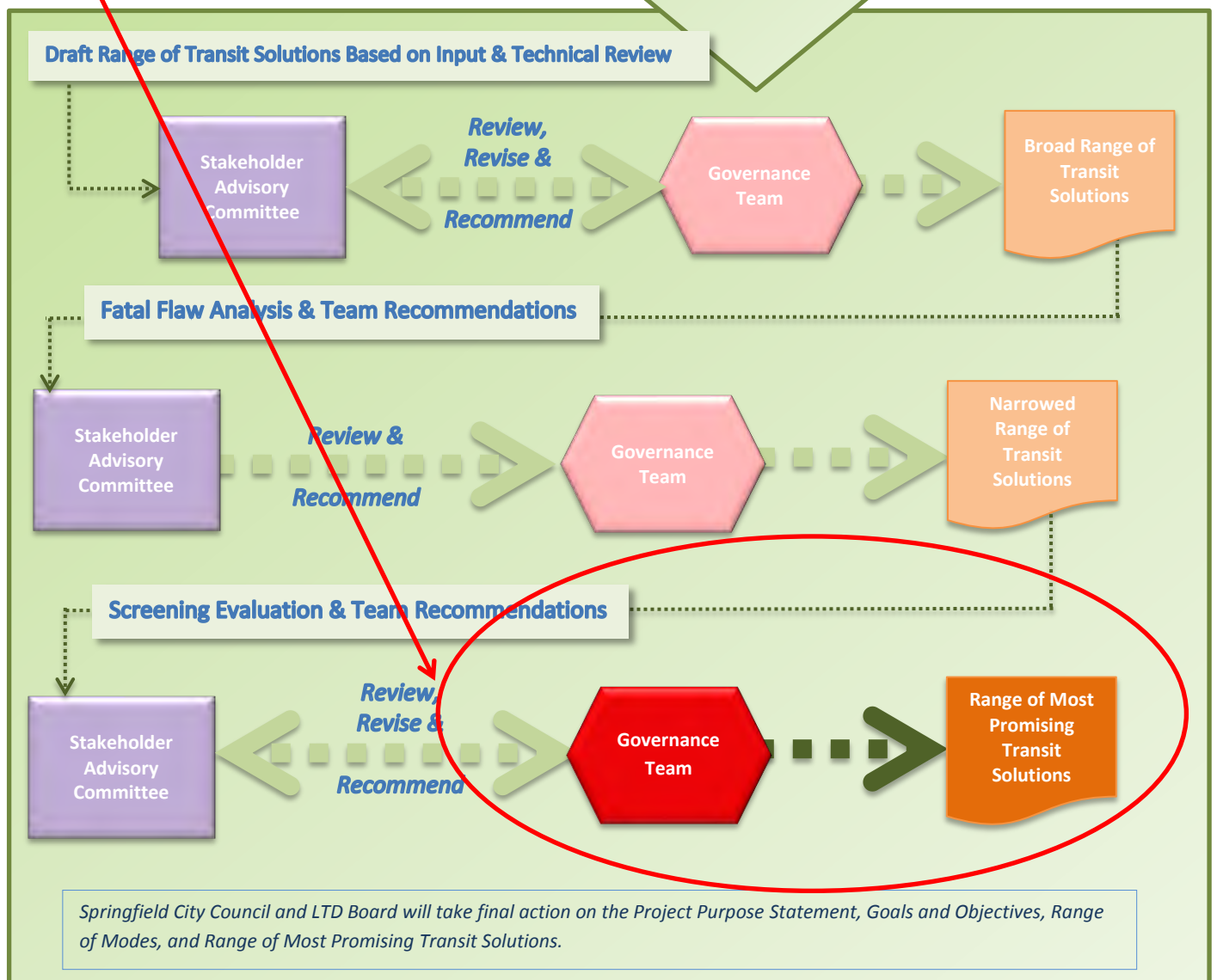
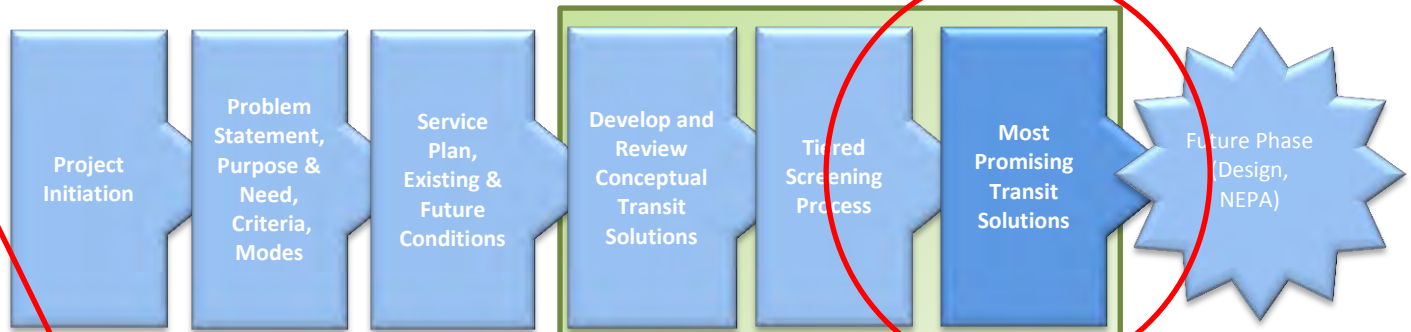


WE ARE HERE

- ✓ Recommendation: Modes
- ✓ Recommendation: Purpose, Goals, Objectives
- ✓ Service Concepts Report
- ✓ Baseline Existing and Future Conditions Report
- ✓ Develop Draft Broad Range of Transit Solutions
- ✓ Recommendation: Problem, Need, Evaluation Criteria (8/26)
- ✓ Recommendation: Broad Range of Transit Solutions (8/26)
- ✓ Recommendation: Narrowed Range of Transit Solutions (9/30)
- ✓ Recommendation: 3 Elements of Most Promising Range of Transit Solutions (10/28)
- ✓ Recommendation: 4 Elements of Most Promising Range of Transit Solutions (12/09)
- ✓ Recommendation: Most Promising Range of Transit Solutions (01/27)

Main-McVay Transit Study February 2015





Main-McVay Transit Study
Stakeholder Advisory Committee

AGENDA

Tuesday, February 24, 2015
Springfield City Hall, Library Meeting Room
3:00 - 5:00 p.m.

- | | |
|---|-----------|
| 1. Welcome & Agenda Review (5 minutes) | 3:00 p.m. |
| - <i>Stan Biles</i> | |
| 2. Community Input Summary (5 minutes) | 3:05 p.m. |
| - <i>Chris Watchie</i> | |
| 3. Process Next Steps (5 minutes) | 3:10 p.m. |
| - <i>Tom Boyatt</i> | |
| - <i>John Evans</i> | |
| 4. SAC Feedback on Process (10 minutes) | 3:15 p.m. |
| - <i>SAC</i> | |
| 5. Group Photo (5 minutes) | 3:25 p.m. |
| - <i>All</i> | |
| 6. Celebration! (90 minutes) | 3:30 p.m. |
| - <i>All</i> | |

The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD's Administration office as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please call 541-682-6100 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments).



Main-McVay Transit Study
Stakeholder Advisory Committee (SAC) Meeting #9
January 27, 2015
Meeting Report

SAC Members Present: Diana Alldredge, Mike Eyster, Ronna Frank, David Helton, Randy Hledik, Jerry Hooton, Andrew Knori, Rosalia Marquez, Emma Newman, Brett Rowlett, Dan Rupe, Paul Selby, Garry Swanson, Erin Walters

SAC Members Absent: Lorenzo Herrera, Ken Hill, Chad Towe

Study Team: John Evans, Tom Boyatt, Stefano Viggiano, Lynda Wannamaker

Facilitators: Stan Biles, Chris Watchie

Audience: Rob Zako, Christian Hill

KEY MEETING POINTS:

1) Welcome & Agenda Review

Stan Biles welcomed the SAC and reviewed the agenda:

- Review of Governance Team (GT) Meeting January 8th
- Review Decisions on Potential Transit Corridor Elements
- Recommend Most Promising Transit Solutions for:
 - McVay Highway Segment
 - Main Street Segment

2) Community Input Summary

Chris Watchie reviewed the community input between the SAC meetings #8 and #9.

- Written Comments: None
- Website Input: 8 emails
- Email Correspondence: 6 emails
- Media: 1 editorial
- Main Street E-Updates:
 - Update as part of Main St. Vision Open House (1/20/2015)
- Community Outreach:
 - Door-to-door outreach to corridor business
 - Pending community presentations

3) Governance Team Update

John Evans provided a summary of January 8, 2015 Governance Team meeting.

The GT took action on SAC recommendations for the following transit corridor elements:

- BRT Routing: McVay South. Approved SAC recommendation, and added that both McVay South routing options also be considered for the McVay Highway Enhanced Bus Option
- Enhanced Bus Options: Approved SAC recommendation
- BRT Service Options: Approved SAC recommendation
- BRT Lane Exclusivity: Approved SAC recommendation

Tom Boyatt noted how appreciative the GT is of the SAC's time and work. They will join the SAC on February 24 celebration.

4) Most Promising Range of Transit Solutions

Stefano Viggiano reviewed the Tier 1 and Tier 2 screening processes and the SAC's seven key study elements recommendations for the GT.

BRT Station Spacing

Original Options:

- Less than 1/3 mile spacing between stops
- Approximately 1/3 mile spacing between stops
- More than 1/3 mile spacing between stops

Tier 1 Screening Recommendations to move forward to Tier 2:

- Less than 1/3 mile spacing between stops
- Approximately 1/3 mile spacing between stops
- More than 1/3 mile spacing between stops

Tier 2 Screening - SAC recommendation:

- Approximately 1/3 mile spacing between stops

GT's Response:

- Concurred with SAC's recommendation

BRT Routing: Main Street East, Eastern Terminus:

Original Options:

- Thurston Station
- Thurston High School
- Thurston Road to 69th
- Main Street to 72nd

Tier 1 Screening:

- Thurston Station
- Thurston High School

Tier 2 Screening - SAC recommendation:

- Thurston Station (with selected trips extended to Thurston High School)

GT's Response:

- Concurred with SAC's recommendation

BRT Routing: Main Street Downtown

Original Options:

- Main Street/South A couplet
- Two-way South A
- Two-way South A to 10th or 14th; couplet east of 10th or 14th
- Two-way Main Street (eliminated prior to Tier 1 screening)

Tier 1 Screening Recommendations to advance to Tier 2:

- Two-way South A
- Two-way South A to 10th or 14th; couplet east of 10th or 14th

Tier 2 Screening - SAC recommendation:

- SAC Recommendation: Two-way South A to 10th; couplet east of 10th
- Backup Option: Two-way South A

GT's Response:

- Concurred with SAC's recommendation

BRT Routing: McVay South

Original Options:

- McVay Highway (west of I-5)
- Old Franklin (east of I-5)
- Haul Road (east of I-5)

Tier 1 Screening Recommendations to move forward to Tier 2:

- McVay Highway (west of I-5)
- Old Franklin (east of I-5)

Tier 2 Screening - SAC recommendation:

- McVay Highway (west of I-5)
- Old Franklin (east of I-5)

GT's Response:

- Concurred with the SAC's recommendations with the understanding that both options will also be considered for Enhanced Bus routing

Enhanced Bus Options

Original Options:

- Main Street
- McVay Highway
- Main Street Express
- Freeway Express
- Main-McVay

Tier 1 Screening Recommendations:

- Main Street
- McVay Highway
- Main Street Express

Tier 2 Screening - SAC recommendation:

- Main Street
- McVay Highway

GT's Response:

- Concurred with the SAC's recommendation

BRT Service Options

Original Options:

- Franklin-Gateway; Main-McVay
- Franklin-Main; Gateway-McVay
- Franklin-Gateway; Main; McVay
- Franklin-Main; Gateway; McVay

Tier 1 Screening Options:

- Franklin-Main; Gateway-McVay
- Franklin-Main; Gateway; McVay

Tier 2 Screening - SAC recommendation:

- Franklin-Main (Gateway EmX operates independently) Establishing a long east-west route (West Eugene – Thurston)
- Secondary Option: Franklin-Main; Gateway-McVay: Possibly reconsider depending on McVay Highway development

GT's Response:

- Concurred with the SAC's recommendation

BRT Lane Exclusivity

Original Options:

- Low Exclusivity
- Moderate Exclusivity
- High Exclusivity

Tier 1 Screening:

- Low Exclusivity
- Moderate Exclusivity
- High Exclusivity

Tier 2 Screening - SAC recommendation:

- Moderate Exclusivity

GT's Response:

- Concurred with the SAC's recommendation

Viggiano provided an overview of the Most Promising Transit Solutions:

- Most Promising Transit Solutions are a compilation of decisions on individual elements
- Looked at Main Street and McVay Highway Segments separately
- Once packaged together, do the solutions make sense?

No-Change Option

- Continuation of current service, with typical minor service and operational adjustments as needed
- Carried forward on both Main Street and McVay Highway Segments
- Forms "baseline" for comparison of potential transit improvements

Enhanced Bus on Main Street and McVay Highway

Key Elements:

- Transit signal priority
- Possible queue-jumps at congested intersections
- Enhanced stops
- Possible frequency improvements
- Consideration of both McVay Highway and Old Franklin routing options on south end of McVay Highway Segment

BRT on Main Street

Key Elements:

- Main Street EmX an extension of the Franklin EmX (Gateway EmX would terminate at the Springfield Station)
- Transit signal priority
- Approximately 1/3 mile stop spacing
- Terminus at Thurston Station; with selected trips extended to Thurston High School
- Neighborhood connector service east of 58th Street
- Downtown routing using the Main Street/South A couplet east of 10th and South A west of 10th
- "Moderate" level of transit lane exclusivity

BRT on McVay Highway

Key considerations:

- Insufficient ridership to support BRT-level service (i.e., 10-minute service peak hours, at least 15 min. service over a 14-hr day. And Saturday and Sunday service
- Would nearly triple LTD operating costs on the corridor
- Reconsider as option should development in Glenwood and other areas along the McVay Highway Segment occur faster than projected

SAC Comments/Questions:

Q: What might lead to EmX on McVay Highway?

Project Team Response: Significant development along that segment.

Q: What hurdles/steps need to happen should development occur?

Project Team Response: Some assessment on how the development would impact ridership and the feasibility of service. It also would need to qualify for Federal Transit Administration (FTA) funding.

Q: Current ridership would not qualify for FTA funding?

Project Team Response: Based on current ridership, it would not. [See *Clarification A*, page 13]

Q: Would a Lane Community College (LCC) to Thurston route have been eligible for FTA funding? Would that have changed the ridership data? The SAC wasn't thinking about federal funding, more about building a map for ridership.

Project Team Response: Don't know if Main Street's ridership would be enough to carry McVay Highway ridership to qualify for federal funding.

Q: Was EmX on McVay Highway doomed by linking Franklin to Main Street since the ridership in the Gateway area was lower than what was needed to qualify for federal funding?

Project Team Response: The Gateway line has met its ridership projections. Since the Franklin route has very high ridership, that drives the frequency of the combined route [Franklin/Gateway]. If it wasn't tied to Franklin, Gateway may not need that level of frequency. [See *Clarification B*, page 13]

SAC Comment: There's been a lack of discussion with Lane County and City of Eugene in that whole area.

Project Team Response: The Gateway to LCC route is part of future overall BRT system plan. If it doesn't happen now, it could happen in the future. That is a logical north/south connection.

SAC Comment: If the goal was to get federal funds to build this, maybe it (linking Franklin and Main) wasn't the best decision at the time.

Project Team Response: The decision on routing was made on what made best sense for riders, not about getting federal funds.

SAC Comment: Thinking about federal funds, does it make sense to add McVay Highway to a line that is already being heavily used? That just gets ridership to qualify. It doesn't get funds to operate it.

Q: Are there any updates on the larger EmX system and Eugene's process of looking at 30th?

Project Team Response: The Eugene key corridor study process is just getting underway and 30th Ave may be one of many corridors to consider over the next few years. The study process will look at connections. There may be more development around the LCC Basin and southern portion of McVay Highway for a 30th Avenue project to connect with McVay Highway. It's speculation right now.

SAC Comment: Not sure what the EmX Steering Committee is and how it ties into this process. Assume that it looks at the broader EmX system. The SAC has focused on this corridor very well but want to make sure the Main-McVay process is part of the larger regional planning of EmX.

Project Team Response: The EmX Steering Committee's mandate is to advise the LTD Board on EmX related issues. They have not played an active role in this Study. They would in the future, if there was a project worth pursuing.

Q: To what extent were the options modeled?

Project Team Response: The BRT service options were modeled.

Q: Did you model the McVay Highway segment to take into account the potential for Thurston service?

Project Team Response: Thurston to LCC was not modeled. The Project Team modeled Franklin-Main and Gateway-McVay together and then independently.

SAC Comment: The title of this Study is “Main-McVay” and yet it wasn’t modeled.

Project Team Response: The SAC and Project Team looked at that as an option and decided that the north-south, east-west options made more sense.

Project Team Response: Modeling is more of an art than a science. It projects future ridership. What exists now on McVay Highway is low density and likely low ridership with limited demand during the day. There was no just cause for modeling that would generate anything that wasn’t predicted.

SAC Comment: If the numbers were based on how many people go from the Gateway-area to LCC, that could be different from how many people go from the Thurston-area to LCC or West Eugene to LCC.

Project Team Response: The reason why the SAC has not advanced BRT on the LCC portion/McVay Highway segment is because the time of day and season demand are not adequate to support and justify that level of investment on a cost per rider basis.

SAC Comment: The threshold/mass in Glenwood may not be enough but students going to and from those different three points [West Eugene, Thurston, Gateway] may be.

Project Team Response: If the process moves forward, that can be a first step to look at in more detail.

SAC Comment: For the next group that looks at this, recommend looking at the possible federal funds for the LCC portion. Could have extended trips at particular times and days like the SAC recommended for Thurston. For instance, on Saturdays, every other bus could go out to Thurston instead of LCC.

Q: If McVay Highway is isolated now, will it be difficult in the future to get federal funds to build EmX?

Project Team Response: Twice the FTA has allowed an existing BRT route to have an extension with less frequency than would otherwise be required (Kansas City, MO and Columbus, OH). If the Study moves forward, limited frequency could be explored with the FTA. The SAC could offer this as a recommendation for further study to the GT if there is a next phase.

Project Team Response: The SAC can make additional recommendations and advice to supplement their primary recommendation. Rather than getting into design details, the SAC can forward stipulations to the GT should the Study advance.

SAC Comment: In review of the Study’s public input and comments heard at the Main St. Vision Plan Open House, there is concern about speed and especially speed further out on the corridor. Need to apply more weight to the SAC’s recommendation on Lane Configuration. Enforcement can be effective but it needs to happen. Most effective are street design and lane configuration to affect the corridor speed.

SAC Comment: Another way to slow speed down is to put in more pedestrian crossings. The SAC discussed increasing the amount of pedestrian crossings. Understood there would be more consideration about putting more crosswalks east of 58th Street. Don’t know what happened to that.

SAC Comment: The SAC highlighted pedestrian and bicycle safety, access, and comfort but didn’t get into specifics. Recommend that the SAC adds an additional sentence about speed and lane configuration.

Project Team Recommendations

Biles asked Viggiano to review the Project Team Recommendations:

Project Team Recommendation #1: Advance as Most Promising Transit Solutions:

No-Change and Enhanced Bus options for the McVay Highway Segment

No-Change, Enhanced Bus, and BRT options for the Main Street Segment

Project Team Recommendation #2: Recommend that LTD and the City of Springfield conduct further study of the range of Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions for the Main Street and McVay Highway Segments.

SAC Comments/Questions

Q: Why is the No Change option included?

Project Team Response: It's always a good idea to maintain an option to stay with existing service. It also provides a baseline and the federal process requires it.

Q: What are the steps for the Small Starts Program?

Project Team Response: If the Study advances, it enters into the federal process. A Request to Enter Project Development letter is submitted to the FTA. It reviews what the Corridor looks like, the amount of work done, and a request to start the project development process to do more detailed analysis.

Q: Is it for an Alternative Analysis (AA) or Environmental Analysis (EA)?

Project Team Response: The AA process is no longer required after the last federal transportation bill. There still is some sort of alternatives analysis. If the Study advances, the next step would be an environmental analysis. It's yet to be determined if it would be an EA, categorical exclusion (CE), or an Environmental Impact Statement (EIS), with that decision based on the project's scope and likely impacts. [See *Clarification C*, page 13]

SAC RECOMMENDATION:

Revision of SAC Lane Configuration Recommendation

Biles called for a motion.

SAC Member Emma Newman moved that the following statement be included in the existing SAC BRT Lane Configuration recommendation: *The SAC also recommends that corridor traffic speeds of various lane configuration models be studied and be considered in relation to corridor safety.*

SAC Member Mike Eyster seconded.

Biles called for further discussion.

SAC Comment: This references the comments submitted to the SAC and heard at the Main St. Vision Plan's Open House and is important to be in alignment with Main Street Vision Plan.

SAC Comment: It's a good idea.

The motion was put to vote. The motion passed 13 to 1¹ with SAC member Erin Walters opposed and SAC Members Lorenzo Herrera, Ken Hill, and Chad Towe in absentia. SAC Member Erin Walters previously stated she would vote against any EmX options.

SAC RECOMMENDATION:

Advance as Most Promising Transit Solutions

Biles called for the motion.

SAC Member Mike Eyster moved to advance as Most Promising Transit Solutions:

No-Change and Enhanced Bus options for the McVay Highway Segment

¹ An incorrect vote count occurred during the meeting. The motion passed 13 to 1 rather than 12 to 1 as stated in the meeting.

No-Change, Enhanced Bus, and BRT options for the Main Street Segment

SAC Member Rosalia Marquez seconded.

Biles called for further discussion.

SAC Member Randy Hledik proposed an amendment to the motion as a third bullet: *Consideration of McVay Highway based on the corridor meeting development thresholds or ridership levels associated with other segments of the regional BRT segments.*

Q: Would BRT thresholds include operating costs as well as criteria for federal funding?

SAC Member Hledik response: The amendment is intended to be loose. In combination with other segments, it could be a short segment or with less frequency.

SAC Comment: The amendment is written broad enough to include operating costs.

SAC Comment: Not sure if it should be included in Most Promising Alternatives. It hasn't been studied to the extent as the other options.

SAC Comment: Better to place it under Project Team Recommendation #2 for further study.

SAC Member Hledik withdrew his proposed amendment to include it under Project Team Recommendation #2.

Q: Does the Project Team Recommendation #1 include all the specific elements of the SAC's recommendations in the final report?

Project Team Response: Yes, it puts it all together.

Biles restated the motion.

Move to advance as Most Promising Transit Solutions:

No-Change and Enhanced Bus options for the McVay Highway Segment

No-Change, Enhanced Bus, and BRT options for the Main Street Segment

Biles called again for further discussion. Hearing none, the motion was put to vote. The motion passed 13 to 1 with SAC Member Erin Walters opposed and SAC Members Lorenzo Herrera, Ken Hill, and Chad Towe in absentia. SAC Member Erin Walters previously stated she would vote against any EmX options.

SAC RECOMMENDATION:

Further study of the Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions

Biles called for the motion.

SAC Member Eyster moved to recommend that LTD and the City of Springfield conduct further study of the range of Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions for the Main Street and McVay Highway Segments.

SAC Member Ronna Frank seconded.

Biles called for further discussion.

SAC Member Randy Hledik proposed language to be included in the motion: Consideration should be given to McVay Highway segment for future BRT service based on the corridor meeting development thresholds or ridership levels associated with other segments of the regional BRT system.

Biles called for the revised motion.

SAC Member Eyster revised the motion and moved to recommend that LTD and the City of Springfield conduct further study of the range of Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions for the Main Street and McVay Highway Segments. Consideration should be given to McVay highway segment for future BRT service based on the corridor meeting development thresholds or ridership levels associated with other segments of the regional BRT system.

SAC Member Ronna Frank seconded.

Biles called for further discussion.

SAC Comment: Doesn't the Recommendation #1 already state the amendment?

SAC Comment: This is not one of the Most Promising Transit Solutions.

Project Team Response: The amendment asks in the future to consider BRT on McVay Highway segment.

SAC Comment: It also considers BRT on McVay Highway with another route of the BRT system.

SAC Comment: Those options are not part of the preferred solutions.

SAC Member Ronna Frank moved to amend the motion to include additional pedestrian crossings as noted in the SAC's July 2014 workshop.

SAC Member Rosalia Marquez seconded.

The SAC discussed public comments received and heard at the Main Street Vision Open House on safety concerns for pedestrians and determined to make it a separate SAC recommendation.

SAC Members Ronna Frank and Rosalia Marquez withdrew their motion to be part of Project Team Recommendation #2.

Biles called for the revised motion.

SAC Member Eyster revised the motion and moved to recommend that LTD and the City of Springfield conduct further study of the range of Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions for the Main Street and McVay Highway Segments. Consideration should be given to McVay Highway segment for future BRT service based on the corridor meeting development thresholds or ridership levels associated with other segments of the regional BRT system.

SAC Member Ronna Frank seconded.

Biles called for further discussion. Hearing none, the motion was put to vote. The motion passed 13 to 1 with SAC Member Erin Walters opposed and SAC Members Lorenzo Herrera, Ken Hill, and Chad Towe in absentia. SAC Member Erin Walters previously stated she would vote against any EmX options.

SAC RECOMENDATION:

Further Study of Additional Pedestrian Crossings

Biles called for the motion.

SAC Member Ronna Frank moved if a study is conducted to include the SAC requested three pedestrian crossings from the July 2014 workshop as identified in the Main St. East BRT map.

SAC Member Rosalia Marquez seconded.

Biles called for further discussion.

SAC Comment: If more bus stops happen, need to emphasize speed is an issue for pedestrian safety with the elementary and high schools from 58th -70th Streets. Lighting also needs to be addressed. People don't respect the speed. A student's life was lost.

SAC Comment: Fully supportive of the motion but think it should be broader and more encompassing beyond what the SAC came up with at the workshop.

SAC Comment: At the SAC July 2014 workshop, traffic engineers [DKS] identified three specific locations for new pedestrian crossings.

SAC Comment: Don't want to limit pedestrian crossings to just three, could be other options that should be considered.

SAC Comment: Focus attention on safety not the number of crossings. Don't want to get into design issues now. A broader conceptual statement would be more appropriate.

SAC Comment: Want to make sure they do something. It would be sad if it ended up being just one crossing.

SAC Comment: Could make a broad statement including those identified at the July 2014 meeting.

SAC Members Ronna Frank and Rosalia Marquez withdrew their motion and accepted broader language for inclusion in a new motion.

Biles called for the motion.

Emma Newman moved to recommend further study of additional pedestrian crossings and lighting improvements beyond 58th including those identified in the SAC's July 2014 workshop.

SAC Member Rosalia Marquez seconded.

Biles called for further discussion.

SAC Comment: Specify that the location is east of 58th.

Emma Newman revised her motion and moved to recommend further study of additional pedestrian crossings and lighting improvements east of 58th including those identified in the SAC's July 2014 workshop.

Biles called for further discussion.

Hearing none, the motion was put to vote. The motion passed unanimously 14 to 0 with SAC Members Lorenzo Herrera, Ken Hill, and Chad Towe in absentia.

5. Selection of SAC Representatives

SAC RECOMMENDATION

Committee members to represent the SAC at upcoming Springfield City Council and LTD Board work sessions

Biles requested the SAC nominate two to three SAC members to represent the committee.

John Evans noted that while work sessions do not take public testimony, all members of the public are welcomed to attend. At the regular Springfield City Council and LTD Board meetings, the opportunity for public testimony is available.

Biles called for nominations. Three SAC members were nominated and agreed to be representatives:

- Randy Hledik
- Emma Newman
- Brett Rowlett

Biles called for the motion.

Mike Eyster moved that Randy Hledik, Emma Newman, and Brett Rowlett serve as the SAC spokespeople for the Governance Team, Springfield City Council, and Lane Transit District Board work sessions.

Rosalia Marquez seconded.

Biles called for further discussion.

Hearing none, the motion was put to vote. The motion passed unanimously with SAC Members Lorenzo Herrera, Ken Hill, and Chad Towe in absentia.

6. Next Steps/Wrap Up

Lynda Wannamaker reviewed upcoming meeting schedule:

Date	Actions
January 27	SAC Recommendation: Draft Range of Most Promising Transit Solutions
February 19	GT Decision: Draft Range of Most Promising Transit Solutions
February 24	SAC Thank You and Celebration!
April 20	Springfield City Council Work Session: Review Recommendations
May 4	Springfield City Council Work Session: Review Recommendations (if needed)
May 4	Springfield City Council Resolution: Range of Most Promising Transit Solutions
May 11	LTD Board Work Session: Review Recommendations

May 11	LTD Board Resolution: Range of Most Promising Transit Solutions
May 20	LTD Board Resolution: Range of Most Promising Transit Solutions (if needed)

Biles congratulated the SAC for their good and productive work. February 24 is a celebration in their honor.

Adjourn

Meeting Report Clarifications:

Clarification A: Projections indicate that ridership on the McVay Highway Segment would not meet FTA Small Starts requirements.

Clarification B: The discussion regarding possible reduction in Gateway EmX midday frequency is due to its current linkage to Franklin.

Clarification C: The AA process is no longer required after the last federal transportation bill. However, there still is the need to identify a preferred solution, which is, in effect, an alternatives analysis.

SAC 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](#)

Mtg. #4

See: Page 30 [Section J: Main-McVay Transit Study Baseline Existing and Future Conditions Report](#) for a complete list of the Report's information and data resources

Mtg. #5

None noted

Mtg. #6

[2035 Regional Transportation Plan Bus Rapid Transit System Map](#) (PDF)

[Bus Rapid Transit \(BRT\) Concept Major Investment Study: Route Structure](#) (PDF)

See page 41 for route interlining information.

Mtg. #7

[Springfield School District Transportation Guidelines](#)

Mtg. #8

[Springfield Urban Growth Boundary](#)

[Eugene Urban Growth Boundary](#)

[Franklin Boulevard Redesign](#)

Mtg. # 9

[New Starts, Small Starts and Core Capacity Improvement Projects under MAP-21 \(Section 5309\)](#)



Main-McVay Transit Study

Community Input Summary

January 20 – February 10, 2014

Additional Website Input:

COMMENT:

From: Laurel Hayles

Date: Mon, Jan 26, 2015 9:20 am

To: info@ourmainstreetspringfield.org,

Subject: Proposed Main-McVay EmX line

LTD needs to seriously consider the environmental and commercial impact of this proposed EmX extension project. Is the expense of construction, loss of business revenue due to construction, and potential for serious negative public opinion from residents directly impacted by the construction and subsequent running of this EmX line warranted? In truth, biodiesel vehicles have a significantly lower environmental impact than electric/hybrid vehicles, and would not have the additional negative consequences and expenses of construction. Replacing the existing non-EmX buses from petroleum-based fuel to biodiesel would result in a huge positive statement with the resulting positive PR - a definite win-win for LTD and the community.

PROJECT TEAM RESPONSE:

From: BOYATT Tom <tboyatt@springfield-or.gov>

Date: Thu, Jan 29, 2015 3:02 pm

To: Laurel Hayles

Subject: RE: Proposed Main-McVay EmX line

Thank you for your Main-McVay Transit Study comment via the ourmainstreetspringfield.org website. It's been incorporated it into the public record for decision makers to read and consider.

To receive periodic e-updates of the Main Street projects, please sign up at [Main Street Projects](#).

Tom Boyatt

COMMENT:

From: David Hyland

Date: Mon, Jan 26, 2015 9:10 am

To: info@ourmainstreetspringfield.org

Subject: EMX

Springfield ALREADY has a more than adequate public transportation system for its size. Spending OUR money needs to be OUR choice. Small business owners and property owners, like myself, will be impacted by this proposal in many different ways, some of which will be immediate and some may take months or even years to recognize. Loss of land used business

entry or egress, loss of parking, loss retail space , reduced business during construction, excess noise & dust are just a few of the issues that will negatively effect the business in EMX's path.

It is my hope and desire that the powers to be will heed the concerns of the general public and put it to a vote.

Thanks for your time
David N. Hyland
Hyland Auto Sales
Hyland Acceptance Company
541-736-1111

PROJECT TEAM RESPONSE:

From: BOYATT Tom <tboyatt@springfield-or.gov>
Date: Thu, Jan 29, 2015 3:02 pm
To: _ David Hyland
Subject: re: EMX

Thank you for your Main-McVay Transit Study comment via the ourmainstreetspringfield.org website. It's been incorporated it into the public record for decision makers to read and consider.
To receive periodic e-updates of the Main Street projects, please sign up at [Main Street Projects](#).
Tom Boyatt

COMMENT:

From: Gayle Ware
Date: Mon, Jan 26, 2015 7:46 am
To: info@ourmainstreetspringfield.org,

The majority of the public does not want EmEx, but it is being shoved down out throats and we, the tax payers, will have tp pay dearly. What happened to no taxation without representation?

PROJECT TEAM RESPONSE:

From: BOYATT Tom <tboyatt@springfield-or.gov>
Date: Thu, Jan 29, 2015 3:06 pm
To: : Gayle Ware
Subject: Re: EmEx not needed nor wanted

Thank you for your Main-McVay Transit Study comment via the ourmainstreetspringfield.org website. It's been incorporated it into the public record for decision makers to read and consider.
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Tom Boyatt

COMMENT:**From: John Borg****Date: Sun, January 25, 2015 8:00 pm****Subject: jborg5265@gmail.com**

We strongly oppose an EMX on Main ST , this would adversely affect our business as has already happened in Eugene, we see no reason to upgrade when the bus service isn't being utilized to its full potential yet.

PROJECT TEAM RESPONSE:**From: BOYATT Tom****Sent: Thursday, January 29, 2015 3:08 PM****To: 'jborg5265@gmail.com'****Subject: RE: [FWD: jborg5265@gmail.com]**

Thank you for your Main-McVay Transit Study comment via the ourmainstreetspringfield.org website. It's been incorporated it into the public record for decision makers to read and consider.

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Tom Boyatt

COMMENT:**From: Hale Carter****Date: Sun, Jan 25, 2015 6:15 pm****To: info@ourmainstreetspringfield.org****Subject: EMX extension**

I'm commenting for really only one reason: I've heard that you are taking the general silence on this issue as a sign of community support. Nothing could be farther from the truth. I know of almost Nobody in Springfield, especially in the business community, that supports this "project". Why the lack of comments? How much good has all the opposition to the West 11th project done? We are quite aware that when organizations like LTD want something, local governments create committees like yours, whose sole purpose is to "rubber stamp" whatever LTD proposes. If every man, woman and child in Springfield spoke out against this project, you would still support it! Because LTD says its needed, and they wouldn't lie, would they? (Yes, they would) On that subject, I've seen reference to "studies" supporting this or that part of the project, ridership projections and the like: How many were not generated by LTD? Or did not depend on LTD supplied figures? I suggest you all look in the mirror and contemplate the word "gullible".

PROJECT TEAM RESPONSE:

From: tboyatt@springfield-or.gov

Date Thu, Jan 29, 2015 3:09 pm

To: Hale Carter

Subject: Re: EMX extension

Thank you for your Main-McVay Transit Study comment via the ourmainstreetspringfield.org website. It's been incorporated it into the public record for decision makers to read and consider.

To receive periodic e-updates of the Main Street projects, please sign up at [Main Street Projects](#).

Tom Boyatt

Additional Project Team Email Correspondence:

COMMENT:

From: Hale Carter

Sent: Friday, January 30, 2015 5:48 PM

To: BOYATT Tom

Cc: OMOT

Subject: Main to Mcvay transit plans

I just spent a few hours reviewing most of the plans for the EMX extension, and apparently the favored plan for downtown Springfield involves "contraflow" traffic on South A, with a north side dedicated lane. Are you kidding me? Do you WANT to get people killed? This plan will force anyone making a left turn, from the north side of South A, to cross that dedicated lane, which MIGHT have a giant Bus doing 40plus mph GOING THE WRONG WAY in it! Do you seriously expect people to automatically check for wrong-way traffic? This is such an obvious accident waiting to happen situation that the City of Springfield, and anyone involved in the planning of this, can count on being sued! It's not as if anyone will be able to claim they never realized how dangerous it would be, as I just pointed it out.

Just because it apparently was never suggested as an option: how about (between 5th and 21st streets): No dedicated lanes, and make South A street two way for everyone! Two south side east bound lanes, and one north side west bound lane. This would get the buses AND truck traffic off of Main Street. After all, the only advantage of dedicated lanes is that you don't have to wait at stop lights very much, and there is only ONE stoplight between 5th and 21st streets, so why spend all that money for a dedicated lane?

PROJECT TEAM RESPONSE:

From: BOYATT Tom <tboyatt@springfield-or.gov>

Date: Thu, Feb 05, 2015 8:11 am

To: Hale Carter

Subject: RE: Proposed Main-McVay EmX line

Thank you for your Main-McVay Transit Study comment via the ourmainstreetspringfield.org website. It's been incorporated it into the public record for decision makers to read and consider.

To receive periodic e-updates of the Main Street projects, please sign up at [Main Street Projects](#).

Tom Boyatt

PROJECT TEAM RESPONSE:

From: BOYATT Tom <tboyatt@springfield-or.gov>

Date: Fri, Feb 06, 2015 3:09 pm

To: Hale Carter

Subject: RE: Proposed Main-McVay EmX line

Dear Mr. Hale Carter –

As I noted in my previous email, we are including your below statement in the public record for the decision-makers to read and consider.

I did want to take the opportunity to clarify the Stakeholder Advisory Committee's (SAC) recommendation for BRT Routing on Main Street in the downtown area. Please understand that the BRT solution, including the routing option, is one solution concept that the SAC has forwarded on; the others are no build and enhanced bus service. After careful review and consideration of the transit solutions that might serve well the downtown Main Street portion of the corridor, the SAC recommended a **primary** and a **backup option** for consideration by the Governance Team.

The **primary option** uses a combination of streets subject to which direction the bus travels. For eastbound bus travel, this option uses South A Street from the Springfield Station to the intersection of South A Street and Main Street. For westbound bus travel, this option runs along Main Street to 10th Street, turns south, and then runs briefly in a contra-flow lane on South A Street from 10th Street to the Springfield Station. This option was favored because it avoids the most congested part of downtown Springfield while retaining a station on Main Street that would provide access to downtown businesses. **The back-up option**, recommended by the SAC and suggested by the Main Street Vision Plan Project Manager, is for South A Street to be used for both eastbound and westbound bus travel since it provides an opportunity for a higher level of lane exclusivity and may be a better fit for future land use as proposed in the [Main Street Corridor Vision Plan](#). For more information about the two tiered screening process used, please click [here](#) for the Draft Tier 2 Parts A & B Report (see under SAC Meeting #8 and #9).

Please note, the SAC recommendations will be forwarded to the Governance Team to review and provide a final recommended set of Most Promising Transit Solutions for potential further study. The Governance Team's recommendations will be sent to the Springfield City Council and Lane Transit District Board for final action. For a complete list of upcoming Study-related meetings, please visit [Main-McVay Transit Study](#).

For future updates on the Main-McVay Transit Study and other Main Street projects, sign up [here](#).

Again, thank you for your input.
Tom Boyatt

COMMENT:

From: Erin Walters [mailto:g.g.glide@gmail.com]

Sent: Monday, January 26, 2015 3:49 PM

To: BOYATT Tom

Subject: Main-McVay Study

I just wanted to submit my comments and point out a few things after reading the packet we received for the January 27th SAC Meeting and trying to find information on the project website.

1. Packet #9, Meeting Report Page 6: top of page. The bus routes are referencing the wrong segment
2. There are three different "Pending Meeting Date" areas that aren't consistent. There really is no clear way to determine when upcoming meetings are occurring.
 - a. Packet #9, Meeting #8 Meeting Report page 17
 - b. Packet #9, Community Input Summary page 11
 - c. Meeting dates listed on line (which packet #8 listed as the reference for info on "most current schedule" <http://ourmainstreetspringfield.org/wp-content/uploads/2013/11/Revised1-9-15MMStudy-relatedmtgs.pdf>)
3. November 18 Governance Team Agenda and Packet Materials are not posted.
4. The link "Governance Team Page" sends you to the log in for Word Press <http://ourmainstreetspringfield.org/governance-team-meeting/>
5. The "Project Overview" web page is not updated and lists an outdated meeting date. I know David Reesor said the main focus for community outreach were these SAC meetings themselves, but I think the website should either show correct information or just eliminate items that need ongoing updating <http://ourmainstreetspringfield.org/main-mcvay-transit-improvement-study/project-background/>

Thank you,
Erin Walters

PROJECT TEAM RESPONSE:

From: BOYATT Tom

Date: Thu, Jan 29, 2015 3:14 pm

To: Erin Walters

Subject: re: Main-McVay Study

Erin – I wanted to let you know that I forwarded this to the project team on the date received. Thanks for your input. Tom

Tom Boyatt

COMMENT:

From: ronnalynnf@comcast.net [mailto:ronnalynnf@comcast.net]

Sent: Wednesday, January 21, 2015 10:19 AM

To: John Evans

Subject: Re: Main-McVay Stakeholder Advisory Committee Meeting #9 Materials

Thanks, John.

I'm attaching a pdf of the article from the Register Guard on Jan 20 2015 about the ranking of LTD in Eugene-Springfield compared to the rest of the nation, with a mention of of EmX as a

key to a well-used mass transit system in the future in smaller residential areas in the last paragraph. Would you kindly forward this to the SAC Committee in case they didn't see it

See you on the 27th.

Many thanks.

Ronna Frank

Springfield, OR 97477

PROJECT TEAM RESPONSE:

From: John Evans

Date: Wed, Jan 21, 2015 11:04 am

To: Ronna Frank

Cc: Chris Watchie, Tom Boyatt

Hello Ronna- I will pass this on to Chris Watchie to include as a handout supplement to her input summary for next week's meeting.

John Evans, AICP

REGISTER GUARD

Editorial

Jan. 20, 2015

Measuring transit use

LTD ranks No. 19 in trips per capita

As Ken Kesey said, "you're either on the bus or off the bus" — and in the Eugene-Springfield area, more people are on the bus than in most other urban areas. Federal Transit Administration data for 2013 show that the Lane Transit District ranks 19th in the nation for per-capita ridership, with each resident averaging 46.5 trips a year. LTD is clearly doing something right, but its performance also depends on conditions that favor transit use.

The nation's most heavily used transit systems are in densely populated metropolises where driving a car is expensive, inconvenient or both. Greater New York City is in a league of its own with 229.8 trips for each of its 18.6 million people. The San Francisco Bay Area, population 3.4 million, follows with 131.5 trips per capita, and Washington, D.C., population 4.7 million, is third with 99.6 trips per resident.

But in fourth place is Athens, Ga., with a population of just under 130,000 and yearly transit ridership of 99.5 trips per resident. Many of the nation's largest cities are among the FTA's top 25 — Boston, Los Angeles, Chicago, Baltimore, Philadelphia — but so are a dozen urban areas with a third of a million residents or fewer, including Eugene-Springfield.

These smaller communities have one thing in common — they are all university towns. Athens is home to the University of Georgia. No. 7 Champaign, Ill., State College, Pa., Iowa City, Iowa, Gainesville, Fla., Davis, Calif., and Bellingham, Wash., are all centers of higher education, and all of them are among the top 25 for per-capita transit use.

Even in small or mid-sized cities, parking on a university campus can be as big a headache as in midtown Manhattan. Many university students and staff members can't afford cars or don't need them — especially if reliable mass transit is available. High rents near campuses often push students and staff to seek housing that is not within walking distance of the university,

making them dependent on transit. LTD and its counterparts in other college towns have built-in markets for their services.

Yet the presence of a university is no guarantee that a city will have a heavily used transit system. Fort Collins, Colo., is No. 153 on the FTA's list, College Station, Texas, is No. 178 and Missoula, Mont., is No. 97. A city's geography and demographics play a role, as does the degree of local political commitment to mass transit. The same holds true of larger cities — Houston, Detroit and San Diego have millions of residents, but weaker transit systems than LTD on a per-capita basis.

Perhaps the real outlier on the FTA list is the No. 13 Portland-Vancouver area. It's the smallest of the high-ranking metropolitan areas, with 1.9 million residents, but can't be classed with the university towns. Driving a car in Portland is easy compared to other large transit-dependent cities, but its residents average 58.4 transit trips per year. Portland's light rail system is undoubtedly a factor — which suggests that in smaller areas, bus rapid transit systems such as LTD's EmX, the lower-cost equivalent of light rail, are a key to a well-used mass transit system in the future.

REVISED PENDING MEETING SCHEDULE (as of 1/26/15):

January 27, 2015	SAC #9	Recommendation Range of Most Promising Solutions to GT
February 19, 2015	GT	Recommendation Range of Most Promising Solutions to SCC & LTD Board
February 24, 2015	SAC #10	Celebrate!
April 20, 2015	Springfield City Council	Work Session: Range of Most Promising Solutions
May 4, 2015	Springfield City Council	Work Session: Range of Most Promising Solutions (if needed)
May 4, 2015	Springfield City Council	Resolution: Range of Most Promising Solutions
May 11, 2015	LTD Board	Work Session: Range of Most Promising Solutions
*May 11 or 20, 2015	LTD Board	Resolution: Range of Most Promising Solutions

- Please visit the Main-McVay webpage on www.ourmainstreetspringfield.org for final confirmation of meeting date.

PENDING COMMUNITY PRESENTATIONS (as of 2/10/15):

March 18, 2015	Springfield Rotary
April 2 or 16, 2015	Springfield City Club (pending confirmation)
March 27, 2015	Twin Rivers Rotary

Main-McVay Transit Study Next Steps

Pending Meetings

February 19, 2015	GT	Recommendation Range of Most Promising Solutions to SCC & LTD Board
February 24, 2015	SAC #10	Celebrate!
April 20, 2015	Springfield City Council	Work Session: Range of Most Promising Solutions
May 4, 2015	Springfield City Council	Work Session: Range of Most Promising Solutions (if needed)
May 4, 2015	Springfield City Council	Resolution: Range of Most Promising Solutions
May 11, 2015	LTD Board	Work Session: Range of Most Promising Solutions
May 11, 2015	LTD Board	Resolution: Range of Most Promising Solutions
May 20, 2015	LTD Board	Resolution: Range of Most Promising Solutions (if needed)

The project team will continue to make presentations to civic organizations, neighborhood associations, and other special interest groups.