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## PLEASE SHARE WIDELY - Alternatives to MovingAhead/Emx

1 message

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PLEASE SHARE WIDELY:

Claire Syrett, President Eugene City Council and Councilor Ward 7, endorsed and called for the vote that is advancing the multi-hundred million dollar MovingAhead/EmX plans —an EmX alternative for River Road and Enhanced Corridor alternatives [the name being a misnomer for what are seriously flawed designs] for Hwy. 99, Coburg Rd, 30th Ave. and MLK Jr Blvd. In supporting MovingAhead, Syrett is promoting a boondoggle for bus manufactures and road construction companies, as well as Lane Transit District and the City of Eugene who will rake off millions for administration and operating costs despite very low levels of ridership when NO NEED HAS BEEN DEMONSTRATED. This huge, on-going, money-losing, MovingAhead/EmX system WILL REQUIRE RAISING TAXES to cover costs.

ALTERNATIVES EXIST:

The MovingAhead plans do not include provision for more private vehicles and the accompanying parking requirements anticipated as our region grows and attracts more visitors. Instead they aim to (but cannot) force people onto bicycles and buses by spending hundreds of millions of dollars to facilitate bus and bicycle traffic on major thoroughfares, making streets more congested with vehicles, and parking more expensive and difficult. The plans adversely affect many businesses and property owners. There are alternatives that could help achieve environmental and transportation goals, while accommodating more vehicles. The public at large should be engaged in developing cost-effective and reasonable alternatives to the MovingAhead plans. Some ideas to consider:

Create pullouts for buses along busy corridors near where buses currently stop in the lines of traffic causing traffic to back up; select sites that DO NOT infringe on current businesses or parking, and that are agreeable to the property owners.

Diagram alternate routes for bicycles [currently bicyclists do NOT need to travel the length of the five high-traffic corridors in order to reach destination. Many bicyclists use alternate routes that do not justify the great expense of enhanced bicycle lanes along the lengths of the corridors.

Incentivize the use of electric and hydrogen powered vehicles, and other “clean energy” vehicles by adding charging stations and parking for such vehicles.

Negotiate with government agencies that provided funding for the underutilized EmX lanes to allow electric and hydrogen vehicles and carpool vehicle to use the lanes.

Further incentivize use of electric and hydrogen vehicles by allowing them to park free at city meters and in parking lots for the allotted time.

Encourage carpooling.

Provide discounts for carpool vehicles utilizing parking structures.

Create public bulletin boards where people can sign-up for ride assistance and others can sign up who are willing to provide rides.

Allocate transportation dollars to improving sidewalks and crosswalks.

Consider low-interest loans to help property owners get the sidewalks adjacent to their properties built and/or repaired.

Set up a fund for low-income “qualifying” property owners to have sidewalks installed/repared at city expense.

Seek competitive bids from third parties to do the sidewalk work and bicycle path maintenance instead of city employees.

Divert marketing dollars from the MovingAhead process to preparation of maps for walkers and bikers to help them navigate to their destination along and near the corridors.

Require bicycle licenses be obtained by completing a written exam and paying a fee so that bicyclists may be held accountable for following the rules of the road, the number of bicycle mishaps may be lowered, and revenue can be generated to maintain bike paths, enforce bicycle safety and combat bike thefts.

Work on a plan to maintain the Ferry Street bridge and other bridges to meet future needs.

Consider a "mass transit tax" be added to gasoline purchases to help subsidize mass transit and enable expansion of small vehicles to provide feeder services to existing bus lines.

Establish a 501(c)3 status for a charitable arm of LTD to raise funds from donors for free bus tickets to be distributed to low income individuals requesting them.

Increase revenue by eliminating free bus passes for senior citizens who can afford to pay for them.

17) Provide I.D. protected vouchers to low income, elderly and handicapped individuals who cannot access the current bus system and do not have other transportation. Let them use the vouchers for transportation of their choice: ride-share, taxi, UBER, scooter, EV Rental, Bike Rental, etc.

18) Other ideas to consider, solicited from the public.