

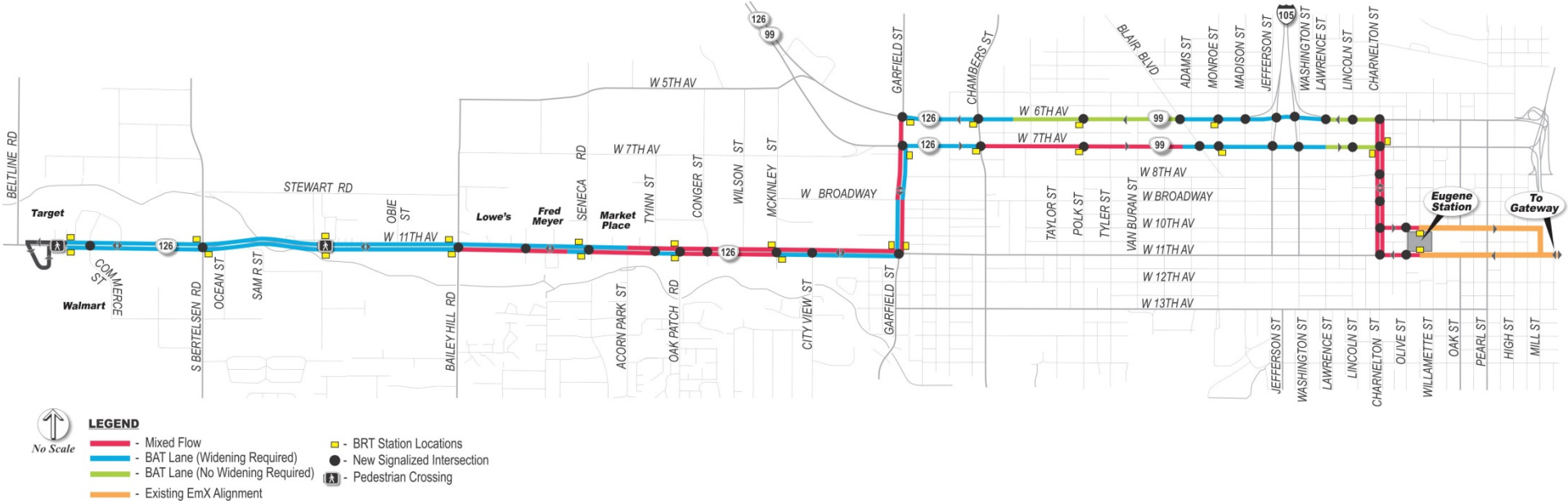


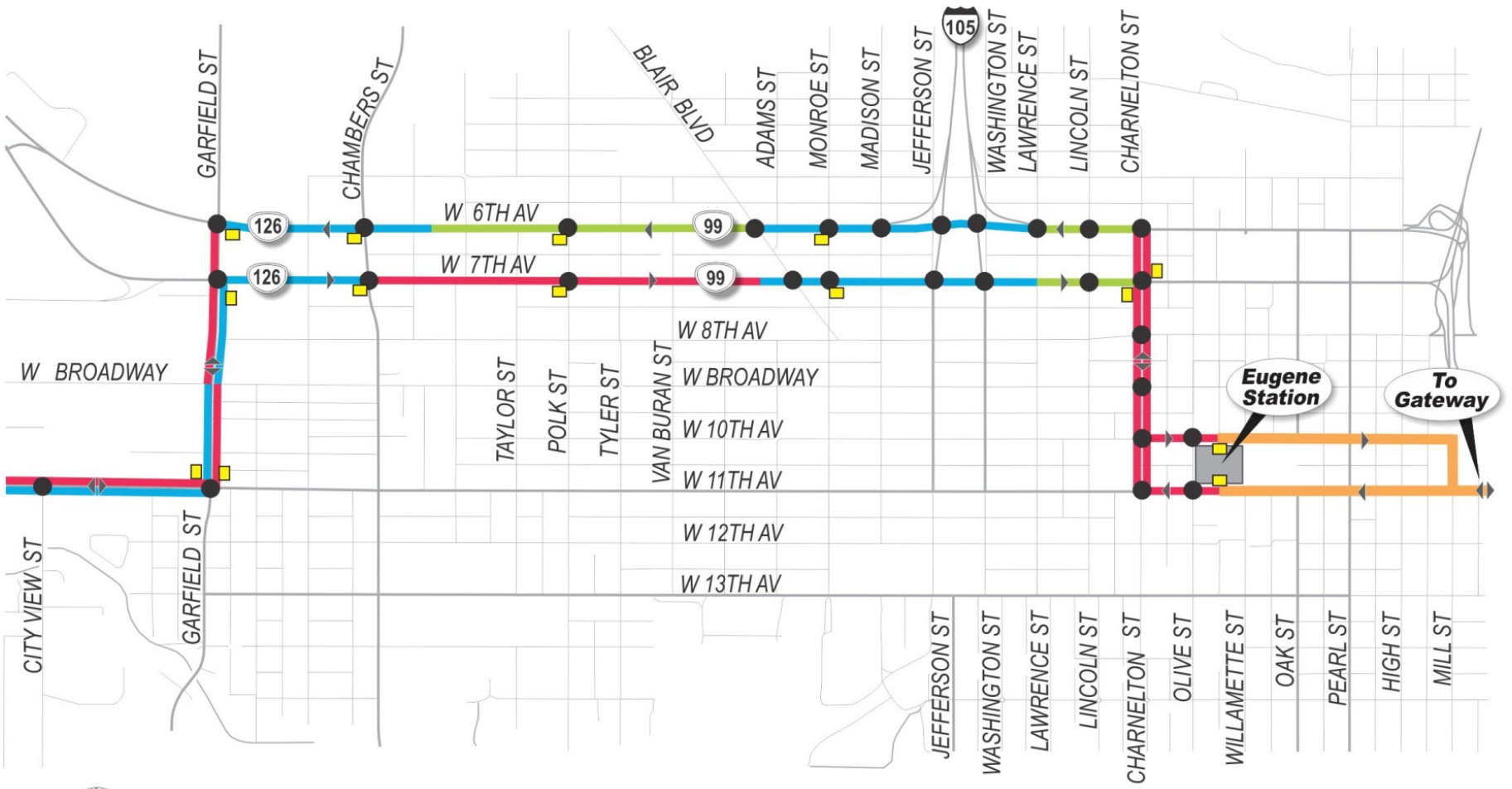
# West Eugene EmX

## Overview of Design Solutions, Public Outreach, and Business Support

Eugene City Council Work Session  
**March 12, 2014**

# Project Map





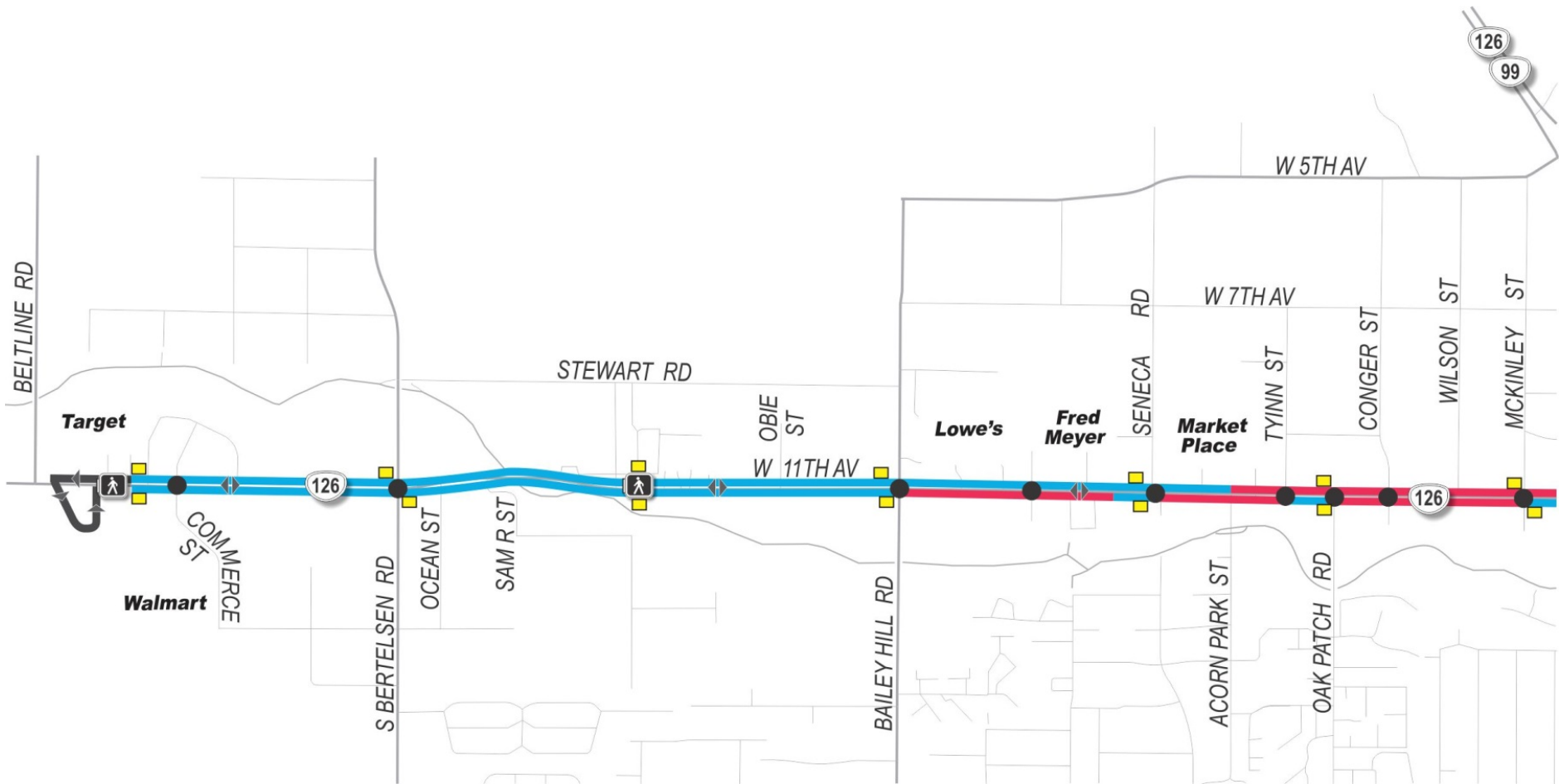
No Scale

**LEGEND**

- Mixed Flow
- BAT Lane (Widening Required)
- BAT Lane (No Widening Required)
- Existing EmX Alignment
- BRT Station Locations
- New Signalized Intersection
- Pedestrian Crossing

# Project Map- East





No Scale

**LEGEND**

- Mixed Flow
- BAT Lane (Widening Required)
- BAT Lane (No Widening Required)
- Existing EmX Alignment
- BRT Station Locations
- New Signalized Intersection
- ↑ - Pedestrian Crossing

# Project Map- West



# Design Solutions

Further reduce impacts to property and business

**Maintain regular traffic flow**

**Provide High Quality EmX Service**

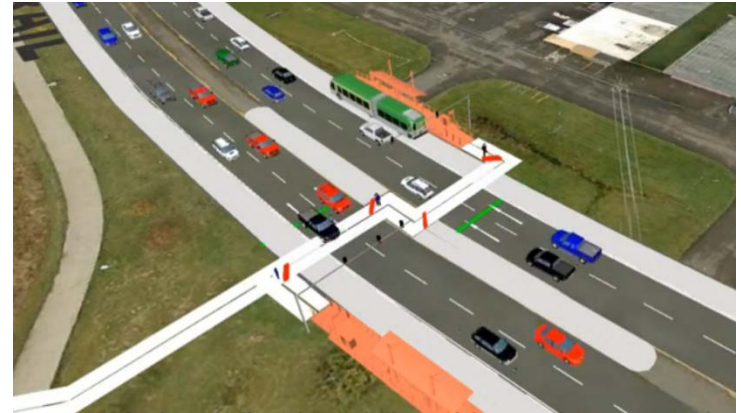
1. Work with property and business owner concerns
2. Explore all viable options
3. City of Eugene and ODOT roadway improvements and approvals



# Design Solutions

## Participants

1. Civil Engineer
2. Traffic Engineer
3. Architect
4. Landscape Architect
5. Environmental Compliance Specialist
6. Property Specialist
7. Project Manager
8. Outreach Coordinator
9. City Staff



# Design Solutions Results

	Original LPA	30% Design	Comments
<b>Partial Acquisitions</b>	Approx 120 parcels	Approx 90 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

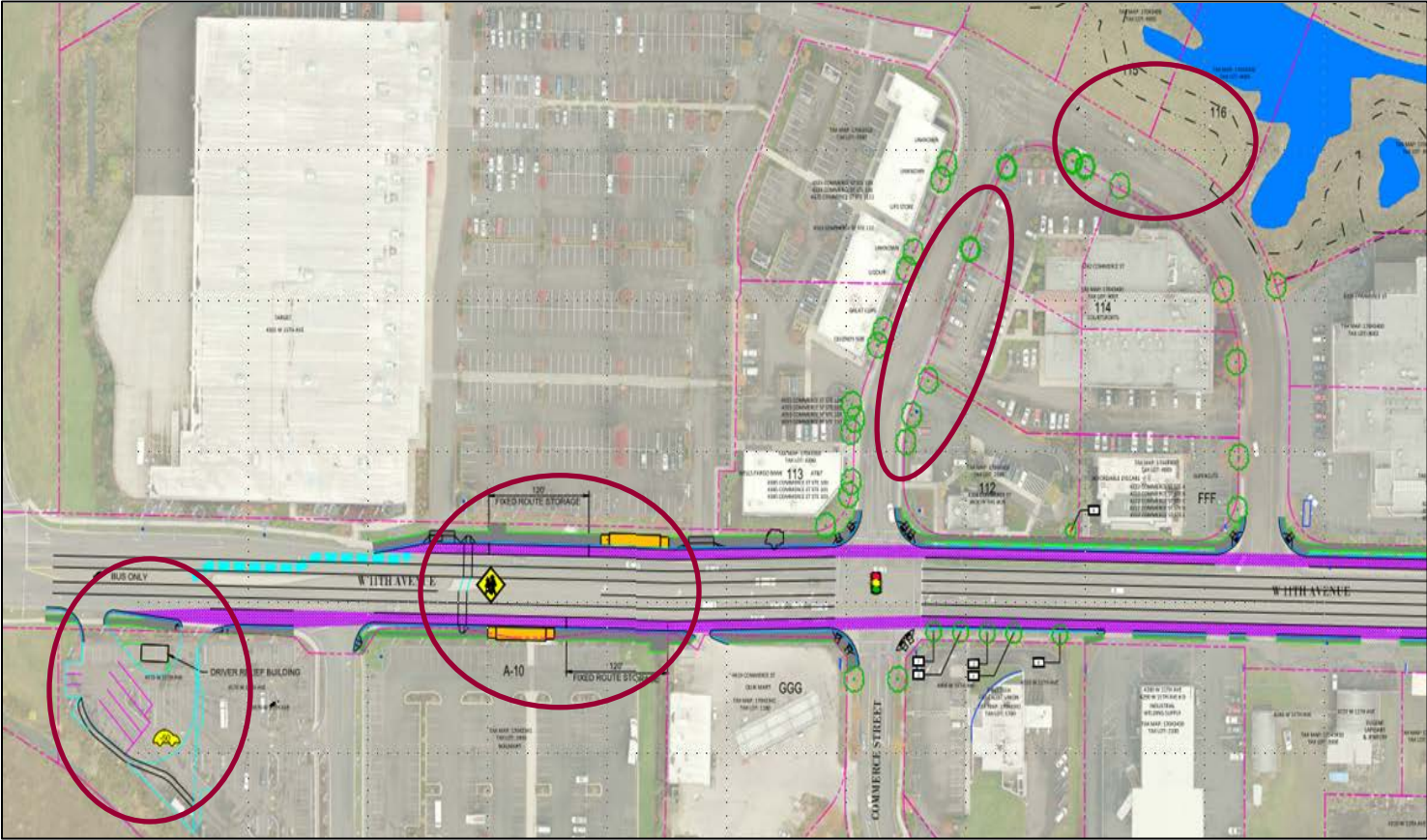
# Design Solutions Results

	Original LPA	30% Design	Comments
<b>On-Street Parking</b>	Approx 60 spaces removed	Approx 15 spaces removed	Keep 35 - mixed traffic on Charnelton Keep 16 - No change to Commerce
<b>Off-Street Parking</b>	Approx 70 spaces removed	Approx 120 spaces removed	Keep 47spaces - Design Solutions Lose 50 spaces - Walmart turnaround Lose 45 spaces – Survey correction at Market Place West on 11 <sup>th</sup>
<b>Wetlands</b>	0.048 acres	0.03 acres	New terminus location avoids impacting small wetland



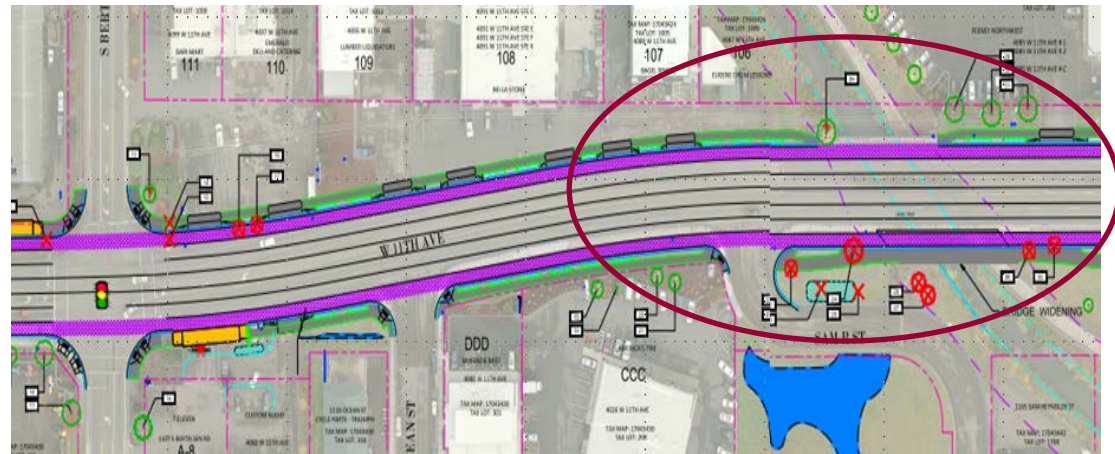
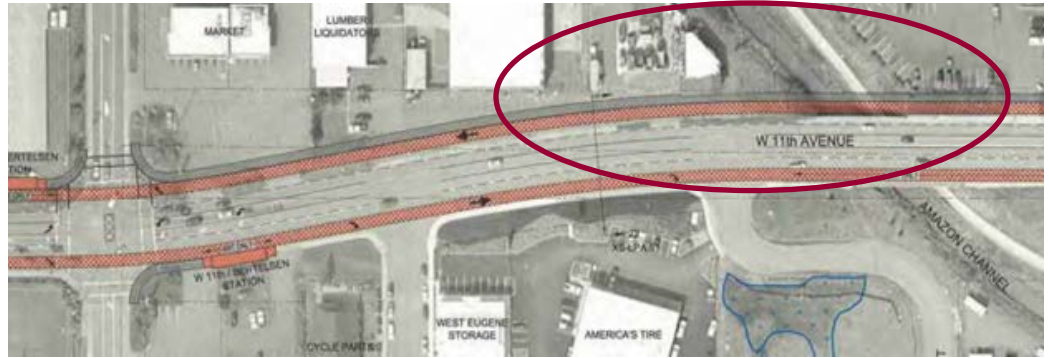
# Design Solution Example

Terminus stations moved from Commerce Street to West 11<sup>th</sup> Avenue, with turnaround at Walmart

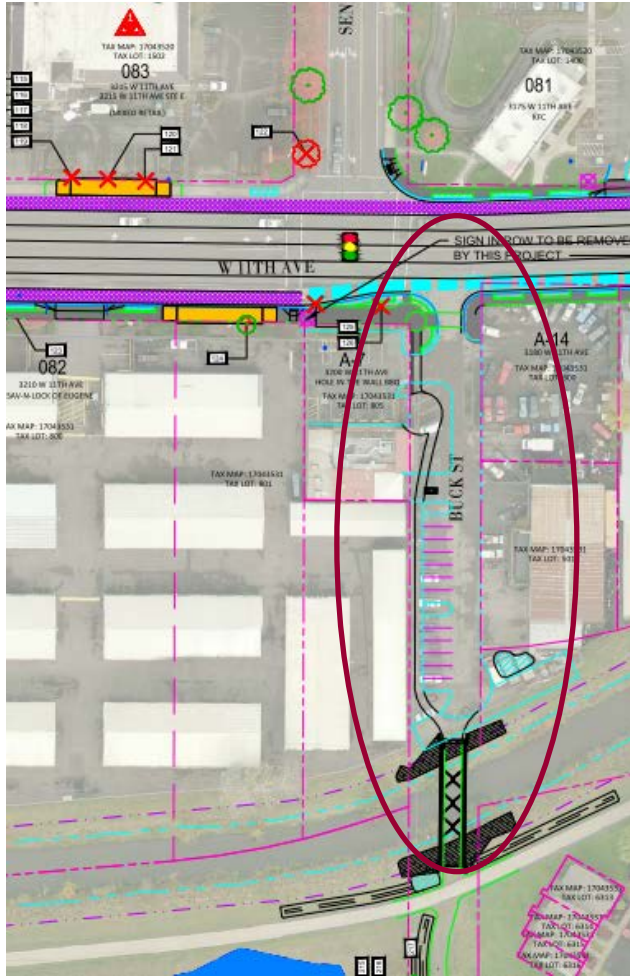


# Design Solution Example

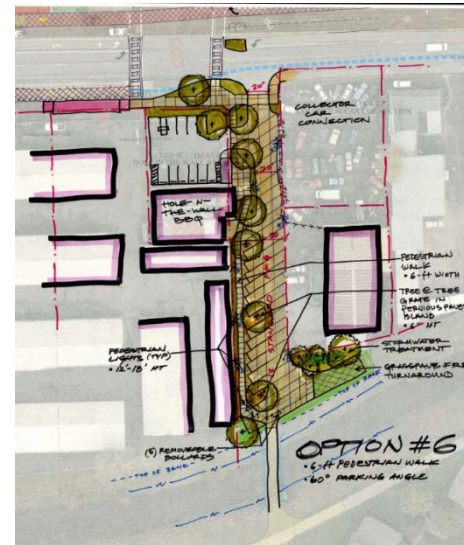
Shift widening of West 11<sup>th</sup> Avenue from north side to south side to preserve parking for businesses.



# Design Solution Example



Improve Buck Street to preserve most parking, add landscaping and lighting, and provide new connection for pedestrians and bicyclists.



# Design Solution Example

## Preserve Kings Asian Market

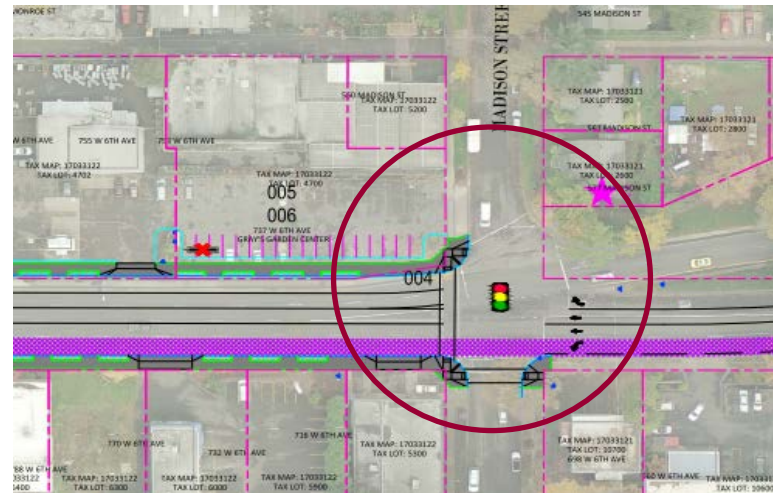
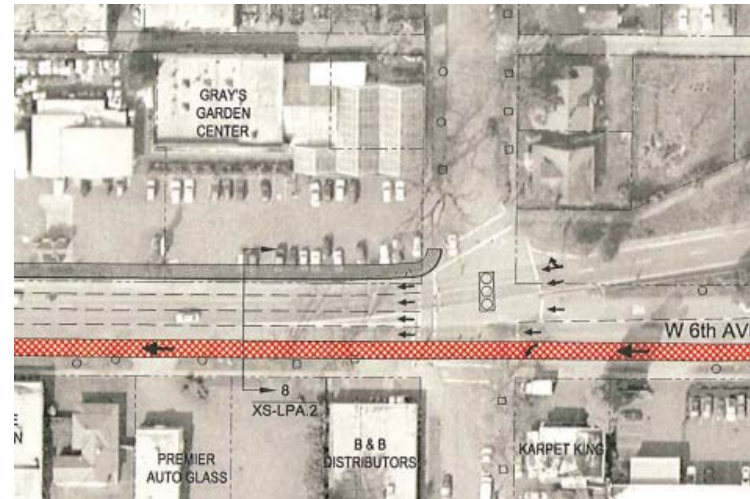
- Narrow lanes on West 11<sup>th</sup> Avenue slightly
- Reduce size of traffic barrier
- Preserve left-turn in from West 11<sup>th</sup> Avenue
- Change head-in parking to angled parking



# Design Solution Example

## Retain right turn from West 6<sup>th</sup> Avenue onto Madison Street

- Reduce lane widths slightly
- Obtain ODOT and City of Eugene approval to maintain turning movement



# Public Outreach & Business Support

## Goals

- **Connect people to timely, accurate project info**
- **Ask preferences on business support**
- **Understand individual business needs regarding construction**
- **Plan construction to support businesses and traffic flow**
- **Be responsive and caring to businesses , property owners, and the public**
- **Get public input on design where applicable**



# Public Outreach

Over 750 Individual Contacts on the Route

## Acquisition or Related Changes

- Discussions with property owners during Design Solutions
- Direct contact with property owners and tenants of approximately 140 parcels to describe 30% design



# Public Outreach

## No Acquisition or Related Changes

- In-person with over 560 corridor businesses
- Contact with managers of 25 apartment buildings





# Public Outreach



## Outreach to Broader Community

- Mailings to 15,000 addresses within 1/2 mile
- E-news: over 1,150 subscribers
- Blog: 2,000 views
- Events and displays: more than 20 events
- Website

# Business Support



## Construction

Communicate sequence and timing

- Each section: door-to-door
- Entire route: mailings, e-news, web, blog

Business needs (access, deliveries, noise, dust, vibration, etc.)

“Open during Construction” signage

Maximize night construction to minimize disruption, 7 pm – 5 am

Keep Us Moving traffic advisory alerts

24-hour hotline

# Business Support

## LTD Passes

Free passes for employees directly on route during construction phase

## Marketing

Promote the corridor – bus, print, radio, mobile  
Promote individual businesses – print, web

## Other Support

LCC Small Business Development workshops on marketing, other topics



# Focus Groups



Accessibility  
Trees, Landscaping  
Station Art



# Focus on Trees



# Focus on Accessibility



# Focus on Improved Pedestrian and Bicycle Access to Businesses



# Connecting with Corridor Communities





# Dia de Salud



# St. Vincent de Paul





# Whiteaker Neighborhood Block Party



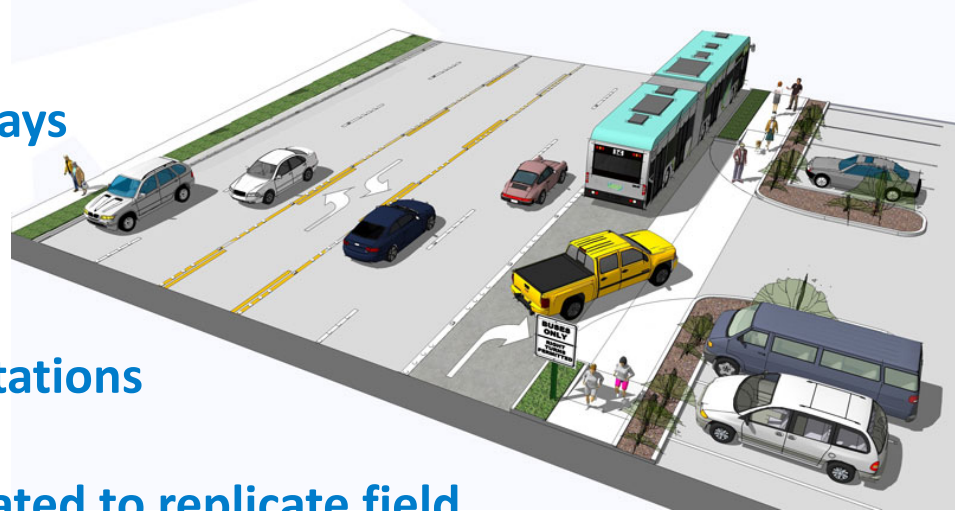


# West Eugene EmX

Questions or Comments?

# Key Elements of the Traffic Model (VISSIM)

- EmX scheduled at 10 minute headways
- New traffic signals
- Transit Signal Priority
- Revised lane configurations
- Increased pedestrian activity near stations
- Extensive data collection
- 2013 existing PM peak model calibrated to replicate field conditions
- 2017 Without Project model
- 2017 With Project model (consistent with 30% design)
- Collaborative effort between LTD, City of Eugene, ODOT, LCOG, and the design team
- Models developed in accordance with ODOT's Simulation Protocol

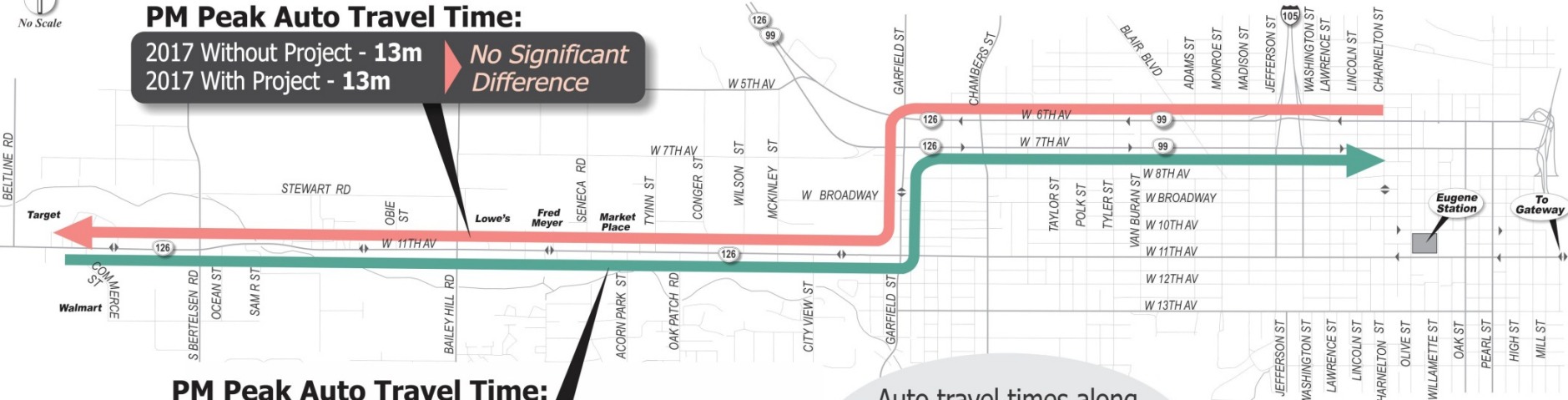


# 2017 Without and With Project Comparison



## PM Peak Auto Travel Time:

2017 Without Project - 13m  
 2017 With Project - 13m  
 No Significant Difference



## PM Peak Auto Travel Time:

2017 Without Project - 12m 30s  
 2017 With Project - 12m 30s  
 No Significant Difference

Auto travel times along the corridor will vary by less than one percent with or without the project



# VISSIM



## VISSIM

- **Simulation of modeled traffic conditions only. *Not intended to accurately represent project design related to property effects, sidewalks, driveways and other existing structures.***



# Design Solution Example

Support City of Eugene goals for downtown development.

- Change Charnelton Street to two-way flow
- Eliminate bi-directional EmX lane
- Preserve most on-street parking

