



Main-McVay Transit Study
Stakeholder Advisory Committee Meeting #3
June 26, 2014

Revised 4/9/15 to reflect correct attendance

MEETING REPORT

SAC Members Present: Diana Alldredge, **Mike Eyster**, Ronna Frank, David Helton, Lorenzo Herrera, **Ken Hill**, Randy Hledick, Andrew Knori, Rosalia Marquez, Emma Newman, Brett Rowlett, Dan Rupe, Paul Selby, Garry Swanson, Chad Towe, Erin Walters

SAC Members Absent: Jerry Hooton

Study Team: John Evans, David Reesor, Stefano Viggiano, Lynda Wannamaker

Facilitators: Stan Biles, Chris Watchie

Audience: Kendra Piveara, Rob Zako

KEY MEETING POINTS

1) Introductions & Agenda Review

Stan Biles reviewed the meeting agenda.

2) Community Input Summary

Chris Watchie provided an overview of community outreach to date. She noted that any community input received after the SAC mailing of meeting materials would be compiled and distributed to the SAC at the time of their meeting.

Purpose Statement, Goals, and Objectives

Stef Viggiano reviewed changes and deletion based on SAC meeting #2 discussion.

- Discussion focused on Purpose Statement, goals, and objectives. The Need Statement is data driven and will be developed upon completion of Baseline Report.
- Baseline data will cover right of way (ROW), traffic counts, and provide background information required to evaluate the transit options.
- Baseline data will be used to inform the criteria upon which to evaluate the range of alternatives.
- At July Workshop, alignment alternatives for Enhanced Bus Service and Bus Rapid Transit will be developed. Existing Bus Service (No Change) will also be evaluated as part of the process.
- The evaluation criteria and Need Statement will be driven by the existing conditions data.

Q: If I have questions about the needs data, when will that be on our agenda?

A: In August. The data is necessary to develop Need Statement and evaluation criteria.

Q: If we want to add to objectives when does that happen?

A: At tonight's meeting.

Purpose Statement Discussion

Stan Biles requested the SAC review the initial Purpose Statement for accuracy and asked members to each comment on it and add if they had any edits to propose to their colleagues.

SAC Comments:

- Focus is heavily on Main Street and misses the McVay element.
- Need to be sure to talk about Main-McVay, not just Main Street.
- Need to remember Glenwood Refinement Plan.
- Main Street is called out 10 times with McVay mentioned only 4 times.
- McVay Highway warrants the same recognition as Main Street.
- Pleased with how the Purpose Statement reads but it is mainly focused on Main Street.
- Like that that there are a lot of safety references to get across the Main Street but it should apply to the whole Corridor.
- In representing the trucking and freight needs, want to be sure that the Purpose Statement cover the economic needs of the Corridor.
- Commercial and industrial traffic up and down Main-McVay play a huge role.
- Happy about pedestrian safety references. We need to consider all of Main Street.
- Like to see that meeting the mobility needs of all the people as the underlying purpose of this study.
- The term “regional” is only in there once. I am not sure it adequately integrates this work into the larger regional vision.
- I agree about noting the larger regional vision.
- I would like to see more in safety such as including in-depth improvements and access and safety for all.
- Safe access should not only be to just transit. If we are serving all people – shouldn’t we be looking at all forms of safe transportation?
- Purpose Statement is well laid out but needs some grammatical help.
- The Purpose Statement is about increasing capacity and that is the utmost importance along with improved mobility.
- I think equity is still missing. Need to highlight transit dependent users. Need to look at the regional network and system. We need to have the bigger picture in mind.

Stan Biles asked if all were in agreement with stated Purpose Statement comments and proposed edits.

- SAC members requested a review:
 - Balance out references to McVay and Main
 - Highlight safety
 - Focus on how it helps people and those who heavily use transit
 - Connect the project to the region
 - Integrate transit with other modes
 - Highlight how it adds economic revitalization and enhance freight and commercial travel.
 - Make the statement clearer

Lynda Wannamaker noted the difference between the Problem, Purpose and Need Statements:

- The Purpose Statement frames where we’re going. It defines the transportation problems(s) to be solved and outlines the goals and objectives that should be included in a successful solution. It should not be overly specific because it needs to be broad enough to explore a wide range of alternatives.
- The Problem Statement outlines the transportation problem(s) the community is trying to solve. It also should not be too specific.

- The Need Statement explains the transportation problem and provides the supporting data.
- The SAC discussed in detail the concept to equity in terms of access to transit. Various points of views of what “equity” implies were expressed and the need for a clear definition if included in the Purpose Statement. The SAC agreed to request Governance Team guidance on the matter.
- The SAC discussed changes to the Purpose Statement. Lynda Wannamaker and Stef Viggiano edited the document in real time. The below reflects the key changes in italicized blue:

Purpose Statement Revisions

The purpose of the Main-McVay Transit Study project is to identify a range of *transit* improvements in the Main-McVay Corridor that provide improved mobility and transportation choices to residents, businesses, *visitors*, and commuters. The improvements will be consistent with regional plans and the community’s long-term vision and goals for the area. The range of improvements will include options that result in improved *regional connectivity and equitable transit access to destinations such as employment, educational institutions, shopping, appointments, and recreational opportunities for area residents.*

The project improvements would strive to enhance the safety and security of the *Corridor*, improve *the integration of* walkers, cyclists, transit riders, autos, and freight along and through the *Corridor*, and improve connections to and from adjacent neighborhoods.

The project would support local, regional, and state plans and goals for land use and transportation; efforts in the Main-McVay Corridor aimed at encouraging economic revitalization and land use redevelopment; and, plans and programs to create Main Street *and McVay Highway* identities and improve aesthetics on *the Corridor*, making it an attractive place to live, work, and shop.

Purpose Statement Recommendation:

Stan Biles asked if the SAC was ready to vote on the revised Purpose Statement.

- Erin Walters requested that the concept of equitable transit access stays in the draft recommended statement with guidance from the Governance Team.
- Mike Eyster moved to recommend the proposed revisions to the Purpose Statement including requesting the Governance Team’s guidance on the issue of equity. Rosalia Marquez seconded.

Stan Biles called for further discussion. Having none, the motion was put to vote. The motion passed unanimously 16 to 0 with Jerry Hooton in absentia.

Goals and Objectives Discussion

Stef Viggiano reviewed revised goals based on SAC input received at meeting #2.

- The SAC discussed changes to the Goals and Objectives including adding:
 - Improve auto travel
 - Reduce congestion
 - Promote economic development along the corridor
- Change “minimize impacts to the environment” to “where possible enhance the environment” to highlight the project’s positive impacts.
- Include a more overt sustainability statement to address the growth in GHG. Goal 2 and Objective 2.4 reflect that. In addition, it will be included in the evaluation criteria.
- Include no negative impacts to existing businesses and industry.
- Use the term “Corridor” to address both Main Street and McVay segments.

Lynda Wannamaker and Stef Viggiano edited the document in real time. The below reflects the key changes in italicized blue:

Goals and Objectives Revisions:

Goal 1: Improve corridor transit service

- Objective 1.1: Improve transit travel time
- Objective 1.2: Improve transit service reliability
- Objective 1.3: Provide convenient transit connections that minimize the need to transfer
- Objective 1.4: Increase transit ridership and mode share along the corridor
- Objective 1.5: Improve access *of other modes such as walking, bicycling, and auto (park and ride)* to transit

Goal 2: Meet current and future transit demand in a cost-effective and sustainable manner

- Objective 2.1: Control the increase in transit operating cost to serve the corridor
- Objective 2.2: Increase transit capacity to meet current and projected ridership demand
- Objective 2.3: Implement corridor improvements that provide an acceptable return on investment
- Objective 2.4: Implement corridor improvements that minimize impacts to the environment *and, where possible, enhance the environment*

Goal 3: Support economic *development*, revitalization and land use redevelopment opportunities for the corridor

- Objective 3.1: Support development and redevelopment as planned in other adopted documents
- Objective 3.2: Enhance the aesthetics of the corridor to improve economic activity
- Objective 3.3: Coordinate transit improvements with other Main Street projects
- Objective 3.4: Coordinate transit improvements with other Franklin Boulevard / McVay Highway projects
- Objective 3.5: Minimize adverse impacts to existing businesses and industry*

Goal 4: Enhance the safety and security of the corridor

- Objective 4.1: Improve the safety of pedestrians and bicyclists accessing transit and crossing *the Corridor*
- Objective 4.2: Enhance the security of transit users and of the corridor as a whole

Goal 5: Enhance other modes of travel

- Objectives 5.1: Maintain reliable motor vehicle operations and traffic flow in the corridor
- Objectives 5.2: Improve bicycle and pedestrians connections along the corridor and to and from transit stops

Goals and Objectives Recommendation:

Stan Biles asked if the SAC was ready to vote on the revised Goals and Objectives.

- Randy Hledick moved to recommend the proposed revisions to the Goals and Objectives. Emma Newman seconded.

Stan Biles called for further discussion. Having none, the motion was put to vote. The motion passed unanimously 16 to 0 with Jerry Hooton in absentia.

Upcoming Alignment Alternatives Workshop

John Evans provided an overview of the July Main-McVay Alternatives Development Workshop and the SAC's role.

- At this stage, all reasonable options for Enhanced Bus Service and Bus Rapid Transit should be developed, even if the concepts might only be viable on limited segments of the Corridor.
- The Existing Service (No-Change) option will be carried forward into the evaluation.
- The workshop is intended to develop options, not to compare the relative merits of the options. The evaluation and comparison of the alignment options to identify the “most promising alternatives” will occur in the coming months.
- July 29 -30 will be all day sessions with a team of designers and technical experts using existing study information to develop a range of alignment options for the Main-McVay Corridor to investigate.
- At different times during Workshop Day #1, staff from LTD and the City and members of the Governance Team and the Stakeholder Advisory Committee will join the team to review the concepts and give feedback to refine the concepts or add new concepts.
- On Workshop Day #2 the team of designers, technical experts, and members of the Governance Team will join provide additional feedback to refine the concepts.

Please Note: There will be three opportunities for public review and input on the draft alignment options:

- **Tuesday, July 29th** during the SAC meeting recess at 4 p.m. at the Springfield Justice Center, Emergency Operations Center (upstairs)
- **Thursday, July 31 (2 – 5 p.m.) to Friday, August 1 (8 a.m. - 3 p.m.):** public viewing of concept drawings at Springfield City Hall, Library Meeting Room
- **Thursday, July 31 – Friday, August 8:** Online viewing with comment form on www.ourmainstreetspringfield.org

Next Steps & Adjourn:

Stan reviewed next steps, thanked the SAC for their good work, and adjourned at 5:00 p.m.

- Emma Newman noted she would not be in attendance for the July SAC meeting.

Additional SAC Questions:

Q: Will the SAC have time to review the Baseline Report prior to the next SAC meeting?

A: Yes, the report will be sent one week prior and, upon request, printed for SAC members.

Q: Are we going to need to read the entire report or is there an area of it to focus on?

A: Focus on the data in summary section.

Q: How long does the Problem Statement intended to cover?

A: It usually looks out 20 years. It is not intended to be a short-term issue but looks at long-term.

Q: Is it that based on population?

A: Long term is based on what is the appropriate amount of time to make a capital investment and address the problem.

Q: Are we going to take time to review existing economic development plans, and how they fit into the region as a whole?

A: The Baseline Report will provide an overview of the different economic, land use, and transportation plans.

Q: How were communities of color reached out to for the Main Street Vision Project?

A: Chris Watchie provided SAC member Rosalia Marquez the following list:

E-invites on Main Street Vision Plan meetings sent to: Saint Vincent de Paul, Willamalane, Springfield High School, and Thurston High School, Lane Community College, Downtown Languages, Centro Latino, National Association for the Advancement of Colored People (NAACP).

General Outreach Targeting Title VI Organizations & Individuals

- LTD Bus #11 and Station Springfield Downtown
- Downtown Languages Students and Leaders
- Head Start
- LCC English as a Second Language (ESL) Students
- Saint Vincent de Paul, The Royal Building
- NEDCO
- Springfield High School
- Thurston High School
- NACCP

Bilingual Outreach to Latino Businesses

Bilingual outreach to Latino businesses to give personal meeting invitations included: Las Tunas Restaurant, Erika's Meat Market, Daisy's Mexican Bakery, La Tortillería Metate, El Rey, El Pique, Taquerilla El Trencito, Memos Mexican Restaurant, La Mixteca Market, El Ranchito Grill, Los Faroles, Cedar Sage and Roses, El Caimán: Western Wear, El Toreros, El Viejo Pilón, Taco Time, Maribel's Hair Design, and el Toreros Mexican Restaurant.

Resource List:

Mtg. #1

[Springfield Transportation System Plan](#)

[OR 126 Safety Study](#)

[Lane Transit District Long Range Transit Plan](#)

Mtg. # 2

[Central Lane MPO Regional Transportation Plan](#)

[Regional Transportation Options Plan](#)

[Springfield Bicycle Plan](#)

[Eugene - Springfield Safe Routes to School](#)

[SmartTrips Springfield](#)

[The Bus Rapid Transit Concept Major Investment Study \(MIS\)](#)

[Eugene/Springfield Area Urban Rail Feasibility Study](#)

[Oregon Freight Plan](#)

[Oregon Rail Plan](#)

[Oregon Transportation Options Plan](#)

[Oregon Bicycle and Pedestrian Plan](#)

[Moving Ahead for Progress in the 21st Century Act \(MAP-21\)](#)

[FTA Small Starts Program](#)

Mtg. #3

[Glenwood Refinement Plan](#)

[Glenwood Refinement Plan Update Project](#)