

<h2 style="margin: 0;">WEC Public Comments Downtown</h2>	<p>Integrated Cluster Key</p> <ul style="list-style-type: none"> <li>A. Improve efficiency of transportation network</li> <li>B. Increase public transit</li> <li>C. Enhance pedestrian and bikeways</li> <li>D. Intensify development appropriately</li> <li>E. Relocate some land uses</li> <li>F. Enhance open space/natural resources</li> <li>G. Enhance natural watershed</li> <li>H. Enhance appreciation and connections to natural resources</li> <li>P. Process</li> </ul>
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Comment	Cluster
Move traffic Efficiently	A
Hire knowledgeable consultants that would make traffic move	A
LTD needs to have competition is a monopoly	B
I-380, goes from Iowa City (I-80) 30 miles north to Cedar Rapids, then 40 miles north to Masowitch. Why not extend I-105 to Florence?	A
Need completion and innovation	
Please Stop what you are doing! It's not working, it hasn't worked in the past, it won't work in the future.	
Hire a czar to solve the congestion problem -- get the traffic moving!	A
There exists computer specialist now who do this now saving money	A
5th and Seneca traffic light.	A
I live in the far west neighborhood and have since 1988. I am appalled you would consider W. 11th for EMX. West 6th/7th would be preferential by far regarding noise, space, and traffic.	B
LTD must increase routes and frequency. City and LTD need to promote bus riding, educate public, sell public transit. Talk of doing opposite (less bus routes, etc.) is unwise. E.g.. Rte 33: no Sunday bus, Saturday one per hour, weekday last bus too early: 9:45	C
EMX route -- Not 11th, not Amazon (Friendly Neighborhood opposes and other neighborhoods) Wildlife, bikes, peds. Be mindful of working class, low income people. Eliminating bus stops as done with Springfield/Eugene EMX is <u>not</u> kind. Always stop at service agencies, etc.	C
Why not hold an open house to bring back the parkway?	

Looking through the lens of a public health standpoint...obesity, etc. where food is, how people get there etc. Encourage members to talk to Laurie Triegel or Jenifer Jordon of the health dept.	DEA
Why don't we have neighborhood group leaders at the table?	P
Are there 3 parallel tracks going right now with wec, RTP, metro transplan, and west 11 <sup>th</sup> corridor study? How is the WEC going to coordinate these issues? Answer: The WEC is just an advisory committee.	A
Connect land use planning and transportation planning.	DEA
If there is not serious coordination between the multiple processes and agencies involved, there may be a significant problem (With implementing these issues).	P
What is happening with the existing rail lines? What about trains on existing rail lines to Veneta and Corvallis.	B
The Far West neighborhood is worried about EmX and the bike path extension option for LTD. They hope to maintain the ped and bike friendly corridor.	BC
Worried about West Eugene neighborhoods not being at the table. Invite those west Eugene neighborhood associations now to be a part of this process.	P
Because the EmX, bus stops were eliminated in along its route in Springfield. We may be missing a lot of people (at bus stops) by putting in this express line. LTD shouldn't eliminate lines because this reason.	B
Don't want W 11th to be the only transportation issue on the table. Want other routes considered. (Answered at meeting)	B
It is an urban design issue...how do you get people to change behavior?	P
Currently there are too many roads in Eugene that are over built and under utilized. Don't want to see more of this...	A
Many people didn't want the 18 the extension in 70's . now have ugliness out there. You can build out here but the city won't provide roads other infrastructure, etc.	D

Building more roads is not the right thing to do.	P
Interested in Light rail system...The BART system connects the bay area. What about more creative options like electric bicycles; including substations along bike routes for air filling stations and electric charging, etc.	B
There is a lot of desire for rail, it is sexy etc, however it has significant challenges. BART is heavy rail, not light rail. What about bringing back the streetcars etc.	B
Happy to see livability measures on the sheet.	
Need to have more pressure to encourage growth so there are lower VMT in the area.	DEA
When is the analysis piece going to be available? (Answered at meeting)	P
People need to really chew on something that has been analyzed.	P
Why doesn't the WEC give a general presentation to planning commission?	P
The reasons people need to transport get to the fundamental driving force of transportation. Where in the process are those smaller neighborhoods will have the accessibility that they need. For example, if there are no grocery stores in the neighborhood, people will have to drive to get fundamental services, or take public transit.	DEA
How do we change the paradigm about land use and transportation?	DEA
Ban the big box stores.	DE
West Eugene alternative (mark's project)	DA
Forget diesel but use hydrogen	B
Computerized spacing model to help traffic move more efficiently on West 11th	A
Sidesteets off grade to improve traffic efficiency.	A
Where is the traffic going? Through and destination.	A
Remember that you (members of the WEC) shouldn't carry all the weight of this important issue on our backs, there are many others that are willing to help. It is OK to ask for more help, information, etc. from the public/others.	P

# WEC Public Comments Westmoreland

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Paul Conte explained the area west of downtown’s uniqueness and vulnerability to be maintained as a stable single-family neighborhood and his involvement with the City, Opportunity, Siting, and Redevelopment standards. Some specifics were:	
Maintaining the character of West 11th Avenue west of downtown	
Maintaining large street trees	H
Shifting more traffic to 6th/ 7th	A
Bus traffic – even the EmX did not necessarily change the character of the street and neighborhood if other long-term commitments were made (by the City) to not widening West 11th, including never using West 11th for light rail	B
Shifting more traffic to the north onto 6th/ 7th led to the discussion of some of the WEC design storming concepts:	A
Routing more traffic to Roosevelt and related improvements needed at intersections and signage (way-finding) program	A
Use the West Eugene Parkway route, or similar route, between 6th/ 7th at Highway 99 West west to Beltline and corresponding intersection improvements south to existing West 11th	A
<b>Other Issues:</b>	
More bus service routes on 6th/ 7th to allow better access to existing businesses such as Gray’s, Laughing Planet, etc. and the Whitaker Area	B

<p>Some worry over placing EmX line along Amazon Creek, in the context of seeing bank erosion (bank trying to fall into the creek); however, might consider this route if it is done in the context of correcting erosion, thereby making Amazon Creek more natural, and maintaining the bike path</p>	<p>BCG</p>
<p>13th Street has a different character from West 11th – less residential, especially along the south side, means 13th may be a better EmX route from downtown out to Garfield</p>	<p>B</p>
<p>OK with the idea of EmX route on West 11th west of Garfield , etc. if it can be made to work, especially not taking away (all) the left-turn lanes</p>	<p>B</p>
<p>A left-turn lane with West 11th’s narrow right-of-way led to discussion, led by Tom Schwetz, of a 11th/ 6th Street couplet within the context of each half of the couplet being designed using multi-way boulevard design principles.</p>	<p>A</p>

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Express LTD Service from Veneta to Downtown Eugene. Leave Veneta in early AM for working people	B
Rail from a park n ride in Veneta to an EMX station in Eugene	B
Separation of transportation system sections: Bus, train, bicycle, walk. Same road not necessarily only way.	A
Hospital and Civic shuttle services for seniors/handicapped/section 8 which already exist. Do they need advertising or extension of existing services to aid train, odot, LTD service.	B
LTD extending passenger contracts to private carrier busses, limousine, tour companies to cover cost, passenger and grant wage overheads.	B
Has a secondary system to car traffic been looked at for privatized answers to traffic on road: 1. Train/Bus Combo 2. Ferry on Fern ridge seasonally?	B
Multi-lane usage made more efficient transport via "Lane specific" use: i.e. -- truck/farm lane -- Bus lane -- car lane -- walk lane -- bike lane.	A
Don't forget about Florence and West of Veneta	X
There should be a survey done to find out what are the best times to have routes of public transportation to/from Eugene/Veneta.	B
What about a Bus to Rail line and what is the cost of this idea?	B
What about an overlap of regional/private bus lines (Laidlaw, Oregon Coach, etc) to pick up other lines from vendetta and West of Veneta to Eugene.	B
Who owns the rail line now?	B
How to accommodate both freight and passenger service on the rail line from Veneta.	B
4 lanes from Veneta out to Greenhill	A

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There are many safety issues: 1. Poor signage on West bound 126 , the right turn sign needs to be brought closer to Beltline to reduce speeding passers on right. Easy fix...talk to Tom Larson at the city. 2. People turning into feed store from both directions creates a safety issue.	A
What about roundabouts at Greenhill, Danebo and Hwy 126	A
Where are the short term issues/solutions	
Take a look at southern Louisiana Highways. Built on piers right through the wetlands as to allow water, animals travel underneath. Practical and aesthetic.	AB
What about the old road bed through Fern Ridge as an alternative route to Veneta.	A

<b>WEC Public Comments Peterson Barn</b>		<b>Integrated Cluster Key</b> A. Improve efficiency of transportation network B. Increase public transit C. Enhance pedestrian and bikeways D. Intensify development appropriately E. Relocate some land uses F. Enhance open space/natural resources G. Enhance natural watershed H. Enhance appreciation and connections to natural resources P. Process
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Identify the likely project footprint and then average for a new building motivation in that area. Buying new buildings to demolish it a waste of money.	D	
Push LTD to market its services more intensely to business and their clients/customers.	B	
Scheduling this meeting at the same time as LTD is having a design workshop for its west Eugene EmX routes is just plain stupid. It is time for LCOG to maintain a central meeting calendar that government and groups could check for conflicts.	P	
Run EmX to Veneta. If you want commuters to ride transit, don't give them a reason to stay in their car.	B	
Add extension to the Coos Bay - Eugene RR that extends to Florence. Locate a steam locomotive to run excursion trains on weekends and summer dinner theater. Use a diesel locomotive for daily commute runs.	B	
LTD's EmX is more likely to make things worse rather than better. Delay 5-6 yrs until the rest of the pieces of the puzzle are done.	B	
The problem with shopping via transit is what to do with the packages from one store when you go into the next store. Two solutions: 1. Have businesses provide a place to check parcels. 2. Have Businesses provide package delivery service.	DEA	
There is no single problem with west Eugene's transportation system, hence there is no single solution.	A	
Project Financing Idea: Set a west 11th urban renewal district after closing out the other two urd's. Use it to finance 50% of the project. Set up a LID for 25% of the cost and city wide bond for 25% after using SDC's, state and federal funds.	P	
Collect the data on where the traffic is coming from and going to. Once that is done, start looking for solutions. Finding a solution is easier if you identify the problem first!	AP	

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Look at the central Texas sustainability indicators project for ways to measure "other" variables to consider that transportation effects. <a href="http://www.centex-indicators.org">www.centex-indicators.org</a>	A
Solar arrays on all new roofs, bus stops, even busses!	X
How well researched is the environmental sensitivity and species impact of the proposals? One known example of detrimental discoveries after a transportation project has started is the Texas 130 project and discovery of a threatened toad in the construction area.	HP
Elevated EmX lane. See US 183/Research Blvd in Austin TX	B
Consider other cities/regions who have faced or are facing similar issues. Other solutions may be just around the corner.	DE
Density industrial North of W11th between Garfield and Seneca.	DE
Improve pedestrian access along west 11th No trees, phone poles in sidewalks, vast seas of parking are impediments to access.	C