

Central Lane Metropolitan Planning Organization

From: jozef zdzienicki [jozefzdz@yahoo.com]
Sent: Saturday, April 02, 2011 3:14 PM
To: Central Lane Metropolitan Planning Organization
Cc: Thomas.Radmilovich@dot.gov
Subject: West Eugene Emx

Commissioners,

West 11th Ave. has historically been an automobile-oriented commercial corridor since Route F (Highway 126) was built in the late 30's, early 40's. It is mostly zoned commercial C-2, and automobile use has been encouraged along its route since the 1986 TransPlan. There are more drive-thrus on west 11th than any other transportation corridor in Eugene. Now we have an LTD project, West Eugene Emx, that will change the historical character and use of this route, in conjunction with the Envision Eugene process that is looking at changing it into a mixed-use neighborhood and the elimination of as much car traffic as possible. Where in Eugene will these well established businesses move to when they are pushed out by these plans? West 11th is too narrow to accomodate two dedicated lanes. Remember Coburg Road? Not all transportation corridors were created equally, and a "one size fits all" mentality should not be used in land-use and transportation planning decisions!

I do not find the following example logical. Last September LTD removed route #30 from west 11th because it was not cost effective and could be spared. This decreased the amount of buses traveling west 11 on an all day basis from 4 to 2 times per hour. How can having an Emx bus run down 11th Ave. 6 times per hour be cost effective if 4 times an hour wasn't? Can anyone explain this to me?

Thank you,

Jozef Siekiel-Zdzienicki
1025 TaylorSt., Eugene