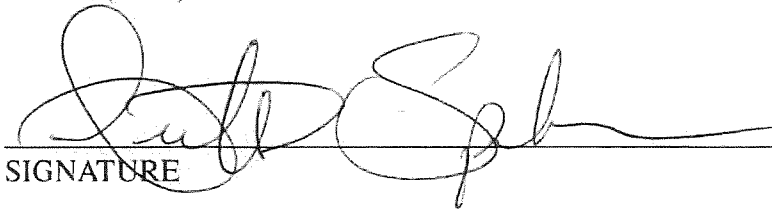
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1383 Coburg Rd, Eug OR 97401

ADDRESS

GRETCHEN SPEICHER

NAME (Print)



SIGNATURE

1-23-22

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the Coburg Road Corridor.

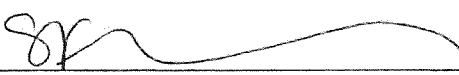
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1507 Coburg Rd Eugene, OR 97401  
ADDRESS

Stephanie Farah  
NAME (Print)

  
SIGNATURE

2/9/22  
DATE

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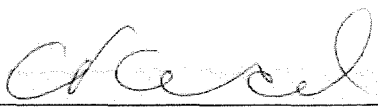
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1507 Coburg Rd Eugene, OR 97401  
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OMAR FARAH  
NAME (Print)

  
SIGNATURE

2-9-22  
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1507 Coburg Rd Eugene, OR 97401  
ADDRESS

JulieAnna Donoho  
NAME (Print)

  
SIGNATURE

2-8-22  
DATE

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1507 Coburg Rd Eugene, OR 97401  
ADDRESS

Jennifer Riley  
NAME (Print)

[Signature]  
SIGNATURE

2/8/22  
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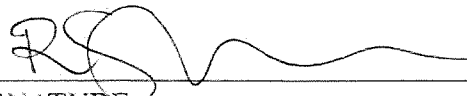
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1507 Coburg Rd Eugene, OR 97401  
ADDRESS

Roschelle Shoemaker  
NAME (Print)

  
SIGNATURE

2/8/22  
DATE

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1507 Coburg Rd Eugene, OR 97401  
ADDRESS

Lacey Henry  
NAME (Print)

Lacey Henry  
SIGNATURE

2/8/22  
DATE

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1507 Coburg Rd Eugene, OR 97401  
ADDRESS

Jessi Jo Nation  
NAME (Print)

Jessi Jo Nation  
SIGNATURE

2.7.2022  
DATE

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1507 Coburg Rd Eugene, OR 97401  
ADDRESS

J. Michael Ferguson  
NAME (Print)

J. M. Fy  
SIGNATURE

2/8/2022  
DATE

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1507 Coburg Rd Eugene, OR 97401  
ADDRESS

Amy Ferguson  
NAME (Print)

Amy Ferguson  
SIGNATURE

2-9-2012  
DATE

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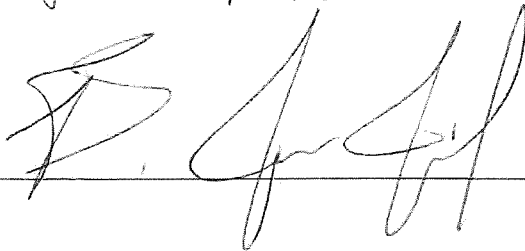
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1507 Coburg Rd Eugene, OR 97401

ADDRESS

B. Jason Fife

NAME (Print)



SIGNATURE

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1507 Coburg Rd Eugene, OR 97401  
ADDRESS

Shelbee Banks  
NAME (Print)

Shelbee Banks  
SIGNATURE

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1507 Coburg Rd Eugene, OR 97401

ADDRESS

Talia Vermeer

NAME (Print)

Talia Vermeer

SIGNATURE

2/10/2022

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1600 COBURG RD EUGENE, OR 97401  
ADDRESS EDELWEISS LLC

JAMES MURDOCK Edelweiss L.L.C. Marilyn F. Murdock  
NAME (Print)

[Signature] EDELWEISS LLC MARILYN F. MURDOCK  
SIGNATURE

2/12/22 2/12/2022  
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1600 Coburg Rd Eugene, OR 97401  
ADDRESS BURRITO AMIGOS

SANDRA PERRY  
NAME (Print)

Sandra Perry  
SIGNATURE

2/9/22  
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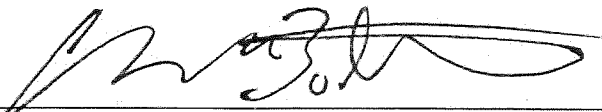
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1602 Coburg Rd, Eugene OR 97401

ADDRESS COBURG ROAD DAIRY QUEEN

Chris Bothman

NAME (Print)



SIGNATURE

2/4/2022

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

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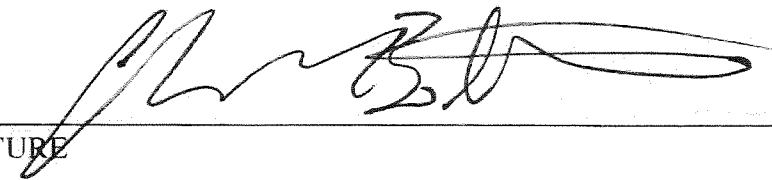
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1622 Coburg Rd Eugene, OR 97401

ADDRESS CARLEE INVESTMENTS LLC

Chris Bothman

NAME (Print)



SIGNATURE

2/4/2022

DATE

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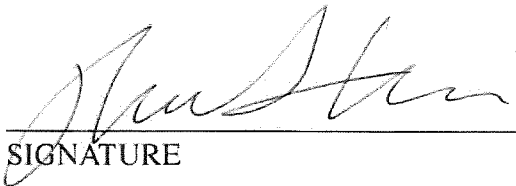
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2754 CHAD DE

ADDRESS

Thomas Mai

NAME (Print)



SIGNATURE

1/23/22

DATE

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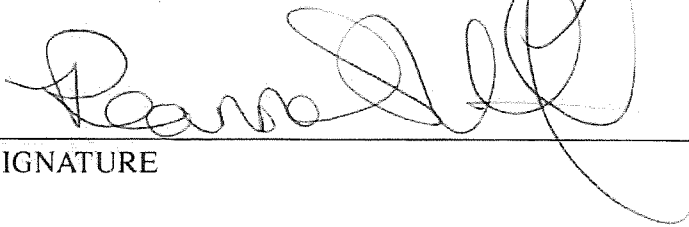
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2760 Chad Dr

ADDRESS

Reanna Voigt

NAME (Print)



SIGNATURE

1-23-22

DATE

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2772 Chad Dr.

ADDRESS

LISA BRANDOW

NAME (Print)



SIGNATURE

1/23/2022

DATE

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2772 Chad Dr Eugene OR 97408  
ADDRESS

Mike Brandon  
NAME (Print)

[Signature]  
SIGNATURE

1/23/22  
DATE

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2776 Chad Dr

ADDRESS

Susan M. Scholl

NAME (Print)

Susan M. Scholl

SIGNATURE

1-23-22

DATE

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2783 Chad Dr. Eugene, OR 97408

ADDRESS UBN FAMILY TRUST

Ann Johnson

NAME (Print)

Ann Johnson

SIGNATURE

2/7/2022

DATE

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2785 Chad Dr + 2783 Chad Dr

ADDRESS

Kathy Johnson

NAME (Print)

Kathy Johnson

SIGNATURE

1/25/2022

DATE

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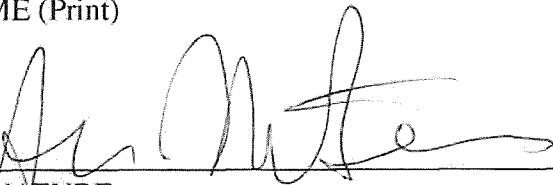
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2788 chyd

ADDRESS

Aaron Minster

NAME (Print)



SIGNATURE

1/23/21

DATE

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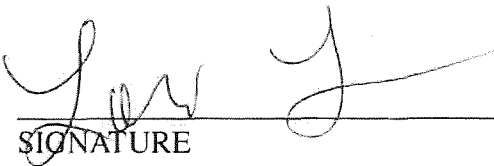
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2792 Chad Drive

ADDRESS

Lori Lahoda

NAME (Print)



SIGNATURE

1/23/22

DATE

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2840 Crescent Ave Eugene, OR 97408  
ADDRESS NIC SMITH STATE FARM

Nic Smith  
NAME (Print)

  
SIGNATURE

2-14-22  
DATE

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2866 Crescent Ave Eugene, OR 97408  
ADDRESS MT CRESCENT LLC

Jedediah Rogers  
NAME (Print)

[Signature]  
SIGNATURE

2-4-2022  
DATE

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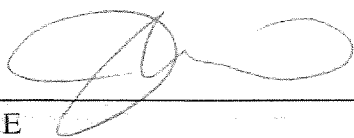
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2888 Crescent Ave Eugene, OR 97408  
ADDRESS ALIE MERWIN LLC

JEFF R. ALIE  
NAME (Print)

  
SIGNATURE

2/4/2022  
DATE

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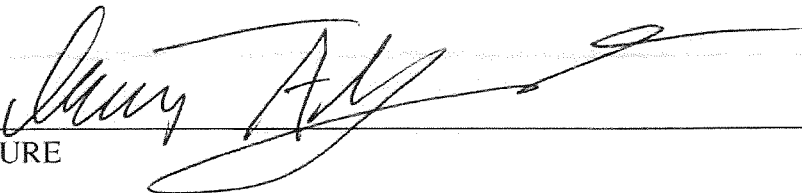
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2896 Crescent Ave Eugene, OR 97408  
ADDRESS A+A Properties Northwest LLC

SCOTT ALLDRIDGE - MANAGING MEMBER  
NAME (Print)

  
SIGNATURE

2-7-2022  
DATE

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**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

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2784 Elysium Ave  
ADDRESS

E. Kay Simon  
NAME (Print)

E. Kay Simon  
SIGNATURE

1-23-22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the Coburg Road Corridor.

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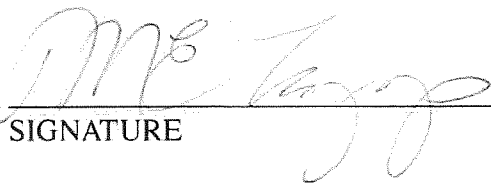
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2795 Elysium Ave, Eugene

ADDRESS

Madelyn Trapp

NAME (Print)



SIGNATURE

01/22/22

DATE

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## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

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2798 Elegium Ave 97401

ADDRESS

Idan Herman

NAME (Print)



SIGNATURE

1/23/22

DATE

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7691 Forrester way  
ADDRESS

Nancy A. Haas  
NAME (Print)

Nancy A. Haas  
SIGNATURE

1/23/22  
DATE

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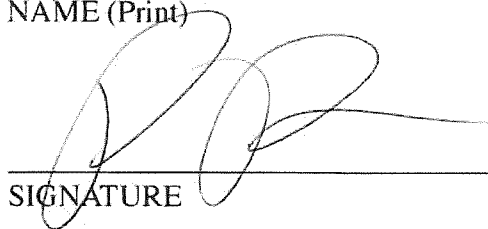
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2771 Jeppesen acres Rd  
ADDRESS

Prentiss Richey  
NAME (Print)

  
SIGNATURE

1/23/22  
DATE

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2390 Lariat Dr. Eugene, OR 97401  
ADDRESS

Michael Schwartz  
NAME (Print)

  
SIGNATURE

1-26-22  
DATE

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**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

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2350 OARMONT WAY STE 206 EUGENE, OR 97401

ADDRESS KENT MANAGEMENT AND BUSINESS SERVICES

Jamon Kent

NAME (Print)

Jamon Kent

SIGNATURE

2-15-22

DATE

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2344 Pioneer Pike, Eugene, Or 97401  
ADDRESS

Lana J. Craig  
NAME (Print)

Lana J. Craig  
SIGNATURE

1-24-22  
DATE

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2355 Pioneer Pike Eugene, OR 97401  
+ 2345 Pioneer Pike Eugene, OR 97401

ADDRESS 2375 Pioneer Pike Eugene, OR 97401  
2453 Pioneer Pike Eugene, OR 97401

Laura M Jaap 541.285.5887  
NAME (Print)

Lm Jaap  
SIGNATURE

Feb. 3 - 2022  
DATE

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2590 Shadow View Dr Eugene, OR, 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Michelle Duncan  
NAME (Print)

  
SIGNATURE

2/9/22  
DATE

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2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Nicole Pamine  
NAME (Print)

[Signature]  
SIGNATURE

2/9/22  
DATE

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2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Shawn Romine  
NAME (Print)

  
SIGNATURE

2/9/2022  
DATE

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2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Patt Meeke

NAME (Print)

Patt Meeke

SIGNATURE

2/9/22

DATE

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Most buses running on the Coburg Road Corridor are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, is not accommodated by the plans. Alternatives exist that would improve transportation, lower congestion, and improve safety on the corridor without devaluing properties. BEFORE Eugene City Councilors or the LTD Board of Directors vote to adopt the proposed plans, we ask to be involved in evaluating and redesigning the plans. Additionally we ask that ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by the plans, be informed about the plans, their need, and associated costs, and polled to assess their level of support —that the results of such polls be made public. Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

2590 Shadow View Dr Eugene, OR, 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Chuck Meeker

NAME (Print)

Charles Meeker

SIGNATURE

2/9/22

DATE

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2590 Shadow View Dr Eugene, OR, 97408, 2895 Chad Drive  
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Katharine Meeker  
NAME (Print)

[Signature]  
SIGNATURE

2/09/22  
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Mark Meeker  
NAME (Print)

  
SIGNATURE

2/09/22  
DATE

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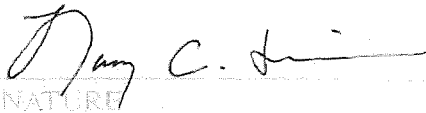
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2590 Shawb View Dr Eugene, OR 97408, 2895 Chad Drive  
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Larry C. Irwin

NAME (Print)



SIGNATURE

02-09-2022

DATE

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Linda J. Sebring  
NAME (Print)

Linda J. Sebring  
SIGNATURE

2/9/22  
DATE

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Rebecca Glock

NAME (Print)



SIGNATURE

2-9-22

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2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
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Sarah Schoenherr  
NAME (Print)

Sarah S  
SIGNATURE

2/17/22  
DATE

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Angélique Kirkham  
NAME (Print)

Angélique Kirkham  
SIGNATURE

2/16/2022  
DATE

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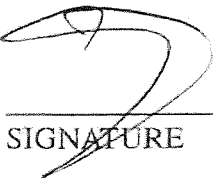
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Mindy Herring  
NAME (Print)

  
SIGNATURE

2/16/22  
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Beth McAllister

NAME (Print)

Beth McAllister

SIGNATURE

2/16/2022

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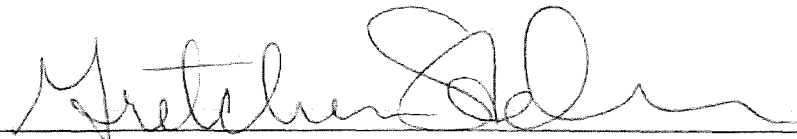
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Gretchen Stehr  
NAME (Print)

  
SIGNATURE

2-11-22  
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Teresa L. Burke  
NAME (Print)

Teresa L. Burke  
SIGNATURE

2/12/22  
DATE

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Tam Walcott

NAME (Print)



SIGNATURE

2-11-22

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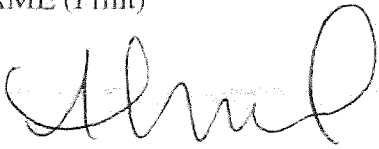
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Andrea Welch

NAME (Print)



SIGNATURE

2.10.22

DATE

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**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

Most buses running on the Coburg Road Corridor are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, is not accommodated by the plans. Alternatives exist that would improve transportation, lower congestion, and improve safety on the corridor without devaluing properties. BEFORE Eugene City Councilors or the LTD Board of Directors vote to adopt the proposed plans, we ask to be involved in evaluating and redesigning the plans. Additionally we ask that ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by the plans, be informed about the plans, their need, and associated costs, and polled to assess their level of support — that the results of such polls be made public. Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Chelsa Hugo

NAME (Print)

Chelsa Hugo

SIGNATURE

2-11-2022

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.



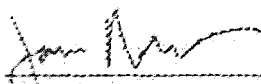
PETITION to STOP Moving Ahead on the COBURN ROAD CORRIDOR

We the undersigned owners, businesses and residents along the Coburn Road Corridor do STRENGTHENLY OBJECT to the Moving Ahead "Enhanced Corridor Alternative" or "BAX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

Most buses running on the Coburn Road Corridor are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride share vehicles, including electric vehicles, is not recommended by the plans. Alternatives exist that would improve transportation, lower congestion, and improve safety on the corridor without devaluing properties. BEFORE Eugene City Councilors or the LTT Board of Directors vote to adopt the proposed plans, we ask to be involved in evaluating and redesigning the plans. Additionally we ask that ALL RESIDENTS AND PROPERTY OWNERS in the City Council Wards directly affected by the plans, be informed about the plans, their need, and associated costs, and polled to assess their level of support -- that the results of such polls be made public. Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for Moving Ahead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTT research and plan point-to-point transport for low-income, elderly and disabled and visuals who do not have alternative means of transportation and cannot easily access bus routes.

2590 Shadow Wood Dr Eugene, OR 97403, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Jamie Mitchell  
NAME (Print)

  
SIGNATURE

2/15/22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for Moving Ahead plans on the following corridors: Coburn Rd., River Rd., Hwy 99, M.K. Jr. Blvd., and 34th Ave.

## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

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2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Cheri Van Domelen

NAME (Print)

Cheri Van Domelen

SIGNATURE

2-10-2022

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

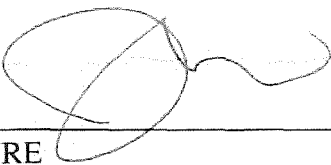
**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

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2888 Crescent Ave, Unit 2 Eugene, OR 97409  
ADDRESS CRESCENT AVENUE PARTNERS LLC

JEFF R. AUNE  
NAME (Print)

  
SIGNATURE

2/7/2022  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

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2888 Crescent Ave Eugene, OR 97408  
ADDRESS STAFFING PARTNERS LLC

Patty Edwards  
NAME (Print)

Patty Edwards  
SIGNATURE

2-7-2022  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

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2696 Sharon way

ADDRESS

Tiffany Horst

NAME (Print)

SIGNATURE

1-23-2022

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the Coburg Road Corridor.

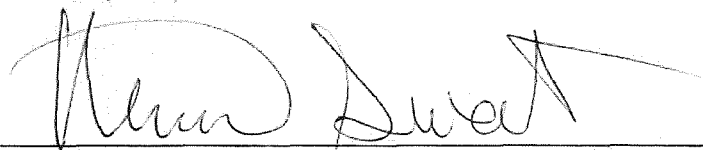
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2692 Tandy TURN Eugene, OR 97401  
ADDRESS

Richard Sweat  
NAME (Print)

  
SIGNATURE

1-23-21  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the Coburg Road Corridor.

**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

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1910 Tarpon St Eugene, OR 97401  
ADDRESS

Eileen Barry  
NAME (Print)

Eileen Barry  
SIGNATURE

1-24-2022  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the Coburg Road Corridor.

**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

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2690 Tomhawk Pl

ADDRESS

Colby Sticka

NAME (Print)



SIGNATURE

1/23/22

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the Coburg Road Corridor.



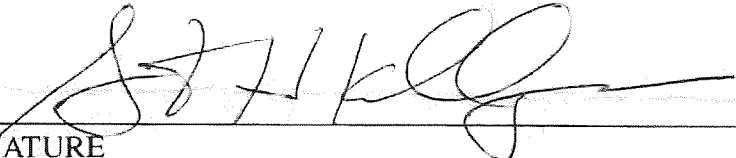
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2670 Turnbull Ln Eugene, OR 97401  
ADDRESS + 780 Coburg Rd Eugene, OR 97401

Steven H. Killgore  
NAME (Print)

  
SIGNATURE

2/5/22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

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2691 Turnbull lane, Eugene, OR 97401  
ADDRESS

Jenni L. Cardone  
NAME (Print)

Jenni L. Cardone  
SIGNATURE

1/24/22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the Coburg Road Corridor.

**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

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2190 Westwood lane, Eugene, OR 97401  
ADDRESS

Terr L. Cardone  
NAME (Print)

Terr L. Cardone  
SIGNATURE

1/24/22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the Coburg Road Corridor.

## PETITION to STOP MovingAhead

We the undersigned 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. We have recently learned that millions of dollars have **SECRETLY** been spent to develop and advance these plans without our informed knowledge or input. Lane Transit District and the City of Eugene have NOT shown us details of these multi-hundred-million dollar plans that will increase our tax burden and rents, snarl traffic, and infringe on and devalue properties along the corridors. A NEED for the planned changes has not been demonstrated to the public. The plans do NOT adequately address the key issues of increased traffic, congestion and safety on the corridors.

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ADDRESS 2200 Martin Luther King Jr. Blvd Eugene, OR 97401  
Eugene Eco-Imports LLC

NAME (Print) Ralph Marshall

SIGNATURE Ralph Marshall

DATE 2/10/22

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on River Road, Hwy. 99, Coburg Rd, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead

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3179 Crocker Rd Eugene OR 97404

ADDRESS

Don Adams

NAME (Print)

Don Adams

SIGNATURE

2/9/22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the Coburg Road Corridor.

## PETITION to STOP MovingAhead

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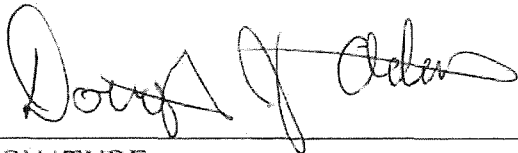
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2051 Dakota St.

ADDRESS

Doug Adams.

NAME (Print)



SIGNATURE

2-9-22

DATE

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**PETITION to STOP MovingAhead**

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1446 Piper Lane, Eugene, OR 97401  
ADDRESS

Charles B. Foley  
NAME (Print)

Charles B. Foley  
SIGNATURE

01-30-2022  
DATE

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1131 Crenshaw Rd Eugene 97401

ADDRESS

Kathleen Nelson

NAME (Print)



SIGNATURE

1/29/2022

DATE

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1131 CRENSHAW RD, EUGENE OR 97401

ADDRESS

JIM RUDERMAN

NAME (Print)

Jim Ruderman

SIGNATURE

Jan 29, 2022

DATE

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440 Coburg Road

ADDRESS

BRADLEY VAN GEM

NAME (Print)



SIGNATURE

2/2/2022

DATE

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## PETITION to STOP MovingAhead

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251 W. BROADWAY APT 163 EUGENE, OR 97401  
ADDRESS

ELEANOR MALINEN  
NAME (Print)

Eleanor Malinen  
SIGNATURE

2/1/22  
DATE

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3695 BARDEN AVE EUGENE, OR 97401  
ADDRESS

PAT McMULLEN  
NAME (Print)

Pat McMullen  
SIGNATURE

5 Feb 2022  
DATE

## PETITION to STOP MovingAhead

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2745 Adams St; Eugene, OR 97405

ADDRESS

SUSAN C. WYATT

NAME (Print)

Susan C. Wyatt

SIGNATURE

January 31, 2022

DATE

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1681 River Road

ADDRESS

JEFF HECK

NAME (Print)



SIGNATURE

1/31/22

DATE

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3379 W 17th Ave

ADDRESS

Drew Lesh

NAME (Print)

D M Lesh

SIGNATURE

1-31-22

DATE

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1672 ESCALANTE ST

ADDRESS

GARY HOPKINS

NAME (Print)

Gary Hopkins

SIGNATURE

1/31/22

DATE

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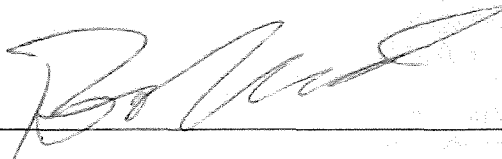
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675 RIVER ROAD EUGENE OR 97404

ADDRESS

Bob White

NAME (Print)



SIGNATURE

1-31-22

DATE

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795 Filbert Ave Eugene, OR 97404

ADDRESS

Jake Beckwith

NAME (Print)



SIGNATURE

1-31-22

DATE

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740 River Road

ADDRESS

Gregg Hargrave

NAME (Print)



SIGNATURE

1-31-22

DATE

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650 Woodleaf Ave Eugene 97405

ADDRESS

Natasha London

NAME (Print)



SIGNATURE

1-30-2022

DATE

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634 WOODLEAF LANE Eugene OR 97405

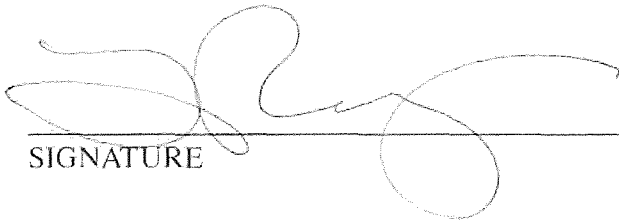
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ADDRESS

Tamara LeRoy

---

NAME (Print)



---

SIGNATURE

1/30/22

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DATE

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834 VICARIL Ave

ADDRESS

April W. Hovag Hag

NAME (Print)

SIGNATURE

1-29-22

DATE

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1424 Oakport Ave 42  
ADDRESS

Bill Carson  
NAME (Print)

  
SIGNATURE

2/29/22  
DATE

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896 Travis Ave, Eugene, OR 97404

ADDRESS

Clancee Tucker

NAME (Print)

Clancee Tucker

SIGNATURE

1/29/2022

DATE

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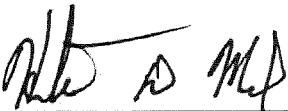
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90728 Prairie Rd Eugene OR 97402

ADDRESS

Herbert Medlin

NAME (Print)



SIGNATURE

1 - 29 - 2022

DATE

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1300 Quaker St. #1 Eugene OR 97402

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ADDRESS

Jeff Blaser

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NAME (Print)

Jeff Blaser

---

SIGNATURE

1/25/22

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DATE

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340 TAYLOR ST., EUGENE, OR 97402 (FORMERLY 1461 PARSONS ST.)  
ADDRESS

GERALD MORTON  
NAME (Print)

Gerald S. Morton  
SIGNATURE

1-30-2022  
DATE

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1101 N. PARK AVE

ADDRESS

GREG A ORY

NAME (Print)

Greg A. Ory

SIGNATURE

1-29-2022

DATE

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202 S 53<sup>rd</sup> st Springfield OR. 97478

ADDRESS

Michael D. Dinwiddie

NAME (Print)

*Michael D. Dinwiddie*

SIGNATURE

1-29-22

DATE

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128 Alberta Ln Eugene, Oregon 97404

ADDRESS

Hannah Bartram

NAME (Print)



SIGNATURE

1/29/2012

DATE

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3462 Cabernet Lane  
ADDRESS

Koko Martinez  
NAME (Print)

  
SIGNATURE

1/29  
DATE

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65 Maxwell RD Eugene OR 97404

ADDRESS

Brandy Guidry

NAME (Print)

Brandy Guidry

SIGNATURE

1-29-22

DATE

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150 10<sup>th</sup> St #7 Springfield <sup>OR</sup> 97477 ~~97477~~

ADDRESS

Corieene Arisp. S

NAME (Print)

Corieene Arisp. S

SIGNATURE

1/29/22

DATE

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1366 Keller St Eugene, OR

ADDRESS

Randall Ewing

NAME (Print)

Randall Ewing

SIGNATURE

1/29/22

DATE

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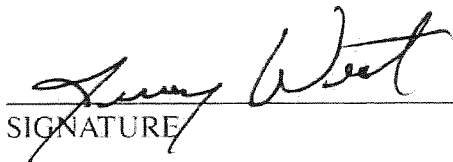
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65 Maxwell Road

ADDRESS

Jeremy West

NAME (Print)



SIGNATURE

1/29/2022

DATE

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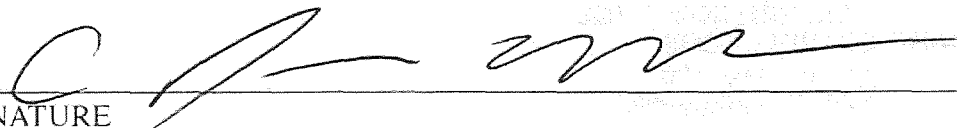
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130 Riv Ave # 27 Eugene Or 97402  
ADDRESS

Jason McDanel  
NAME (Print)

  
SIGNATURE

1.29.22  
DATE

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2738 Summer Lane Eugene OR 97407

ADDRESS

Mariel Palancera

NAME (Print)



SIGNATURE

4/24/2008

DATE

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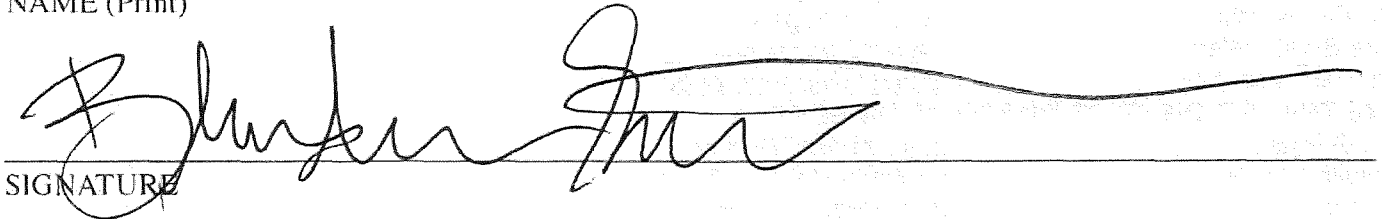
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1222 Bramblewood Ln Eugene OR 97404

ADDRESS

Brendan Smith

NAME (Print)



SIGNATURE

1-30-22

DATE

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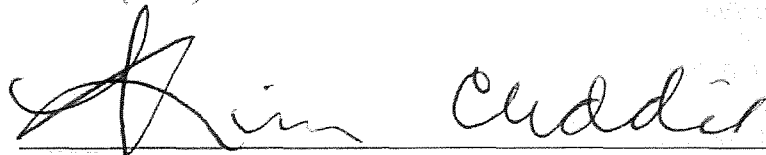
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581 Emerald Loop

ADDRESS

Kim Cuddie

NAME (Print)



SIGNATURE

1-30-22

DATE

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374 North St.

ADDRESS

Danna Shuman

NAME (Print)

Danna Shuman

SIGNATURE

01.30.2022

DATE

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202 S. 53<sup>rd</sup> Street apt 1 Springfield, Oregon 97478

ADDRESS

Rachel Batek

NAME (Print)

Rachel A. Batek

SIGNATURE

1-30-22

DATE

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3032 Webster St. Eugene, OR 97404  
ADDRESS

Ashley Marquez  
NAME (Print)

Ashley Marquez  
SIGNATURE

1/30/22  
DATE

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650 WOODLEAF DR, EUGENE 97405

ADDRESS

VIRGINIA WONG

NAME (Print)

Virginia London Wong

SIGNATURE

1/30/22

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720 My Ave.

ADDRESS

Crystal L. Bradley

NAME (Print)

Crystal Bradley

SIGNATURE

1-30-22

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60 Lakesmead Lane

ADDRESS

Sheila Vaughn

NAME (Print)



SIGNATURE

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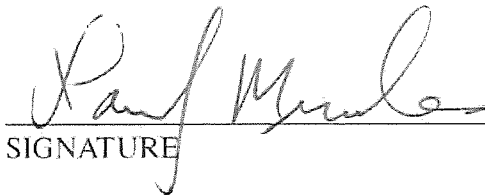
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337 NORMAN AVE

ADDRESS

LARRY J. MROWCZYNSKI

NAME (Print)



SIGNATURE

1/30/22

DATE

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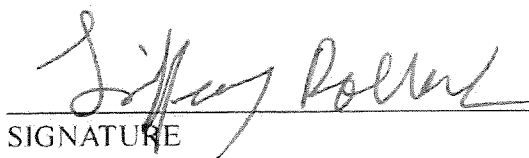
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317 Oakdale Ave #230 Spfd OR 97477

ADDRESS

Tiffany Rolback

NAME (Print)



SIGNATURE

1-30-2022

DATE

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2342 Panorama Drive

ADDRESS

Richard Fisher

NAME (Print)

Richard Fisher

SIGNATURE

1/30/22

DATE

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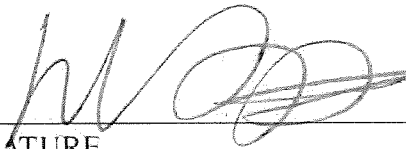
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128 Alberta Lane Eugene OR

ADDRESS

William Krossman

NAME (Print)



SIGNATURE

1-30-22

DATE

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1212 W 6th

Junction city

ADDRESS

Hayden Martinez

NAME (Print)



SIGNATURE

1/30

DATE

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2640 Edgewood Dr #5 Eugene OR 97404

ADDRESS

ADAM STILES

NAME (Print)



SIGNATURE

1/30/22

DATE

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255 Maynard Ave Eugene OR 97404

ADDRESS

Candace Norton

NAME (Print)



SIGNATURE

2/1/22

DATE

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555 North Wanebo #59

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ADDRESS

Joseph Keberg

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NAME (Print)

Joseph Keberg

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SIGNATURE

2-1-2022

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DATE

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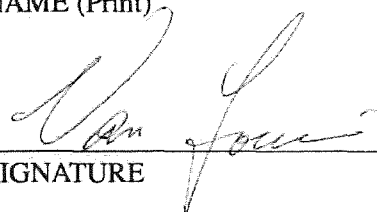
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2156 Prestwich Pl. Eugene OR 97401

ADDRESS

Van Louie

NAME (Print)



SIGNATURE

1-30-2022

DATE

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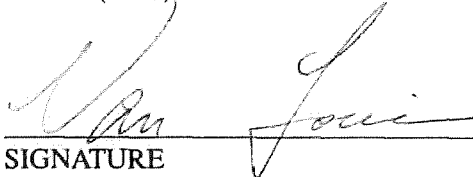
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940 St. Andrews Dr.

ADDRESS

Van Louie

NAME (Print)



SIGNATURE

1-30-2022

DATE

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P.O. Box 653

ADDRESS

MARK OSTERLOH

NAME (Print)



SIGNATURE

28 Jan 2022

DATE

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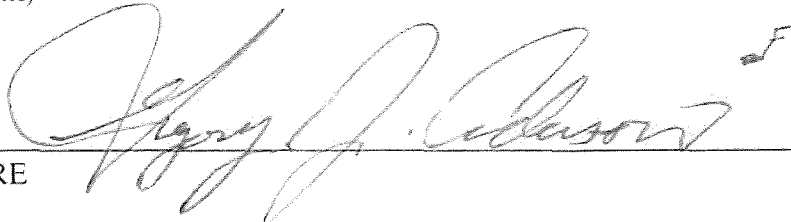
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341 E. 12TH AVE EUGENE, OR. 97401

ADDRESS

GREGORY JAMES ANDERSON

NAME (Print)



SIGNATURE

2/24/22

DATE

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2630 Sunnyside Ln

ADDRESS

Michael Brown

NAME (Print)

Michael Brown

SIGNATURE

2/5/24

DATE

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332 owosso drive eugene or 97404  
ADDRESS

Janita Meyer  
NAME (Print)

  
SIGNATURE

2-7-22  
DATE

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24 Village Dr. Creswell OR 97426

ADDRESS

Brad Perucci

NAME (Print)



SIGNATURE

2-15-2022

DATE

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## PETITION to STOP MovingAhead

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2481 Canterbury Eugene, OR 97404

ADDRESS

Molakai Joseph

NAME (Print)



SIGNATURE

2/2/22

DATE

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2021 Orchard St Eugene, OR 97403

ADDRESS

April-Kay Denise Williams

NAME (Print)

April-Kay D. Williams

SIGNATURE

2/1/22

DATE

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2956 W. ZUAMBITA ST. APT. 3 EUGENE OR 97405

ADDRESS

Coy HARGRAVE

NAME (Print)

SIGNATURE

2/1/2022

DATE

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ADDRESS

2295 Ridgeway Drive, Eugene OR 97401

NAME (Print)

Elizabeth Nielsen

SIGNATURE

Elizabeth Nielsen

DATE

2-4-2022



## PETITION to STOP MovingAhead

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2087 Lake Isle Dr., Eugene

ADDRESS

Joanne Todd

NAME (Print)

Joanne Todd

SIGNATURE

2/9/2022

DATE

## PETITION to STOP MovingAhead

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2082 Lake Isle Drive Eugene, OR 97401  
ADDRESS

Susan Y. Crosby  
NAME (Print)

Susan Y. Crosby  
SIGNATURE

1-5-2022  
DATE

## PETITION to STOP MovingAhead

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1125 N. Polk St.

ADDRESS

Sam Castillo

NAME (Print)

SIGNATURE

2/5/22

DATE

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1238 OAK DRIVE

ADDRESS

ANITA CHAPMAN

NAME (Print)

Anita Chapman

SIGNATURE

3/5/22

DATE

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107 - Holman Ave

ADDRESS

Sharon Meddings

NAME (Print)

Sharon Meddings

SIGNATURE

02-05-22

DATE

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8000 GLORY DR EUGENE, OR 97404

ADDRESS

STEPHEN HERMUN

NAME (Print)

SIGNATURE

2-6-22

DATE

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920 Westsprings Dr 102

ADDRESS

Zachary Wallar

NAME (Print)

SIGNATURE

DATE

2/5/22

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2160 Cheurbrook Drive  
ADDRESS

Nhaya White  
NAME (Print)

  
SIGNATURE

2/5/22  
DATE

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**PETITION to STOP MovingAhead**

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645 River RD Eugene OR 97405  
ADDRESS

Mark Lesh  
NAME (Print)

  
SIGNATURE

2/12/22  
DATE

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## PETITION to STOP MovingAhead

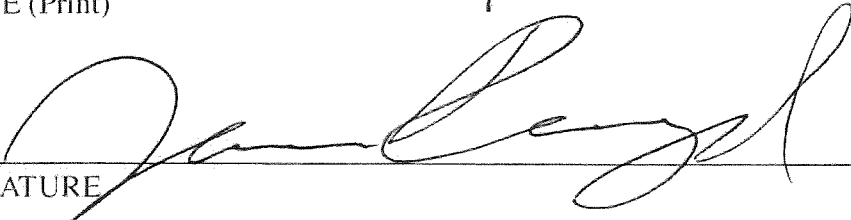
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541/2 E Street Springfield OR 97478  
ADDRESS

JAIME RAYMOND  
NAME (Print)

  
SIGNATURE

02-10-22  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the Coburg Road Corridor.

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---

ADDRESS

Kyle Kopplin

NAME (Print)

[Handwritten Signature]

SIGNATURE

2/14/22

DATE

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---

ADDRESS

*Spencer LaClair*

---

NAME (Print)

*[Signature]*

---

SIGNATURE

*2/14/22*

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DATE

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ADDRESS

Ken Compton

NAME (Print)

Ken Compton

SIGNATURE

2-14-22

DATE

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---

ADDRESS

Daniel Grupe  
NAME (Print)

Daniel Grupe  
SIGNATURE

2.14.22  
DATE

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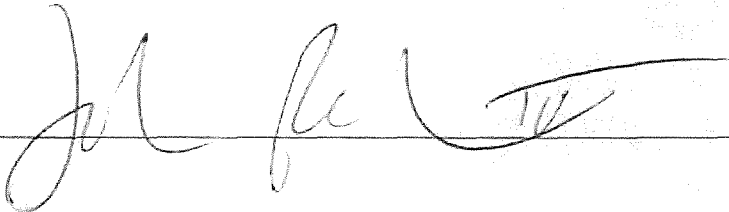
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ADDRESS

NAME (Print)

John Rintalan III

SIGNATURE



DATE

2/14/2022

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---

ADDRESS

Chris Bedeau

---

NAME (Print)

---

SIGNATURE

2-14-22

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ADDRESS

Jesus David Flores  
\_\_\_\_\_  
NAME (Print)

  
\_\_\_\_\_  
SIGNATURE

2/14/22  
\_\_\_\_\_  
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24991 BUTLER Rd  
ADDRESS

Robert H. Wagner  
NAME (Print)

Robert H. Wagner  
SIGNATURE

2/4/22  
DATE

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2270 Turnberry CB

ADDRESS

Bob & Judi Mitchell

NAME (Print)

Bob Mitchell, Judi Mitchell

SIGNATURE

2/14/20

DATE

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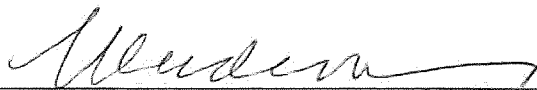
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765 Oakway Road

ADDRESS

Mary Wendy Doran

NAME (Print)



SIGNATURE

2-12-2022

DATE

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950 ST ANDREWS DR EUGENE OR 97401  
ADDRESS

CATHERINE & MICHAEL MALOS  
NAME (Print)

Catherine Malos Michael Malos  
SIGNATURE

2.14.2022  
DATE

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2112 Brookhaven Way - Eugene, Ore. 97401  
ADDRESS

Virginia & Navarre Davis  
NAME (Print)

Virginia B. Davis / Navarre B. Davis  
SIGNATURE

2/13/22  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on River Road, Hwy. 99, Coburg Rd, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead

We 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. We have recently learned that millions of dollars have **SECRETLY** been spent to develop and advance these plans without our informed knowledge or input. Lane Transit District and the City of Eugene have NOT shown us details of these multi-hundred-million dollar plans that will increase our tax burden and rents, snarl traffic, and infringe on and devalue properties along the corridors. A NEED for the planned changes has not been demonstrated to the public. The plans do NOT adequately address the key issues of increased traffic, congestion and safety on the corridors.

Most buses running in Eugene are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, is not accommodated by the plans. Alternatives to massive infrastructure investments exist that would have less adverse impact on the environment, improve transportation, lower congestion, and improve safety on the corridors without devaluing properties, and at significantly lower costs. BEFORE Eugene City Councilors or the LTD Board of Directors vote to advance the proposed plans, we ask to be involved in evaluating the plans. Additionally we ask that ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by each of the plans, be informed about the plans, their need, and associated costs, and polled to assess their level of support —that the results of such polls be made public.

Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

2091 Yube Dale Drive, Eugene, OR 97401

ADDRESS

RAE KARP-CURTIS

NAME (Print)

Rae Karp-Curtis

SIGNATURE

2-8-2022

DATE



**PETITION to STOP MovingAhead on 30th Avenue**


We 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. We have recently learned that millions of dollars have **SECRETLY** been spent to develop and advance these plans without our informed knowledge or input. Lane Transit District and the City of Eugene have **NOT** shown us details of these multi-hundred-million dollar plans that will increase our tax burden and rents, snarl traffic, and infringe on and devalue properties along the corridors. A **NEED** for the planned changes has not been demonstrated to the public. The plans do **NOT** adequately address the key issues of increased traffic, congestion and safety on the corridors.

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Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

1633 High St. Eugene OR 97401  
ADDRESS

Tyler Russell  
NAME (Print)

  
SIGNATURE

2/18/2022  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on River Road, Hwy. 99, Coburg Rd, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

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2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Cecilia Woods

NAME (Print)

Cecilia Woods

SIGNATURE

2/10/22

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

## PETITION To STOP MovingAhead ON RIVER ROAD

We the undersigned owners, businesses and residents along River Road do STRENUOUSLY OBJECT to pursuing MovingAhead's EmX plans. NO ONE has consulted us with details of the plans or gained our acceptance of plans that would affect our properties. There is NO NEED for the plans to be implemented. Buses currently run at far under capacity and sidewalks, bus stops, and lighting are adequate. Bicycles can travel the length of River Road using safe and alternative routes that do not require use of the dedicated lanes along the street. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the EmX plan.

Instead of increasing our tax burden many millions of dollars for the EmX plan to be built, operated and maintained, we request that additional safe crosswalks be strategically placed on River Road, the few areas of sidewalk needing repair be fixed, buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes that currently exist.

1025 Reed Rd Eugene, OR 97404  
ADDRESS

Melchor Lujan  
NAME (Print)

Melchor Lujan  
SIGNATURE

02-13-2022  
DATE

Petitions will be submitted before February 28, 2022 to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "EmX" Alternative for the River Road Corridor.

**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

Most buses running on the Coburg Road Corridor are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, is not accommodated by the plans. Alternatives exist that would improve transportation, lower congestion, and improve safety on the corridor without devaluing properties. BEFORE Eugene City Councilors or the LTD Board of Directors vote to adopt the proposed plans, we ask to be involved in evaluating and redesigning the plans. Additionally we ask that ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by the plans, be informed about the plans, their need, and associated costs, and polled to assess their level of support —that the results of such polls be made public. Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

10 Coburg Rd., Ste 201 Eugene, OR 97401  
ADDRESS

10 Coburg LLC  
Joanne McCall  
NAME (Print)

Joanne McCall  
SIGNATURE

2/11/2022  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.


**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

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10 Coburg Rd., Ste 201 Eugene, OR 97401  
ADDRESS  
10 Coburg LLC

Shaundra Ramattan  
NAME (Print)

  
SIGNATURE

2/11/22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.



**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

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10 Coburg Rd., Ste 201 Eugene, OR 97401  
ADDRESS

10 Coburg LLC

Kristi Moffitt

NAME (Print)



SIGNATURE

2-11-22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

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10 Coburg Rd., Ste 201 Eugene, OR 97401

ADDRESS

10 Coburg LLC

Kriste Jernberg

NAME (Print)

Kriste Jernberg

SIGNATURE

2-11-22

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

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10 Coburg Rd., Ste 201 Eugene, OR 97401  
ADDRESS  
10 Coburg LLC

Bethany D. Jackson  
NAME (Print)

Bethany D. Jackson  
SIGNATURE

2-11-2022  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.



**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

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10 Coburg Rd., Ste 201 Eugene, OR 97401  
ADDRESS

10 Coburg LLC

Molly Vendetti D.M.D.  
NAME (Print)

Molly Vendetti  
SIGNATURE

2/14/22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

**PETITION To STOP Moving Ahead ON RIVER ROAD**

We the undersigned owners, businesses and residents along River Road do STRENUOUSLY OBJECT to pursuing Moving Ahead's EmX plans. NO ONE has consulted us with details of the plans or gained our acceptance of plans that would affect our properties. There is NO NEED for the plans to be implemented. Buses currently run at far under capacity and sidewalks, bus stops, and lighting are adequate. Bicycles can travel the length of River Road using safe and alternative routes that do not require use of the dedicated lanes along the street. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the EmX plan.

Instead of increasing our tax burden many millions of dollars for the EmX plan to be built, operated and maintained, we request that additional safe crosswalks be strategically placed on River Road, the few areas of sidewalk needing repair be fixed, buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes that currently exist.

1800 RIVER ROAD EUGENE, OR 97404  
ADDRESS  
Tuski, Larry D - Taxpayer

Brent Breadner Im a property manager for  
NAME (Print) name above

Brent Breadner  
SIGNATURE

\_\_\_\_\_  
DATE

Petitions will be submitted before February 28, 2022 to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "EmX" Alternative for the River Road Corridor.

**PETITION To STOP MovingAhead ON RIVER ROAD**

We the undersigned owners, businesses and residents along River Road do STRENUOUSLY OBJECT to pursuing MovingAhead's EmX plans. NO ONE has consulted us with details of the plans or gained our acceptance of plans that would affect our properties. There is NO NEED for the plans to be implemented. Buses currently run at far under capacity and sidewalks, bus stops, and lighting are adequate. Bicycles can travel the length of River Road using safe and alternative routes that do not require use of the dedicated lanes along the street. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the EmX plan.

Instead of increasing our tax burden many millions of dollars for the EmX plan to be built, operated and maintained, we request that additional safe crosswalks be strategically placed on River Road, the few areas of sidewalk needing repair be fixed, buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes that currently exist.


50 KOURT DR. EUGENE, OR 97404

ADDRESS

RIVER KOURT APARTMENTS

Brent Breadner

NAME (Print)



SIGNATURE

2-16-22

DATE

Petitions will be submitted before February 28, 2022 to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "EmX" Alternative for the River Road Corridor.

## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

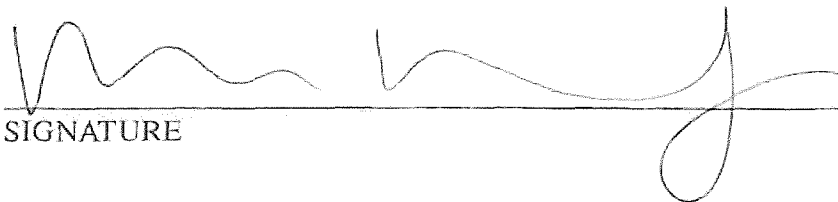
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2590 Shadow View Dr Eugene, OR, 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Rebecca Rosenberg

NAME (Print)



SIGNATURE

02/16/2022

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

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2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Mistie Reed

NAME (Print)

M Reed

SIGNATURE

02/16/2022

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

We the undersigned owners, businesses and residents along the Highway 99 Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" plans being sneakily advanced without our informed input. We have NOT been consulted with details of the plans or approved of the plans that would affect our properties. These plans infringe on and devalue our properties without our input. A NEED for the changes has not been demonstrated. Most buses running on the 99 Corridor are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the proposed plans.

Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes. We ask that we be consulted and given genuine mailed notice to review and propose changes to any infrastructure plans that would affect our properties—including changes to roadways, bus lanes, sidewalks and crosswalks— and that the NEED for changes and associated costs be documented. Furthermore, we request that before Eugene City Councilors or the LTD Board of Directors vote to adopt plans, ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by the plans, be polled to assess their level of support, and that the results of such polls be made public.

1400 HWY 99N EUGENE, OR 97402  
ADDRESS

1400 HWY 99 LLC

EVA BOVENZI & JOHN NEUMANN  
NAME (Print)

Eva Bovenzi & John Neumann  
SIGNATURE

2/14/2022  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.

PETITION to STOP MovingAhead on 30th Avenue

We 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. We have recently learned that millions of dollars have SECRETLY been spent to develop and advance these plans without our informed knowledge or input. Lane Transit District and the City of Eugene have NOT shown us details of these multi-hundred-million dollar plans that will increase our tax burden and rents, snarl traffic, and infringe on and devalue properties along the corridors. A NEED for the planned changes has not been demonstrated to the public. The plans do NOT adequately address the key issues of increased traffic, congestion and safety on the corridors.

Most buses running in Eugene are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, is not accommodated by the plans. Alternatives to massive infrastructure investments exist that would have less adverse impact on the environment, improve transportation, lower congestion, and improve safety on the corridors without devaluing properties, and at significantly lower costs. BEFORE Eugene City Councilors or the LTD Board of Directors vote to advance the proposed plans, we ask to be involved in evaluating the plans. Additionally we ask that ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by each of the plans, be informed about the plans, their need, and associated costs, and polled to assess their level of support -- that the results of such polls be made public.

Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership that will use them and be strategically placed where they will not interfere with businesses or

residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

1410 OAK ST STE 200 EUGENE, OR 97401  
ADDRESS KEIPERSPINE PC

Anthony J. Balkage Ph.D. MBA. CEO  
NAME (Print)

  
SIGNATURE

2-18-2022  
DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on River Road, Hwy. 99, Coburg Rd, MLK Jr. Blvd., and 30th Ave.

**PETITION to STOP MovingAhead on 30th Avenue**

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1358 Oak St Eugene, OR 97401

ADDRESS

K. Taylor

NAME (Print)

K Taylor

SIGNATURE

2/18/2022

DATE

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1330 Oak St Eugene, OR 97401

ADDRESS

Severna Vigil

NAME (Print)



SIGNATURE

2/18/22

DATE

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1850 Pearl St Eugene, OR 97401

ADDRESS

Hunter Jerabeck

NAME (Print)



SIGNATURE

2/18/22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on River Road, Hwy. 99, Coburg Rd, MLK Jr. Blvd., and 30th Ave.

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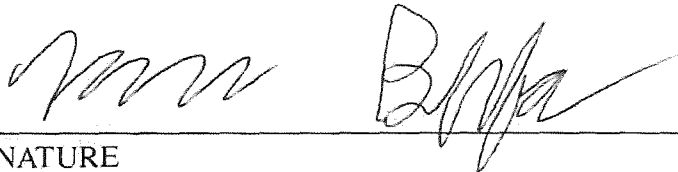
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1648 Pearl St. Eugene, OR 97401

ADDRESS

Kyle Bufford

NAME (Print)



SIGNATURE

2-18-2022

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on River Road, Hwy. 99, Coburg Rd, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead on 30th Avenue

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1837 High St. - Eugene, OR 97401

ADDRESS

Alisha Lowe

NAME (Print)

SIGNATURE

2/18/2022

DATE

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965 St. Andrews

ADDRESS

Laurie Keebler

NAME (Print)

Laurie Keebler

SIGNATURE

2/11/22

DATE

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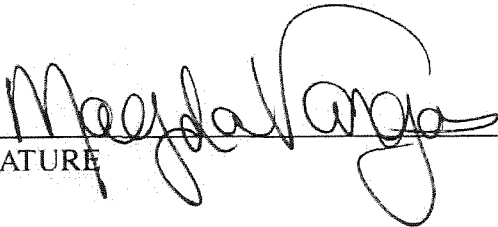
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12-65 MCLEAN BLVD EUG 97405

ADDRESS

MAGDA VARGAS

NAME (Print)



SIGNATURE

2-12-22

DATE

## PETITION to STOP MovingAhead

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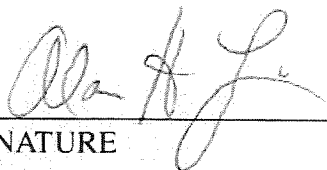
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905 Oakway Rd Eugene, Or 97401

ADDRESS

Alan H. Linn

NAME (Print)



SIGNATURE

2/12/22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the River Road, Hwy 99, Coburg Road, MLK Jr. Blvd, and 30th Ave. corridors.

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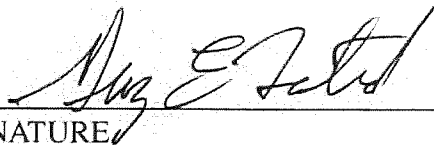
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1265 MCLEAN BLVD EUG 97405

ADDRESS

GREGORY E. FREMSTAD

NAME (Print)



SIGNATURE

2-12-22

DATE



## PETITION to STOP MovingAhead

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774 KRISTEN CT, EUGENE, OR 97401

ADDRESS

Raymond + Elizabeth Englander

NAME (Print)

Raymond Englander, Elizabeth Englander

SIGNATURE

Feb 12, 2022

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on River Road, Hwy. 99, Coburg Rd, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead

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2161 Prestwich Place

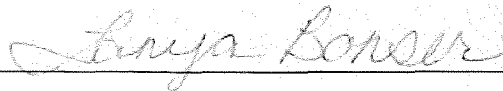
ADDRESS

FRANK + Tanya Bowser

NAME (Print)



SIGNATURE



FEB 12, 2022

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on River Road, Hwy. 99, Coburg Rd, MLK Jr. Blvd., and 30th Ave.

**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

We the undersigned owners, businesses and residents along the Highway 99 Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" plans being sneakily approved without our informed input. We have NOT been consulted with details of the plans or approved of the plans that would affect our properties. These plans infringe on and devalue our properties without our input. A NEED for the changes has not been demonstrated. Most buses running on the 99 Corridor are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the proposed plans.

Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes. We ask that we be consulted and given genuine mailed notice to review and propose changes to any infrastructure plans that would affect our properties—including changes to roadways, bus lanes, sidewalks and crosswalks—and that the NEED for changes and associated costs be documented. Furthermore, we request that before Eugene City Councilors or the LTD Board of Directors vote to adopt plans, ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by the plans, be polled to assess their level of support, and that the results of such polls be made public.

ADDRESS

600 Hwy 99N Eugene, OR 97402

NAME (Print)

ROBERT HENNIS

SIGNATURE

*Robert Hennis*

DATE

7-10-22

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "Enhanced Corridor Alternative" for the Highway 99 Corridor.


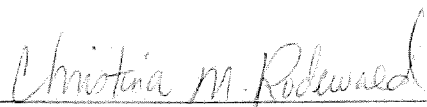
## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

Most buses running on the Coburg Road Corridor are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, is not accommodated by the plans. Alternatives exist that would improve transportation, lower congestion, and improve safety on the corridor without devaluing properties. BEFORE Eugene City Councilors or the LTD Board of Directors vote to adopt the proposed plans, we ask to be involved in evaluating and redesigning the plans. Additionally we ask that ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by the plans, be informed about the plans, their need, and associated costs, and polled to assess their level of support — that the results of such polls be made public. Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

2590 Shadow View Dr Eugene, OR, 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Ryan Rodewald Christina Rodewald  
NAME (Print)

   
SIGNATURE

2/9/2022  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

**PETITION To STOP Moving Ahead ON RIVER ROAD**

We the undersigned owners, businesses and residents along River Road do STRENUOUSLY OBJECT to pursuing Moving Ahead's EmX plans. NO ONE has consulted us with details of the plans or gained our acceptance of plans that would affect our properties. There is NO NEED for the plans to be implemented. Buses currently run at far under capacity and sidewalks, bus stops, and lighting are adequate. Bicycles can travel the length of River Road using safe and alternative routes that do not require use of the dedicated lanes along the street. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the EmX plan.

Instead of increasing our tax burden many millions of dollars for the EmX plan to be built, operated and maintained, we request that additional safe crosswalks be strategically placed on River Road, the few areas of sidewalk needing repair be fixed, buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes that currently exist.

370 River Rd Eugene, OR 97404  
ADDRESS

Kathleen Hall  
NAME (Print)

  
SIGNATURE

2-7-22  
DATE

Petitions will be submitted before February 28, 2022 to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "EmX" Alternative for the River Road Corridor.

**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

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2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Linda J. Mohr

NAME (Print)

Linda J. Mohr

SIGNATURE

2/10/22

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

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2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

William P. Mohr  
NAME (Print)

William P. Mohr  
SIGNATURE

2-10-22  
DATE

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1945 RIVER RD EUGENE, OR 97404  
ADDRESS CHENS HAPPY GARDEN INC

Lishi Chen  
NAME (Print)

  
SIGNATURE

02/09/2022  
DATE

Petitions will be submitted before February 28, 2022 to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "EmX" Alternative for the River Road Corridor.



## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

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2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Emily Macaulay  
NAME (Print)

Emily Macaulay  
SIGNATURE

2-10-22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

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955 Coburg Rd, Eugene, OR 97401  
+ 945 Coburg Rd, Eugene, OR 97401

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ADDRESS

Amber Benson

---

NAME (Print)

Amber Benson

---

SIGNATURE

2/7/2022

---

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead

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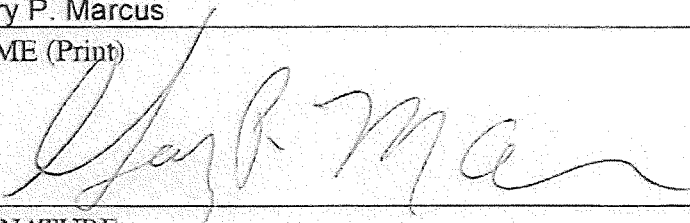
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3980 N. Shasta Lp, Eugene, OR 97405

ADDRESS

Gary P. Marcus

NAME (Print)



SIGNATURE

February 11, 2022

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on River Road, Hwy. 99, Coburg Rd, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead

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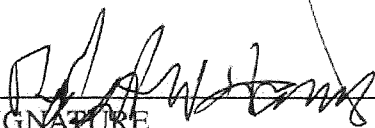
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2143 BROOKHAVEN WAY, EUGENE, OR 97401

ADDRESS

ROBERT W. HARRIS

NAME (Print)



SIGNATURE

02-13-22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on River Road, Hwy. 99, Coburg Rd, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead

We 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. We have recently learned that millions of dollars have **SECRETLY** been spent to develop and advance these plans without our informed knowledge or input. Lane Transit District and the City of Eugene have NOT shown us details of these multi-hundred-million dollar plans that will increase our tax burden and rents, snarl traffic, and infringe on and devalue properties along the corridors. A NEED for the planned changes has not been demonstrated to the public. The plans do NOT adequately address the key issues of increased traffic, congestion and safety on the corridors.

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2143 BROOKHAVEN WAY, EUGENE, OR 97401  
ADDRESS

BONNIE L. HARRIS  
NAME (Print)

Bonnie L. Harris  
SIGNATURE

02-13-22  
DATE

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60 Rason Ave.

ADDRESS

ROBERT ORENICK

NAME (Print)



SIGNATURE

2-7~~8~~-2021

DATE

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**PETITION to STOP MovingAhead**

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1424 W 3<sup>rd</sup> pl. Eugene OR 97402

ADDRESS

STACEY Mix

NAME (Print)

Stacey Mix

SIGNATURE

02/18/22

DATE

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100 1/2 Knoopl Ln Eugene OR 97404

ADDRESS

Tika Thomas

NAME (Print)



SIGNATURE

2/18/22

DATE

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4175 Fergus #7 Eugene, OR 97402  
ADDRESS

Jennifer GRUBB  
NAME (Print)

Jennifer Grubb  
SIGNATURE

2-18-22  
DATE

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Most buses running in Eugene are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, is not accommodated by the plans. Alternatives to massive infrastructure investments exist that would have less adverse impact on the environment, improve transportation, lower congestion, and improve safety on the corridors without devaluing properties, and at significantly lower costs. BEFORE Eugene City Councilors or the LTD Board of Directors vote to advance the proposed plans, we ask to be involved in evaluating the plans. Additionally we ask that ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by each of the plans, be informed about the plans, their need, and associated costs, and polled to assess their level of support —that the results of such polls be made public.

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801 DORRIS ST.

ADDRESS

BRYAN FRIEDEMANN

NAME (Print)

SIGNATURE

DATE

2/18/22

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2381 Riverview Eug. Or. 97404

ADDRESS

David Woodcock

NAME (Print)

SIGNATURE

2.18.22

DATE

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29786 Harper Rd J.C. Or

ADDRESS

Henry J Mayhugh

NAME (Print)

Henry J. Mayhugh

SIGNATURE

2/18/22

DATE

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120 Knapp lane Eugene OR 97404

ADDRESS

DAWN Kuenne

NAME (Print)



SIGNATURE

2/18/22

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1033 Elizabeth St Eugene OR 97402

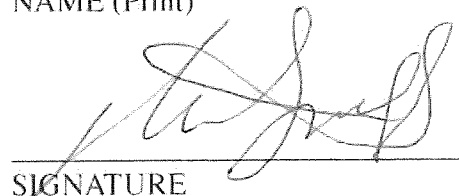
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ADDRESS

Patricia Snelgrass

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NAME (Print)



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SIGNATURE

2-18-2022

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DATE

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774 Skipper  
ADDRESS

Sten Nygren  
NAME (Print)

Sten Nygren  
SIGNATURE

2-18-22  
DATE

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1100 N. PARK AVE EUGENE OR,  
ADDRESS

Linda J. ~~Butler~~ Butler  
NAME (Print)

Linda J. Butler  
SIGNATURE

2-18-22  
DATE

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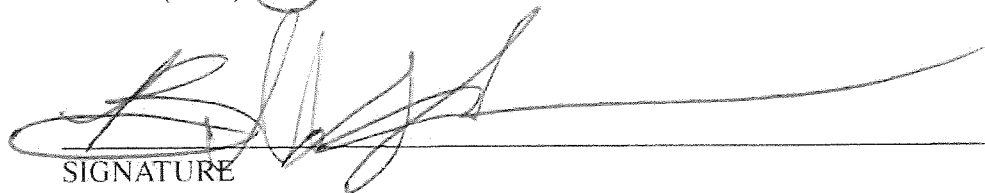
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Santa Clara

ADDRESS

Billy J Skinner

NAME (Print)



SIGNATURE

2/18/2022

DATE

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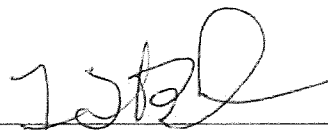
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294 N. PIERCE St Eugene OR 97404  
ADDRESS

Tim Scott Baker  
NAME (Print)

  
SIGNATURE

2-16-22  
DATE

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1238 OAK Drive

ADDRESS

Mike Weiland

NAME (Print)

Mike Weiland

SIGNATURE

Feb. 18, 2022

DATE

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1430 East Briarcliff Lane

ADDRESS

Clayton Crawford

NAME (Print)



SIGNATURE

18 Feb 2022

DATE

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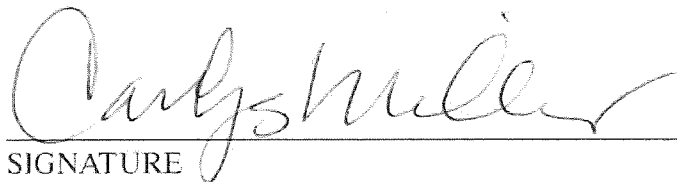
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90 Hatton Ave #302 Eugene, OR. 97404

ADDRESS

CARLY MILLER

NAME (Print)



SIGNATURE

2/10/2022

DATE

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90 Hatton Ave Apt 302 Eugene 97404

ADDRESS

AARON ISTRE

NAME (Print)



SIGNATURE

2-18-22

DATE

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Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

3954 S Ridge Drive Eugene 97405  
ADDRESS

Christine Hogan  
NAME (Print)

Christine Hogan  
SIGNATURE

February 19, 2022  
DATE

## PETITION to STOP MovingAhead

We 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. We have recently learned that millions of dollars have **SECRETLY** been spent to develop and advance these plans without our informed knowledge or input. Lane Transit District and the City of Eugene have NOT shown us details of these multi-hundred-million dollar plans that will increase our tax burden and rents, snarl traffic, and infringe on and devalue properties along the corridors. A NEED for the planned changes has not been demonstrated to the public. The plans do NOT adequately address the key issues of increased traffic, congestion and safety on the corridors.

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Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

3954 S Ridge Drive Eugene 97405

ADDRESS

Michael Hogan

NAME (Print)

Michael R. Hogan

SIGNATURE

February 20, 2022

DATE



## PETITION to STOP MovingAhead

We the undersigned 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. We have recently learned that millions of dollars have **SECRETLY** been spent to develop and advance these plans without our informed knowledge or input. Lane Transit District and the City of Eugene have **NOT** shown us details of these multi-hundred-million dollar plans that will increase our tax burden and rents, snarl traffic, and infringe on and devalue properties along the corridors. A **NEED** for the planned changes has not been demonstrated to the public. The plans do **NOT** adequately address the key issues of increased traffic, congestion and safety on the corridors.

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2484 Madison St, Eugene OR 97405

ADDRESS

Vickie INGRAM

NAME (Print)

Vickie Ingram

SIGNATURE

7-20-2022

DATE

## PETITION to STOP MovingAhead

We the undersigned 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. We have recently learned that millions of dollars have **SECRETLY** been spent to develop and advance these plans without our informed knowledge or input. Lane Transit District and the City of Eugene have **NOT** shown us details of these multi-hundred-million dollar plans that will increase our tax burden and rents, snarl traffic, and infringe on and devalue properties along the corridors. A **NEED** for the planned changes has not been demonstrated to the public. The plans do **NOT** adequately address the key issues of increased traffic, congestion and safety on the corridors.

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2484 MADISON ST. EUGENE, OR 97405

ADDRESS

MICHAEL A KIMBALL

NAME (Print)



SIGNATURE

2-22-22

DATE

From: FD1 - Distinctive Dentistry fd1@distinctivedentistryeugene.com  
Subject: Signed Petition  
Date: February 21, 2022 at 4:21 PM  
To: metam@comcast.net



See attached.  
Let me know if you need anything else!  
--Sammi

**PETITION To STOP Moving Ahead ON RIVER ROAD**

We the undersigned owners, businesses and residents along River Road do STRENUOUSLY OBJECT to pursuing Moving Ahead's EmX plans. NO ONE has consulted us with details of the plans or gained our acceptance of plans that would affect our properties. There is NO NEED for the plans to be implemented. Buses currently run at far under capacity and sidewalks, bus stops, and lighting are adequate. Bicycles can travel the length of River Road using safe and alternative routes that do not require use of the dedicated lanes along the street. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the EmX plan.

Instead of increasing our tax burden many millions of dollars for the EmX plan to be built, operated and maintained, we request that additional safe crosswalks be strategically placed on River Road, the few areas of sidewalk needing repair be fixed, buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes that currently exist.

1775 RIVER RD EUGENE OR 97404

ADDRESS

Robert J. Gemmell, DMD (Pacific Wonderlands, LLC)

NAME (Print)



SIGNATURE

2/21/22

DATE

Petitions will be submitted before February 28, 2022 to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "EmX" Alternative

From: Kathy Mortier kattear@mail.com  
Subject: Petition  
Date: February 22, 2022 at 12:47 PM  
To: metam@comcast.net



**PETITION to STOP MovingAhead on 30th Avenue**

We 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. We have recently learned that millions of dollars have **SECRETLY** been spent to develop and advance these plans without our informed knowledge or input. Lane Transit District and the City of Eugene have **NOT** shown us details of these multi-hundred-million dollar plans that will increase our tax burden and rents, snarl traffic, and infringe on and devalue properties along the corridors. A **NEED** for the planned changes has not been demonstrated to the public. The plans do **NOT** adequately address the key issues of increased traffic, congestion and safety on the corridors.

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Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

1245 Pearl St. Eugene, OR 97401  
ψ 1256 Pearl St. Eugene, OR 97401

ADDRESS MORMAR PROPERTIES LLC

Kathy Mortier

NAME (Print)

SIGNATURE 

DATE 2/21/22

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on River Road, Hwy. 99, Coburg Rd, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead

We 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. We have recently learned that millions of dollars have SECRETLY been spent to develop and advance these plans without our informed knowledge or input. Lane Transit District and the City of Eugene have NOT shown us details of these multi-hundred-million dollar plans that will increase our tax burden and rents, snarl traffic, and infringe on and devalue properties along the corridors. A NEED for the planned changes has not been demonstrated to the public. The plans do NOT adequately address the key issues of increased traffic, congestion and safety on the corridors.

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S 34 Corvette Ln.

ADDRESS

Preston Christenson

NAME (Print)



SIGNATURE

2/22/22

DATE

## PETITION to STOP MovingAhead

We the undersigned 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. We have recently learned that millions of dollars have SECRETLY been spent to develop and advance these plans without our informed knowledge or input. Lane Transit District and the City of Eugene have NOT shown us details of these multi-hundred-million dollar plans that will increase our tax burden and rents, snarl traffic, and infringe on and devalue properties along the corridors. A NEED for the planned changes has not been demonstrated to the public. The plans do NOT adequately address the key issues of increased traffic, congestion and safety on the corridors.

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Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

3853 south K

ADDRESS

Kris H. Wilson

NAME (Print)

Kris H. Wilson

SIGNATURE

2/22/22

DATE

Petitions will be submitted to the Eugene city Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the Coburg Road Corridor.

**PETITION To STOP MovingAhead ON RIVER ROAD**

We the undersigned owners, businesses and residents along River Road do STRENUOUSLY OBJECT to pursuing MovingAhead's EmX plans. NO ONE has consulted us with details of the plans or gained our acceptance of plans that would affect our properties. There is NO NEED for the plans to be implemented. Buses currently run at far under capacity and sidewalks, bus stops, and lighting are adequate. Bicycles can travel the length of River Road using safe and alternative routes that do not require use of the dedicated lanes along the street. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the EmX plan.

Instead of increasing our tax burden many millions of dollars for the EmX plan to be built, operated and maintained, we request that additional safe crosswalks be strategically placed on River Road, the few areas of sidewalk needing repair be fixed, buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes that currently exist.

1000 RIVER ROAD EUGENE, OR  
ADDRESS

Aaron Melnychuk  
NAME (Print)

[Signature]  
SIGNATURE

2-16-21  
DATE

Petitions will be submitted before February 28, 2022 to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "EmX" Alternative for the River Road Corridor.

## PETITION To STOP Moving Ahead ON RIVER ROAD

We the undersigned owners, businesses and residents along River Road do STRENUOUSLY OBJECT to pursuing Moving Ahead's EmX plans. NO ONE has consulted us with details of the plans or gained our acceptance of plans that would affect our properties. There is NO NEED for the plans to be implemented. Buses currently run at far under capacity and sidewalks, bus stops, and lighting are adequate. Bicycles can travel the length of River Road using safe and alternative routes that do not require use of the dedicated lanes along the street. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the EmX plan.

Instead of increasing our tax burden many millions of dollars for the EmX plan to be built, operated and maintained, we request that additional safe crosswalks be strategically placed on River Road, the few areas of sidewalk needing repair be fixed, buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes that currently exist.

1000 RIVER ROAD EUGENE, OR

ADDRESS

ROGER D. KING

NAME (Print)

Roger D. King

SIGNATURE

2-16-22

DATE

Petitions will be submitted before February 28, 2022 to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for the "EmX" Alternative for the River Road Corridor.



**PETITION to STOP MovingAhead on the HIGHWAY 99 CORRIDOR**

We the undersigned owners, businesses and residents along the Highway 99 Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" plans being sneakily advanced without our informed input. We have NOT been consulted with details of the plans or approved of the plans that would affect our properties. These plans infringe on and devalue our properties without our input. A NEED for the changes has not been demonstrated. Most buses running on the 99 Corridor are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, will require parking and charging stations that are not accommodated by the proposed plans.

Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes. We ask that we be consulted and given genuine mailed notice to review and propose changes to any infrastructure plans that would affect our properties—including changes to roadways, bus lanes, sidewalks and crosswalks— and that the NEED for changes and associated costs be documented. Furthermore, we request that before Eugene City Councilors or the LTD Board of Directors vote to adopt plans, ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by the plans, be polled to assess their level of support, and that the results of such polls be made public.

WILLAMETTE GRANSTONE LLC 150 HWY 99 N EUGENE OR 97402  
ADDRESS

MICHAEL B. MIDYETT, VP - MTN WEST - THE QUIKICK COMPANIES  
NAME (Print)

Michael B. Midyett, VP M/W  
SIGNATURE

2-17-22  
DATE

**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

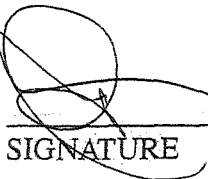
We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

Most buses running on the Coburg Road Corridor are nearly empty. According to numerous transportation and government surveys, for convenience and health and safety reasons, private transportation will continue to be the preferred means of transport in the foreseeable future. An increase in private and ride-share vehicles, including electric vehicles, is not accommodated by the plans. Alternatives exist that would improve transportation, lower congestion, and improve safety on the corridor without devaluing properties. BEFORE Eugene City Councilors or the LTD Board of Directors vote to adopt the proposed plans, we ask to be involved in evaluating and redesigning the plans. Additionally we ask that ALL RESIDENTS AND PROPERTY OWNERS in the City Council Ward(s) directly affected by the plans, be informed about the plans, their need, and associated costs, and polled to assess their level of support — that the results of such polls be made public. Instead of increasing our tax burden by many millions of dollars (the actual cost figures have not been released to the public) for MovingAhead plans to be built, operated and maintained, we request that buses be sized to the ridership, that pullouts for buses be strategically placed where they will not interfere with businesses or residents, and that LTD research and plan point-to-point transport for low-income, elderly and disabled individuals who do not have alternative means of transportation and cannot easily access bus routes.

2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

PATRICK SCHOENHELD

NAME (Print)



SIGNATURE

2.19.22

DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

## PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridors.

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2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene, OR 97408

Ashley Stolk  
NAME (Print)

Ashley Stolk  
SIGNATURE

2/27/22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.


**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

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2590 Shadow View Dr Eugene, OR 97408, 2895 Chad Drive  
ADDRESS EUGENE CHRISTIAN SCHOOL Eugene OR 97408

Melanie Campbell  
NAME (Print)

  
SIGNATURE

2/18/22  
DATE

Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for MovingAhead plans on the following corridors: Coburg Rd., River Rd., Hwy 99, MLK Jr. Blvd., and 30th Ave.

**PETITION to STOP MovingAhead on the COBURG ROAD CORRIDOR**

We the undersigned owners, businesses and residents along the Coburg Road Corridor do STRENUOUSLY OBJECT to the MovingAhead "Enhanced Corridor Alternative" or "EmX Alternative" plans being advanced without our informed input. We have NOT been consulted with details of these multi-hundred-million dollar plans that infringe on and devalue our properties. A NEED for the planned changes has NOT been demonstrated. The plans do NOT address the key issues of increased traffic, congestion and safety on the corridor.

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Petitions will be submitted to the Eugene City Council, Mayor, and the Lane Transit District Board of Directors who are being asked to vote for these plans. To further comment on MovingAhead's plans contact the following individuals who will vote on them:

**EUGENE CITY COUNCIL**

- Lucy Vinis, Mayor [lvinis@eugene-or.gov](mailto:lvinis@eugene-or.gov)
- Emily Semple, Ward 1 [esemple@eugene-or.gov](mailto:esemple@eugene-or.gov)
- Matt Keating, Ward 2 [mkeating@eugene-or.gov](mailto:mkeating@eugene-or.gov)
- Alan Zelenka, Ward 3 [azelenka@eugene-or.gov](mailto:azelenka@eugene-or.gov)
- Jennifer Yeh, Ward 4 [jyeh@eugene-or.gov](mailto:jyeh@eugene-or.gov)
- Mike Clark, Ward 5 [mclark@eugene-or.gov](mailto:mclark@eugene-or.gov)
- Greg Evans, Ward 6 [gevans@eugene-or.gov](mailto:gevans@eugene-or.gov)
- Claire Syrett, Ward 7 [csyrett@eugene-or.gov](mailto:csyrett@eugene-or.gov)
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See MovingAhead's detailed plans at: <http://www.movingahead.org/wp-content/uploads/2018/09/23-CH2M-2017.pdf>. For further information see [MovingAhead.org](http://MovingAhead.org) or contact [questions@movingahead.org](mailto:questions@movingahead.org)  
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