



MEMORANDUM

To: Central Lane MPO Metropolitan Policy Committee
From: Rob Inerfeld, Transportation Planning Manager, City of Eugene
Andrew Martin, Development Planner, Lane Transit District
Date: May 5, 2022
Subject: MovingAhead Locally Preferred Alternative

Staff are seeking adoption by MPC of a Locally Preferred Alternative (LPA) for the MovingAhead project.

Background

MovingAhead is a partnership between the City of Eugene and Lane Transit District. The project is designed to take a system-level look at some of Eugene's major streets with the aim of making investments that support the City's and LTD's goals. Investments are necessary to:

- accommodate growth described in Envision Eugene;
- work towards the safety outcomes of the Vision Zero Action plan;
- lower greenhouse gases to meet goals in the Climate Action Plan;
- provide options that will work towards meeting the Eugene 2035 Transportation System Plan's goal of tripling trips by walking, biking, or transit; and
- implement a frequent transit network as outlined in LTD's Long Range Transit Plan.

The partnership approach recognizes that coordinated investments for people walking, biking, rolling, and riding transit will result in more sustainable, livable, and vibrant corridors. By looking at five corridors at once, the project intended to take a coordinated approach to the system and reduce the time to deliver important transportation services to the community.

In 2015, MovingAhead kicked off with public workshops held along the corridors under consideration. At each workshop, local residents were asked to design their ideal street to accommodate people walking, biking, using mobility devices, driving and using transit. After gathering that public input, the project team developed conceptual designs and performed technical analyses on the concepts. These conceptual designs include Enhanced Corridor and EmX alternatives, as well as a No-Build alternative.

EmX is the version of bus rapid transit that has been developed for the Eugene-Springfield area and it includes specialized articulated buses that can open on either side, high quality bus stations, and dedicated bus lanes where there is the opportunity or need to reallocate street space for buses. Enhanced Corridors would be served by regular buses running at a high frequency of around 15 minutes and stopping at enhanced bus stops; some Enhanced Corridors would also have bus lanes to help buses get through traffic. For the purposes of federal grant programs, Enhanced Corridors may also be considered to be bus rapid transit.

EmX Alternatives are the highest level of investment on each corridor, with the Enhanced Corridors being a moderate level of investment. Both EmX and Enhanced Corridor options include pedestrian and bicycle improvements such as protected bike lanes and safe pedestrian crossings of busy streets.

Through MovingAhead, No Build, Enhanced Corridor, and EmX were considered on:

- Highway 99 Corridor
- River Road Corridor
- Coburg Road Corridor
- 30th Avenue/Lane Community College Corridor

No Build and Enhanced Corridor were also considered on Martin Luther King, Jr. Boulevard.

Using the designs developed collaboratively with the community, staff engaged in technical work that resulted in the publication of an Alternatives Analysis in September 2018. Results from the Alternatives Analysis are included in the Executive Summary (Attachment A) and in full at <http://www.movingahead.org>.

The technical analysis evaluated the different corridor design options according to a wide range of different criteria including the following:

- Potential ridership gains on both the individual corridor and overall LTD system;
- Travel time savings on each corridor;
- Potential land use changes due to MovingAhead implementation;
- Impacts to public and private properties along the corridor; and
- Impacts to street trees and trees outside of the right of way.

When the technical analysis was complete, the project shifted into a more intense period of public involvement, comprised of two distinct engagement phases. In the first phase in 2018, staff asked for corridor-specific feedback. This phase included four large open houses, a month-long online open house, listening sessions with under-represented groups, mailings to residents and property owners along the corridors, and staff presentations or tabling at 27 events.

The second phase of public engagement kicked off in early 2019. Staff used feedback from the previous phase to develop investment packages that combined investments along each corridor. This phase included one large open house, a month-long online open house, mailings to residents and property owners, visiting each corridor with LTD's marketing bus, and tabling or presentations at community events.

The public outreach culminated in a joint public hearing with the Eugene City Council and LTD's Board of Directors on October 21, 2019. An open house was held prior to the public hearing and comments were accepted for several weeks after the public hearing for those unable to attend in person.

After a pause due to COVID-19, staff began working towards the selection of a Locally Preferred Alternative (LPA) in 2021.

Locally Preferred Alternative Adoption

The LPA narrows the options on each corridor and provides direction for staff in future phases of the project. The LPA also enables staff to begin to refine the conceptual designs and create detailed designs, work to secure funding, and complete the environmental review.

Based on the results of the Alternatives Analysis; the project’s needs, goals, and objectives; and feedback from the public, staff developed a recommendation for a preferred package of investments to serve as the Locally Preferred Alternative on each corridor. Staff presented that recommendation to LTD’s Strategic Planning Committee on December 7, 2021 and the MovingAhead Oversight Committee on December 10, 2021. Both of those bodies unanimously recommended City Council and LTD’s Board adopt the staff recommendation for an LPA.

On February 28, 2022, staff presented the committee recommendations to Eugene City Council and LTD’s Board of Directors. On March 14, 2022, Eugene Council voted to adopt an LPA, followed on March 16, 2022 by LTD’s Board. The LPA adopted by both bodies is:

Corridor	Mode
Highway 99	Enhanced Corridor
River Road	EmX
30th Avenue to Lane Community College (LCC) via downtown	No-Build [reconsider this corridor after other agency studies and projects are completed]
Coburg Road	Enhanced Corridor [requiring additional study and community engagement]
Martin Luther King, Jr. Boulevard via downtown	Enhanced Corridor

Consistent with prior projects and with the goals of MovingAhead, MPC must adopt a Locally Preferred Alternative for the project to move forward.

Next Steps

Once an LPA is adopted by MPC, staff will prepare a report that summarizes and wraps up this phase of the MovingAhead project. Staff will then begin to refine the designs along the corridors, including by engaging key stakeholders, seek funding, and complete the environmental review process. This may be accomplished incrementally along some corridors and on a whole-corridor scale on others. Eugene City Council has expressed that their highest priorities for staff are Highway 99 and River Road.

Attachments:

- A) MovingAhead Alternatives Analysis Executive Summary