

**Project Status, Design Solutions Summary, and Outreach/Business Support**

**Project Status**

- The project is nearing the half-way point of final design, with design completion expected in early summer and initial construction on portions of the project's 4.5-mile corridor due to begin as early as August 2014.
- LTD staff will provide an update on the project at the Council's March 12 work session.
- Construction cost estimates look to be similar or slightly less than predicted; a final construction bid price will be completed by the general contractor once final design is complete.
- FTA funding (up to \$75 million/80% of project costs) LTD is working towards full FTA approval of final project plans and environmental and cost control procedures: FTA approval expected early summer 2014.
- State funding (approximately \$19.5 Million/20% of project costs) Lottery back-bonds along with pending Oregon Department of Transportation grant request for 3 bike/ped bridges and associated improvements.
- The current stage of design represents a point in the project development process where the major design elements have been firmly established. This design effort has been a result of collaboration between LTD and City staff working through an innovative design solutions process to fairly and efficiently examine, modify, and select project refinements that best meet the needs of the project and City requirements, and addresses concerns of affected property owners and businesses. (The project's Design Solutions process is described below.)
- LTD and City staff are actively communicating with property owners and businesses affected by design changes that have been made since development of the earlier concept plan. Although few affected property owners can be fully satisfied, in most cases, property and business impacts will decrease.

**WEEE Stats:**

- 4.6 mile (9.2 mile round trip) EmX extension
- *True BRT*: Approximately 60% either Business Access/Transit (BAT) lanes or exclusive bus lanes designed to preserve cost efficient transit that also *does not increase traffic congestion*
- Provides, better, faster, and more convenient service for all
- Upon completion, 10 minute EmX service will cover 25-miles and provide "one-seat" (no transfers) service between west Eugene, downtown Eugene, the University of Oregon, downtown Springfield, and the Gateway area of north Springfield
- 27 new high quality, full service and award-winning EmX stations added in central and west Eugene
- Two new bike and Pedestrian bridges, along with the city's largest single sidewalk enhancement project

**Design Solutions**

This process featured a weekly workshop structure that brought together specialists with substantial bus rapid transit and local experience in the areas of engineering, architecture, landscape architecture, traffic, property acquisition, and environmental analysis. The group worked collaboratively to investigate potential design modifications, on a parcel by parcel basis, that address property owner

concerns. As part of this process, the Design Solutions Team also considered changes that were unrelated to property impacts but would improve the project by reducing cost, improving transit service and operations, and/or providing increased community benefits.

The Design Solutions workshop process was combined with a high-level of direct interaction with affected property and business owners conducted in collaboration with LTD’s partner agencies. Affected property owners were contacted initially, typically in an in-person meeting, to provide updated and accurate information about the project and to hear and understand their concerns. The design team then considered options to address the concerns. Possible design modifications were vetted with partner agency staff, and those deemed acceptable were presented to the property owners in a follow-up communication. The property owner meetings typically included an LTD representative, a City of Eugene representative, and a Design Team member.

**Brief Examples:**

- Eliminated the project’s potential two full business acquisitions through careful design refinements
- W 11<sup>th</sup> Avenue bridge widening was shifted to the south to preserve parking and access for Bagel Sphere and adjacent building (even though existing parking is in the public ROW)
- Turn lane preserved for Gray’s Garden Center property; team worked with ODOT and City to create safe design to preserve right turns across off-ramp traffic to Madison.
- Westerly terminus/turn-around was moved to Walmart property (south side of street) in response to business concerns about the proposed station location on Commerce Street.

***Design Solutions Summary Results***

	<b>Concept Design</b>	<b>30% Design</b>	<b>Comments</b>
<b>Partial Acquisitions (affected parcels)</b>	Approx 120 parcels	Approx 90 parcels	Many properties include multiple parcels. Does not include minor acquisitions solely for ADA sidewalk ramps
<b>Full Acquisition</b>	2 businesses	0 businesses	Preserve Kings Asian Market and Adult Shop in current locations
<b>Total Acquisition Acreage</b>	Approx 3.2 acres	Approx 2.7 acres	- 1.25 ac Design Solutions reduction + 0.75 ac Walmart turnaround
<b>Driveway Closures</b>	6	6	2 closures are preferred by owners, 2 closures avoided with design refinements, no net change
<b>On-Street Parking</b>	Approx 60 spaces removed	Approx 15 spaces removed	Design refinements now keeps most (35 spaces) on Charnelton, and keeps all existing spaces along Commerce
<b>Off-Street Parking</b>	Approx 70 spaces removed	Approx 120 spaces removed	Keep 47spaces - Design Solutions Lose 50 spaces – At Walmart overflow lot for EmX turnaround Lose 45 spaces – Survey proofing at Market Place West on 11th
<b>Wetlands</b>	0.048 acres	0.03 acres	New terminus location avoids impacting small wetland

## **Property Acquisition Description**

The West Eugene EmX Extension will be constructed on existing arterial roadways. Lanes for the EmX service are either converted from existing traffic lanes or added lanes. Some EmX service also operates without special lanes in regular traffic where existing roadway capacity is adequate. Permanent property acquisition is generally limited to areas where lanes have been added.

The vast majority of property acquisitions for the project involve acquiring strips of land along existing right-of-way that will be converted into right-of-way. Throughout project planning and preliminary engineering, efforts were made to reduce significant impact on private property. As a result of those efforts, the project will result in no displacements of businesses. There is the possibility that one residential unit (part of a former motel) will be impacted and would require relocation of the tenant.

The single largest acquisition will be for a bus turnaround and layover facility at the western terminus of the route. This will be acquired from Walmart, and will use a portion of their overflow parking lot that is currently restricted from public use. Walmart has been made aware of the District's plans, and preliminary discussions indicate that they are receptive to the property transaction. A second major acquisition is at Marketplace West, located at 3003 West 11<sup>th</sup> Avenue. Street widening in that location will result in the displacement of approximately 45 off-street parking spaces. Parking impact on the remaining acquisitions is minimal (approximately 8 spaces).

LTD has had extensive public outreach throughout the planning and early design phases of the project, and has met (often multiple times) with the almost all impacted property owners. Thus, it is expected that when the formal property acquisition process starts, there should be few people who are not aware of the project.

## **Public Outreach**

### *Goals*

- Provide Information
  - Connect people to project updates, answer questions, listen to construction concerns, ask preferences on support
- Plan construction to support business and traffic
- Provide direct point of contact at LTD for property owners and businesses
- Get public input on design where applicable
- Fulfill federal requirements

### *Efforts to date*

- Over 750 Individual Contacts on the Route
- Extensive discussions with property owners during Design Solutions
- Direct contact with property owners and tenants of approximately 140 parcels to describe refined project design
- In-person with 560+ businesses
- Contact with managers of 25 apartment buildings
- Mailings to 15,000 addresses within 1/2 mile of the project route
- E-news: over 1,150 subscribers
- Blog: 2,000 views
- Events and displays: Staff participated in more than 20 events
- Ongoing website updates

*Focus Groups were held to provide community preference in design details:*

- Accessibility
- Trees, Landscaping
- Station Art

## **Business Support**

*During Construction*

- Communicate sequence and timing
  - Each section: door-to-door; Entire route: mailings, e-news, web, blog
  - Discuss business needs (access, deliveries, noise, dust, vibration, etc.)
- “Open during Construction” signage
- Maximize night construction as possible to minimize disruption, 7 pm – 5 am
- “Keep Us Moving” website traffic advisory alerts
- 24-hour hotline
- LTD Passes- free passes for employees directly on route during construction phase

*Marketing*

- Promote the corridor – bus ads, print, radio, mobile
- Promote individual businesses/business types – print, web
- Free LCC Small Business Development workshops on marketing, social media