



Main-McVay Transit Study
Stakeholder Advisory Committee

AGENDA

Tuesday, January 27, 2015
Springfield City Hall, Library Meeting Room
3:00 - 5:00 p.m.

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| 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. Governance Team Update (5 minutes) | 3:10 p.m. |
| - <i>Tom Boyatt</i> | |
| - <i>John Evans</i> | |
| 4. Draft Most Promising Range of Transit Solutions
and Recommendations (80 minutes) | 3:15 p.m. |
| - <i>Stef Viggiano</i> | |
| - <i>Lynda Wannamaker</i> | |
| <i>Break (10 minutes)</i> | 4:00 p.m. |
| 5. Select SAC Representatives to Attend
SCC and LTD Board Work Sessions (10 minutes) | 4:45 p.m. |
| - <i>Stan Biles</i> | |
| 6. Wrap Up / Next Steps (5 Minutes) | 4:55 p.m. |
| - <i>Stan Biles</i> | |

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Main-McVay Transit Study
Stakeholder Advisory Committee Meeting #8
December 9, 2014
Meeting Report

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

SAC Members Absent: Lorenzo Herrera, Andrew Knori, Dan Rupe, Chad Towe

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

Facilitators: Stan Biles, Chris Watchie

Audience: Rob Zako

KEY MEETING POINTS:

1) Welcome & Agenda Review

Stan Biles welcomed the SAC, reviewed the agenda, and highlighted key process elements:

The SAC is advisory to Governance Team (GT).

Governance Team is advisory to Springfield City Council and Lane Transit District (LTD) Board.

Biles requested the SAC think about one or two committee members whom they want to have represent the SAC at upcoming Council and LTD Board meetings. The SAC will nominate representatives at their January 2015 meeting.

2) Community Input Summary

Chris Watchie reviewed the community input between SAC meeting #7 and SAC meeting #8 mailing.

Written Comments: None

Website Input: None

Email Correspondence: 10 emails

Media: 1 editorial in the Eugene Daily

Main Street E-Updates: #4 sent October 29

Community Outreach: Progress updates to LTD Board, Springfield City Council, EmX Steering Committee and the Central Lane MPO Metropolitan Policy Committee

3) Governance Team Update

David Reesor announced he would be leaving the City of Springfield for a new position with the Oregon Department of Transportation beginning in January 2015.

Reesor reviewed the key agenda items discussed at the GT meeting on November 18, 2015:

- Provided a progress update on the SAC's initial input on Tier II screening.

- Reviewed community outreach to date.
- Received input from GT to include photos of lane exclusivity photos to better convey concepts.
- Provided an update on community outreach and received GT guidance on additional efforts.

4) Process Review & Guiding Principles

Lynda Wannamaker provided an overview of the Study process and reviewed key questions:

Q: Why are we doing this study? A: To determine if there is a viable transit project for the corridor. The SAC recommendation will go to the GT, and from there to the Springfield City Council (SCC) and Lane Transit District Board (LTD) to decide if there should be further study or not.

Q: What makes a project? A: Need + Want + Funds = a Project.

Q: If there is a project, what is it? Entire corridor? Main Street only? McVay Highway only?
If there is not a project, the community could revisit it in 10+ years.

Q: What's the decision making process? A: The Project Team makes recommendations to the SAC. The SAC makes recommendations to GT. The GT reviews SAC recommendations and sends back anything they do not agree with to inform SAC. Wannamaker noted this has happened only twice to date:

- 1) Objective 1:6 language and
- 2) GT's direction to remove the two-way transit solution on Main St. west of 10th Street that could have significant parking impacts downtown.

In early 2015, the GT will review the SAC's recommendations for consideration and forward the GT's final recommendations to the Springfield City Council and LTD Board for a decision in spring.

Wannamaker reviewed questions that inform the Study's Guiding Principles:

- 1) Is there a project? If yes, determine scope (whole corridor, Main Street only, McVay Highway only).
- 2) What are the most promising transit solutions in terms of modes, termini, and routing concepts?
- 3) What key issues and concerns need to be considered?
- 4) What key opportunities need to be considered?
- 5) What are other considerations for the corridor?
- 6) What the Study is not at this stage:
 - Deciding which option is best
 - Deciding which option to implement
 - Completing detailed design such as specific right of way improvements, station/stop or crossing locations

John Evans noted that the SAC should remain at a high level and not get into specific details at this point. If there is a project detailed questions will be asked and answered As part of a subsequent study For the current Study, it is premature for those specific detailed questions but appropriate to note for future guidance. For instance, the SAC may provide guidance for future analysis of stop locations and request consideration that they be aligned with the Main Street Safety Study's recommendations or to address key land uses along the corridor.

5) Tier II Screening Results – Part B & SAC Recommendations

Wannamaker reviewed the remaining last four decision elements for recommendations and an overview of the Tier II Screening process remaining elements:

- BRT Routing: McVay South

- Enhanced Bus Options
- BRT Service Options
- BRT Lane Configurations

Provides More In-Depth Screening:

- More information available based on readily available information
- Reasonable probability of solving identified transportation problems
- Allows for comparing and contrasting options for SAC to make informed recommendations
- Both qualitative and quantitative information considered

Project Team Recommendations:

- Reviewed 11 options against 47 criteria and recommend eliminating 5 transit options, advancing 6 options

Basis for Eliminating Options:

- Not cost effective – increases capital and/or operating costs
- Doesn't provide connectivity
- Doesn't improve travel time
- Potential for significant adverse impacts

Some factors to consider as the SAC makes their recommendations:

- Subtotal and total scores don't tell whole story
- Review criteria for key issues and to compare and contrast
- No one solution is the "perfect solution", it's about finding a balanced solution

SAC considerations in deciding if they agree or not with project team's findings:

- How well each solution meets Study's Goals and Objectives (scoring)?
- Compared to each other, which solution(s) are most likely to correct the transportation problem (recommendation)?

SAC Comments/Questions:

Q: Seems like we are going through a lot of explanations to clear the air. It's o.k. for the SAC to raise questions when we misunderstand or need to clarify the rating?

Project Team Response: Absolutely.

Q: Is the rating negligible?

Project Team Response: It's not that the rating is negligible; it's just that it doesn't tell the whole story. The Project Team didn't go through a process to weight criteria. The team assumed the SAC would weight the criteria in their own minds. For instance, if safety was the most important thing to individual SAC members above all other criteria, their recommendation would take that into consideration.

Q: It's o.k. for us to make that [weighted] recommendation?

Project Team Response: Absolutely and that's the information that is carried forward to the GT and ultimately Springfield City Council and LTD Board for a decision.

BRT Routing: McVay South

Viggiano reviewed BRT Routing: McVay South options, key findings, and the project team recommendation and reminded the SAC that they were introduced to this decision element at SAC Meeting #6. At that time, there

wasn't enough information or differentiation between the two options to make a recommendation. That still is the case. The scoring reveals a dead heat of scoring but does show the relative strengths and weaknesses.

Two options evaluated:

- Option 1: McVay Highway (west side of I-5)
- Option 2: Old Franklin (east side of I-5)

Key Findings:

- No significant traffic and transit related differences between options
- McVay route (Option 1) serves slightly more development than Old Franklin (Option 2), though differences are minor
- McVay route (Option 1) is subject to greater traffic congestion, particularly approaching 30th Avenue in morning periods when LCC is in session
- More natural resources adjacent to Old Franklin (Option 2)
- Old Franklin (Option 2) could provide greater access to proposed park plans along riverfront
- No predicted noise impacts
- No air quality impacts projected

Project Team Recommendation:

- Advance both McVay and Old Franklin Options
 - Review again in package of transit solutions
 - Further review of package of transit solutions may reveal advantages of one option or the other
 - Possible technical differences between two options may continue to be insignificant and choosing one option over other may be based on other community values

SAC Comments/Questions:

SAC Comment: The City of Eugene announced its urban growth boundary (UGB) recommendation to expand into the Lane Community College (LCC) Basin. It's almost all-residential growth.

Project Team Response: Something like that could be the deciding factor to support a McVay solution and keep it on the west side of the freeway.

Biles clarified that the project team's recommendation is to forward both options. The decision before the SAC is if they want to forward both or just one and if they forward just one, which one would it be? If there are any issues, questions, or concerns that the SAC wants the [decision makers] to know, then the SAC needs to clearly articulate them.

SAC Comment: There are issues that are unresolved yet. There are UGB expansions (Eugene's along Gasoline Alley, Springfield's along Seavey Loop corridor). Lane County is looking at Goshen and maybe Springfield is too. How these issues are resolved could inform or impact which one of the options make most sense. Both should move forward.

SAC Comment: Both options should move forward and maybe a third one. Both routing options are problematic in terms of adding capacity, costs for bridges, and other factors. For the McVay Option [Option 1], can't widen on east side of I-5 because it's too close to the freeway, and potential to displace businesses. Old Franklin [Option 2] is restrained by topography and freeway proximity. The intersection [on the east side] would require reconstruction because a bus likely could not make that turn and that's problematic because it's currently squeezed between the I-5 and the railroad tracks. It's a bottleneck for traffic going to LCC. As a third option,

there is private underpass of I-5 just north of the McVay structure. Use that to cross under I-5 to west side and create a route behind the businesses to 30th Ave. There is a private residence that the underpass serves and an access road to a power line on the west side. There could be some topography and potential property acquisition. Could consider this option in the recommendation.

Q: Would the private underpass be able to handle more traffic?

SAC Comment: That underpass is sized for a private driveway, not the size of a public right of way (ROW). If it needed to be reconstructed, some of the cost advantages would go away. ODOT has identified a need to improve freeway interchange but no planning has happened or money identified. Even if ODOT started now with interchange planning, it would be 10 years before anything is built and it wouldn't resolve capacity issues on McVay or Old Franklin.

SAC Comment: The City of Springfield made improvements to B Street for the buses and then the buses moved across the street. If the idea is to create a new road or an I-5 off ramp for the bus, need to make sure it's really needed.

SAC Comment: Move forward with the two options and include this new third option for consideration. Concerned about a "bridge to nowhere" and the impacts. It deserves some study for the Project Team to evaluate. To make progress, move the two options forward.

Q: Does ODOT have plans for an off-ramp off of I-5 to 30th?

SAC Comment: No planning has happened.

John Evans noted that this proposed third option was not part of the analysis. It's too late in the Study for that. The SAC can recommend that this new option be carried forward but there is no time or money in this phase to analyze it.

SAC Comment: It could be noted that the SAC suggested it.

Project Team Response: Absolutely.

SAC Recommendation

BRT Routing: McVay South

Biles called for the recommendation.

SAC Member David Helton moved to advance the two BRT Routing: McVay South options with the discussed third option [private I-5 underpass] deserving future consideration. SAC Member Randy Hledik seconded.

Biles called for further discussion.

Hearing none, the motion was put to vote.

The motion passed 12 to 1 with SAC Member Erin Walters opposed and SAC Members Lorenzo Herrera, Andrew Knori, Dan Rupe, Chad Towe in absentia. SAC Member Erin Walters previously stated she would vote against any EmX options.

Enhanced Bus Options

Viggiano reviewed Enhanced Bus options, key findings, and project team recommendation.

Evaluated three options for Tier II:

- Option 1: Main Street (currently served by Route #85)
- Option 2: McVay Highway (currently served by Route #11)
- Option 3: Main Street Express

Key Findings:

Ridership

- Main Street ridership increases ~ 6% with Main Street Enhanced Bus
- McVay Highway ridership increases ~2% with McVay Highway Enhanced Bus
- Main Street segment ridership increases ~3% with Main Street Express if existing local service is retained
- 2% decrease in ridership if Main Street Express is implemented with reduction of local service frequency from 10-15 minutes to 20 minutes

Cost

- Main Street Express adds operating cost
- Extent of additional cost dependent on frequency of local service
- Main Street Enhanced Bus and McVay Enhanced bus may reduce corridor operating cost due to faster travel times

Operations

- Enhanced service provides most potential benefit to Main Street transit service due to number of traffic signals where the bus can benefit from transit signal priority because of expected future congestion levels
- Proposed queue-jump lane configurations located at intersections with few or no historic resources: Main/42nd and Main/Highway 126 have no identified historic resources and McVay Highway/Franklin intersection has only one identified historic resource, Southern Pacific Railroad Line

Environmental

- No anticipated effects on historic resources
- No significant biological, fish and wetland related differences between options
- Main Street options may impact more trees at improved stop areas, but offer some aesthetic corridor improvements
- McVay Highway route has limited natural resources
- No transit related noise impacts predicted for options
- No air quality impacts projected

Project Team Recommendation:

Advance Enhanced Bus Option 1: Main Street and Option 2: McVay Highway

- Both options predicted to have increase in ridership by 2035 and reduction in operating costs with few adverse impacts on natural or built environment
- Should options 1 & 2 go forward, they could be connected, but there is a service frequency issue. Due to the greater service frequency on the Main Street Segment, only some of the Main Street trips would continue to the McVay Highway Segment. This would create an inconsistent route pairing.

Eliminate Option 3: Main Street Express

- Option 3: Main Street Express would increase operating costs without commensurate gain in ridership - therefore, is not cost-effective

SAC Comments/Questions:

Q: Does the establishment of Enhanced Bus routes either positively or negatively influence the conversion of the [McVay] route to BRT in the future or is it neutral?

Project Team Response: It could be an interim step toward BRT. It could build up the ridership and implement some BRT improvements, such as transit signal priority. It could make it easier to implement BRT in the future.

Q: On page 29, what is your reasoning for adding a transfer in this option and why not look at it with and without a transfer? There is a new piece: "A new route to serve east of Thurston station."

Project Team Response: For a high capacity service, which enhanced bus is, it generally wants to serve the [Main St.] corridor. That service can be differentiated in terms of frequency or bus type from neighborhood connector service. An option could be to do what the Thurston bus does now with Enhanced Bus Service and not put in a neighborhood connector. The benefit of having a neighborhood connector is that it can be tailored to serve multiple neighborhoods. Even though it introduces a transfer, it also has benefits.

Q: How does introducing a transfer affect the operating costs and an additional bus and inconvenience to passengers?

Project Team Response: There is an inconvenience to passengers and that will affect ridership somewhat. The question is: Does providing more coverage with that neighborhood connector offset [the inconvenience]?

Q: Do you feel like you could make that decision at this point?

Project Team Response: It would need further study and analysis on population, employment, and community input on which neighborhoods could be served east of 58th.

Q For 2.1. Objective Meet or Exceeds the Small Starts Funding: Since Enhanced Bus wouldn't get Small Starts funding, how viable is this to move forward or are there funds to even consider these options?

Project Team Response: Enhanced Bus options don't have high capital costs but there are some (station improvements, queue jumps, traffic signal priority). An Enhanced Bus project does not qualify for Small Starts funding. However, there may be other funds available that LTD could consider. Need to first determine what the costs are and second determine what options there are to fund them.

Q: Is that part of the process in comparing or do you move forward an option for Enhanced Bus and BRT with one that you can't fund? Which ones to move forward?

Project Team Response: If they both move forward, evaluating funding options would be part of the next study phase. Need to look at the design more carefully to determine capital costs and investigate how a potential project might be funded.

Biles asked for neighborhood connector clarification. If the SAC wanted neighborhood analysis conducted would they need to include that in their motion or is that something that will automatically happen?

Project Team Response: Should it go forward, that is part of the next study phase. The SAC can include it in their motion.

SAC Comment: What are SAC members' thoughts on the McVay portion for Enhanced Bus? It's not that long and there are not that many traffic lights and it doesn't score well.

SAC Comment: There is the Franklin/McVay intersection that could have queue jump. This is a redeveloping area and there are roundabouts planned and traffic signals in the future. For this project, we can get out ahead of that development and avoid issues to lay the groundwork for BRT.

Project Team Response: There is a Franklin Blvd redesign project in Glenwood. The current plan is a large roundabout at Franklin and McVay. A queue jump in a roundabout would need to be looked at by engineers to determine how the current and future buses get through it. That project is out ahead of this one.

SAC Comment: While there is not a lot of development on McVay Highway right now, a key consideration in this Study is improving access to LCC as a major trip generator. Having improved access to LCC is going to be vital for supporting ridership on Main Street. The two go hand in hand. A McVay service as a stand-alone may not work but could if connected to LCC.

SAC Comment: There may be some inexpensive ways to widen a few spots over on Gasoline Alley to get the bus down the shoulder. With the possible growth on both sides of the freeway, it may make sense to just keep them both.

Q: Does ODOT have any plans for southbound off ramp I-5 to 30th?

SAC Comment: No plans right now. The whole structure needs to be rethought, rebuilt, because it's not just about an off ramp.

Q: Is it on ODOT's agenda?

SAC Comment: Difficult to plan a transportation facility without the land use plan. [The UGB expansion] is only for fewer than 100 houses. It's not a full build [of the area]. Can't build [an off ramp or intersection] until the area urbanizes.

SAC Comment: With the traffic, it should be on the radar.

SAC Comment: Looking at Objective 5.1, all of the options have a score of zero in terms of impact on level of service and impact on travel time. The majority of transit stops are in the travel lane and have an impact on level of service. If you are not going to change that, I understand why Enhanced Bus would not have an effect. In making investments in improving transit service, ODOT's position for Enhanced Bus or BRT is that transit stops should be out of the travel lane. LTD likes to have it in the travel lane because of difficulty merging. ODOT's response is education, enforcement, and infrastructure.

Project Team Response: The reason those are rated zero is because that's really a lane configuration decision. Pullouts are a sensitive issue for transit because it delays the bus. For BRT the dwell time (time that the bus is stopped) is much reduced because of its features (multi-door boarding, off board fare collection, high platform) and has less impact on traffic when stopping behind it. Turnouts are a tradeoff between transit travel time for potential delay to other vehicles. This is a question to address at the next phase should it move forward.

Enhanced Bus

SAC Recommendation

Biles called for the recommendation.

SAC member Emma Newman moved to advance Enhanced Bus Option 1: Main Street and Option 2: McVay

Highway and eliminate Option 3: Main Street Express. SAC member Randy Hledik seconded.

Biles called for further discussion.

Hearing none, the motion was put to vote.

The motion passed 13 to 0 with SAC Members Lorenzo Herrera, Andrew Knori, Dan Rupe, Chad Towe in absentia.

BRT Service Options

Viggiano reviewed BRT Service options, key findings, and project team recommendation.

Evaluated two original corridors

- Option 1: Franklin-Main; Gateway-McVay
- Option 2: Franklin-Main; Gateway; McVay
- Only notable difference between Options 1 and 2 is whether or not Gateway and McVay BRT segments are linked, which impacts ridership, cost per trip, and few other criteria
- Option 2 did not allow for independent evaluation of Main Street and McVay Highway Segments

To better understand differences between options, the Project Team split Option 2 to do ridership analysis of the two legs independently.

Option 2A: Franklin-Main

- BRT service only on Franklin-Main corridor
- McVay Highway to LCC continue to be served by Route #85

Option 2B: Gateway-McVay

- BRT service only on Gateway-McVay corridor
- Main Street continue to be served by Route #11

Revised options evaluated

- Option 1: Franklin-Main; Gateway-McVay
- Option 2A: Franklin-Main
- Option 2B: Gateway-McVay

Key findings

Operations

- Franklin and Main segments work well as linked pair due to compatible operating needs (frequency of service and ridership) and high percentage of through-routing passengers (eliminates need for a transfer)
- Gateway and McVay segments do not work well as a linked pair due to incompatible operating needs (frequency of service, ridership, and weekend service)
- Motor vehicle, freight, pedestrian and bicycle operations are not affected by introduction of transfer

Ridership

- Option 1 (Franklin-Main and Gateway-McVay BRT) would add ~17% corridor ridership
- Option 2A (Franklin-Main BRT) would add ~12% corridor ridership
- Option 2B (Gateway-McVay BRT) would add ~4% corridor ridership

- Thurston High School extension (6 trips per day) would add about ~1% (about 100 daily boardings) in addition to ridership increase of Franklin-Main BRT

Costs and Funding

- Meet FTA Small Starts requirements
 - Option 2A very likely
 - Option 2B unlikely
 - Option 1 uncertain - high productivity combined with low productivity

Operating costs

- Option 2A likely reduces costs due to faster service
- Options 1 and 2B increase costs due to increased frequency on McVay Highway Segment

Environmental

- Likely to be more of an issue if there is more detailed design and depending on how the BRT service is configured (e.g., requiring additional right-of-way or not). At this point these are not determining factors in making a decision on combination of service.
- Potential to adversely affect historic resources in Main-Downtown Segment
- Few historic resources in remainder of corridor
- McVay Highway route has limited natural resources
- Main Street options may impact more trees, but offer aesthetic corridor improvements
- Noise
 - No predicted change or noise impacts along Main Street section of corridor
 - Potential for transit related noise impacts in north end of McVay at manufactured home parks, south of 19th Avenue
 - No predicted change or noise impacts along McVay south of Nugget Way
- No air quality impacts are projected

Project Team Recommendation

- Advance Option 2A: Franklin-Main
- Eliminate Option 1: Franklin-Main; Gateway-McVay
- Eliminate Option 2B: Gateway-McVay
- Recognizing that the McVay corridor is expected to develop in the future. The SAC could consider when certain population and employment thresholds are made there could be a reconsideration of BRT on the McVay route.

SAC Comments/Questions:

Q: How does the current Gateway EmX route get impacted if you go Franklin down Main?

Project Team Response: The Gateway EmX would start and end at the Springfield Station and operate independently with a transfer required for those riders wanting to go east, west, or south.

Q: Would you change the level of service since you noted that in a previous meeting that the Gateway service could be over-serviced?

Project Team Response: That is something that could be looked at.

SAC Comment: How might the expansion around the LCC Basin affect the potential future for BRT?

Project Team Response: Timing is critical. The Federal Transit Administration is now evaluating Small Starts projects based on opening day ridership, cost effectiveness, and productivity. That is now the primary assessment. For LCC Basin, the questions will be when it develops, how it develops, and when can it support 10-minute service during the peak and full service for evenings and weekends.

Q: If the SAC's recommendation is to move forward with the [project team's] recommendations, is there some way not to completely discount BRT on McVay segment if future circumstances change? Can revisit and not lose it?

Project Team Response: It can be a SAC recommendation to track development along the McVay segment and, should it develop at a pace that warrants BRT, bring it back into consideration.

SAC Comment: There is chicken and egg thing in Glenwood. The Refinement Plan is adopted, the sewer line is going in and the transportation element is a key component as well. Don't want to disengage any one of those infrastructure combinations and lose the opportunity for the future. Want to secure it somehow. Want to follow staff recommendation with the provision that we do not lose the BRT option on McVay.

SAC Comment: If we forward all three recommendations, it doesn't take anything off the table. Why not advance all three since there is development that hasn't been considered yet? Does it hurt anything?

Project Team Response: It just means you haven't narrowed down the options to study on a corridor. From the analysis conducted to date, the McVay Segment does not look feasible for BRT service in the short-term.

SAC Comment: It's important to consider impacts of the UGB in the LCC Basin (also known as the Russell Creek Basin) which has been identified as an urban reserve area for a long time. It will urbanize, but it's not known when. Expansion of UGB by Eugene is residential for only 100 single housing units and likely to be single family. Eugene is not bringing in entire LCC Basin and just a portion of it close to where the current development (up on the crest by Spring Boulevard) is, not down by I-5. Most of the LCC Basin is out of UGB. Given how long it's taken Eugene to make this current decision, it is going to be a long time to bring in the rest of that area for urban development. On the east side, Springfield identified areas for their UGB expansion. Seavey Loop is not the area of focus, rather the thin strip that follows old Franklin Boulevard east of I-5. Much of this is developed as industrial with some agricultural and some residential area. Even if that area develops, it'll be industrial and that does not generate a lot of transit trips. The UGB expansions for either city will not be so significant to be game changers. It will take a long time for the urbanization to occur. Doesn't warrant keeping BRT on McVay as a viable option.

SAC Comment: If we don't include BRT potential on McVay, does it eliminate consideration of the new option we included for future consideration in BRT Routing on McVay South [I-5 underpass] off the table?

SAC Comment: The notion doesn't completely go away because it could be considered for Enhanced Bus given the level of congestion out there.

SAC Comment: Take the speed of decision making around UGB and how long it has taken to happen with all the decisions required. Let's flag it as a future study option in light of the information we have right now.

SAC Comment: Eugene's UGB expansion map shows Bloomberg Road with city services coming down into Gasoline Alley. The area up for debate is a narrow stretch on 30th and 30th/Gasoline Alley. It is the entire area. The next year after this UGB expansion is the Urban Natural Area, which is a 50-year plan. Just because they change the UGB, doesn't mean the city's limits change. There is some time. There are so many things in the

air. With the potential BRT coming over 30th, planned development in Glenwood, LCC expansion, and UGBs expansions, it provides a lot of questions. Move towards forwarding both options.

SAC Comment: To clarify did SAC member Paul Selby mean forward 2A [Franklin-Main] and 1 [Franklin-Main; Gateway-McVay]? Like the idea to promote 2A [Franklin-Main] as primary and have as a back up not to drop Option 1 [Franklin-Main; Gateway-McVay].

BRT Service Options

SAC Recommendation

Biles called for the recommendation.

SAC Member Randy Hledik moved to advance Option 2A: Franklin-Main as the primary option and to consider Option 1 given the uncertainty of the future area development, timing of funding and infrastructure improvements. SAC Member Rosalia Marquez seconded.

Biles called for further discussion.

SAC Comment: If there is going to be consideration of having a separate Gateway route to reduce over-service, maybe there's a possibility of doing a similar option for McVay. Maybe it could be looked at now or at least included in notes.

Project Team Response: FTA requires 10-minute service during peak hour, a minimum of no less than 15-minute service over a 14-hour span, and weekend service. EmX could drop down to a lower level of service weekday midday.

SAC Comment: Looked at differential between the two options but feel better because Option 1 [Franklin-Main; Gateway-McVay] is still a contender by the math.

Biles requested SAC member Hledik clarify what he'd like the GT do with his recommendation *to consider Option 1 given the uncertainty of the future area development, timing of funding and infrastructure improvements.*

SAC Member Hledik: If this process moves forward into environmental impact or whatever the next steps are, would like Option 1 [Franklin-Main; Gateway-McVay] carried forward and evaluated. If it stretches out for 5-10 years and the UGB develops, Glenwood redevelops and circumstances change, Option 1 [Franklin-Main; Gateway-McVay] can make sense and levels of service are reduced appropriately on Gateway and McVay. Don't completely dismiss Option 1 [Franklin-Main; Gateway-McVay] but hold it as a trump card. Avoid starting from scratch. Don't want someone to say at some time in the future, why didn't they consider that? The Glenwood area and LCC create the backbone of the BRT system. We're developing the east/west from W. 11 to Thurston. Glenwood is picking the low fruit off the trees. Get ahead of all of the development before problems are created. Transit is part of the integration of land use and transportation.

SAC Comment: If keeping Option 1 [Franklin-Main; Gateway-McVay] on the table didn't cost anything, then keep it, but it does have a cost if we carry it forward. It's a consideration. Look at the numbers in Appendix D for population within 0.5 mile a transit stop, there is a vast difference in those numbers between Main and McVay. While potential is there, it's too far off and so much facility and land use planning that needs to happen. Now is not the time to be planning for the BRT [on McVay] when so much needs to fall in place.

SAC Comment: We are just recommending to the Governance Team for their consideration. We can at least tell them we are concerned about that.

The motion was put to vote.

Biles restated the motion: Advance Option 2A Franklin-Main as the primary option but to consider Option 1: Franklin-Main; Gateway-McVay given the uncertainty of the future area development, timing of funding and infrastructure needs.

The motion passed 12 to 1.

The motion passed with SAC member Erin Walters opposed and SAC Members Lorenzo Herrera, Andrew Knori, Dan Rupe, Chad Towe in absentia. SAC Member Erin Walters previously stated she would vote against all EmX options.

BRT Lane Configuration

Viggiano reviewed Lane Configurations, photo depictions, key findings and project team recommendation. He noted that no design work has been done as part of this study, only conceptual analysis.

Evaluated 3 options:

- Option 1: Low Exclusivity
- Option 2: Moderate Exclusivity
- Option 3: High Exclusivity

Key findings

Cost

- High exclusivity option has higher cost and more impacts to property, street trees, and parking than moderate or low exclusivity options
- High exclusivity option has lower transit operating cost, higher ridership, and lower cost per trip than moderate or low exclusivity options

Operations

- Higher the exclusivity, higher the benefit to motor vehicle, freight and transit operations

Environmental

- Historic Resources
 - Low exclusivity -minimal impact
 - Moderate exclusivity - low potential for adverse effects as long as resources can be avoided
 - High exclusivity - greatest potential for adverse effects to resources
- High exclusivity option - most potential for significant biological, fish and wetland related impacts because of tree removal and roadside wetland ditch impacts
- Any widening options on Main Street may impact more trees, but offer aesthetic corridor improvements
- McVay Highway route has limited natural resources
- Noise
 - No predicted change or noise impacts along Main Street
 - Potential for transit related noise impacts in north end of McVay at manufactured home parks, south of 19th Avenue
 - No predicted change or noise impacts along McVay section south of Nugget Way
- No air quality impacts projected

Moderate exclusivity gives you more flexibility. Moderate provides a range and a judgment call for design work to determine whether transit lanes are put in or not.

Project Team Recommendation

- Advance Option 2: Moderate Exclusivity
 - Provides greatest degree of flexibility in making appropriate design decisions and meeting transit operating needs while best addressing potential impacts.
- Eliminate Option 1: Low Exclusivity and Option 3: High Exclusivity
 - Both have less flexibility for meeting transit operating needs while addressing potential impacts
 - Option 1: Low Exclusivity may not provide level of transit priority to adequately address congestion delays
 - Option 3: High Exclusivity has greatest potential environmental impact and increases new impervious area adversely affecting storm water and natural resources

SAC Comments/Questions:

Q: Why is there grass down the middle of the exclusive lane [Franklin Boulevard]?

Project Team Response: Aesthetics. It also helps deadens sound and costs a little less to build than all concrete.

SAC Comment: I heard it was more expensive.

Project Team Response: Engineers stated it was less but it does require more forming of concrete.

SAC Comment: I like it because there's no confusion that it's not an auto lane. People like that it doesn't look like a regular lane.

SAC Comment: Can you speak of ROW and road width in relation to bikes and pedestrians using the facility. Main Street is already a wide road. What's it going to look like with these options?

Project Team Response: Depends on design. For instance, if there is pedestrian island or not. With an exclusive lane, the road is widened. There isn't any thought of taking a travel lane away from Main Street. If you were going to provide an exclusive transit lane, it would be a third lane in each direction and expose pedestrians to safety issues. That is something we considered when doing the ratings and the effect on pedestrian safety.

SAC Comment: It is important to consider lane configuration on bicycle delay as well as the safety and comfort.

SAC Comment: Horrible driving it as well.

Project Team Response: EmX shouldn't delay bicycles, but the design of intersections may cause the delay.

SAC Comment: When talking about exclusivity for transit, thought it was repurposing a travel lane but based on the report, lane exclusivity means adding a lane and additional pavement.

Project Team Response: We haven't done a traffic study but it's been the operating assumption that Main Street could not operate with only one lane in each direction. The middle lane is an option to put in a medium BRT lane but that would restrict left hand turning except at signalized intersection.

SAC Comment: For moderate exclusivity, you could add lanes in areas where it's possible and have the bus move back into mixed traffic. It would not be reasonable to take a travel lane in portions and not in others. Need to be consistent. Taking a travel lane would be problematic. However, once you get to the couplet part of the corridor, you could purchase parking on Main or a lane on South A. Important for the community to know that there will always be two lanes of travel in each direction.

Project Team Response: That has been our working assumption.

SAC Comment: There are lots of people riding bikes on Main both ways on sidewalks because they are uncomfortable with bike facilities. Could consider shifting that space. Take from the bike lane space within the curb to curb and allocate that to one of the options and focus on an off-street path that serves both pedestrian and bicycle traffic.

SAC Comment: Rather than a bike path on Main, it's more of a bike shoulder. It's not safe on sidewalk as a pedestrian either.

SAC Comment: If the Business Access Transit (BAT) lane is next to the bike lane such as on Harlow, it is a very uncomfortable facility.

SAC Comment: I think the bike lane works great on Main Street.

SAC Comment: Biking on Main Street from 32nd to 28th is very uncomfortable. Needs to be improved for families on bikes moving about our community.

John Evans reminded the SAC they could include advisory comments about why they selected or did not select something.

Biles noted the key is to get those comments into the motion.

SAC Comment: Include in the motion family-friendly bicycle and pedestrian facilities in and around the corridor with this project's lane configuration.

SAC Comment: There's support for the need for better facilities for bicycles and pedestrians. The better option is off the corridor such as Springfield's purchase of the old Weyerhaeuser-Haul Road and the Virginia-Daisy Road. With the limited ROW, skeptical how much could be done to make Main Street family-friendly. There is always going to be a lot of traffic and seen as hostile to pedestrians and bicycles.

SAC Comment: The Springfield Bicycle and Pedestrian Advisory Committee is talking about potential bike boulevards. The connection from E Street to Virginia-Daisy is lacking any facility within the ROW or via a connector. If we are looking at ROW and transit lane configurations, take it into consideration. Need to have something that recognizes that the off-street bicycle facilities are not adequate and it's hard to access businesses because there are no on-street facilities.

SAC Comment: Would like to get the transit stops out of the travel lane to the extent possible.

SAC Comment: There is a balance to seek there between ODOT's position but see LTD's concern with travel time and safety.

Q: Does SAC have any idea how much loss of downtown parking on the one-way section of Main Street?

Project Team Response: If the Moderate Exclusivity is pursued, removing parking or having EmX run in mixed traffic would both fit within that option as a design question.

SAC Comment: This would only apply to east of 10th Street because you don't want to remove parking from the core of downtown Springfield.

Project Team Response: That's correct. That's the benefit of the proposed routing.

SAC Comment: Only area that might lose on-street parking for high exclusivity would be the section between 10th Street and 20th Street. Still has an impact. Parking exists on both sides of the street in that area.

SAC Comment: Would like it reflected in notes concern about lack of bicycle facilities from 28th to 32nd.

SAC Comment: It's not necessary to make a recommendation about transit stopping in travel lane since ODOT will continue to ask that it will be considered. It's a design detail that can be considered. It won't get lost.

BRT Lane Configuration

SAC Recommendation

Biles called for the recommendation.

SAC member Emma Newman moved to advance Option 2: Moderate Exclusivity with special consideration for bicycle-pedestrian facilities along the Corridor. SAC Member David Helton seconded.

Biles called for further discussion.

SAC Comment: There are concepts in the works in the Springfield Transportation System Plan (TSP). Can we include in the motion all the TSP work because it accomplishes what's being asked?

SAC Comment: Familiar with TSP but there aren't specifics on how to accomplish that goal. Want to link the two projects. Here's a problem area and if this (transit) project is moving forward, here's what we can do to further the TSP.

Project Team Response: The TSP broadly states policies around bicycle and pedestrian infrastructure and expansion. Don't think it would be counter to anything to support TSP in the motion.

SAC Comment: Concern we are trying to increase bus and transit usage. One of selling points of bike lanes on Main is to have them come into contact with businesses on Main. When a bus pulls over in a bike lane, where does a bike go on a 45 mph road? What type of alternative exists for bicycles? We need an enhanced awareness of the stops and start of bicycle lane.

SAC Comment: Feel like that is too fine of grain for the motion.

Biles suggested that the term "safety" and "comfort" be included.

Biles restated the motion: Advance Option 2: Moderate Exclusivity with special consideration for bicycle-pedestrian facilities including safety and comfort along the Corridor.

The motion was put to vote.

The motion passed 11 to 1 with SAC members Erin Walters opposed and SAC Members Lorenzo Herrera, Andrew Knori, Dan Rupe, Chad Towe in absentia. SAC Member Ronna Frank had to leave the meeting early and was absent for this vote. SAC Member Erin Walters previously stated she would vote against any EmX options.

6) Next Steps & Adjourn

Wannamaker reviewed next steps for the SAC and key upcoming meetings.

December

- Combine recommended decision elements into package of transit solutions
- Email package to SAC and GT
- SAC review

January

- GT review, direction to SAC
- SAC review, direction to Project Team
- SAC review revised package
- SAC recommendation – January 27

Specific meeting dates reviewed:

Date	Actions
January 8	GT Direction to SAC: SAC's Recommended Decision Elements & Range of Most Promising Transit Solutions
January 27	SAC Recommendation: Draft Range of Most Promising Transit Solutions
February 12	GT Decision: Draft Range of Most Promising Transit Solutions
February 17	SCC Work Session – Review Recommendations
March 2	Springfield City Council Work Session: Final Draft Range of Most Promising Transit Solutions
March 9	LTD Board Work Session: Review Recommendations
March 16	Springfield City Council Resolution: Final Draft Range of Most Promising Transit Solutions
April 15	LTD Board Resolution: Final Draft Range of Most Promising Transit Solutions

Wannamaker discussed with the SAC an additional SAC meeting on January 13 or 20 should members want more time to review and discuss with the committee and project team the package of Most Promising Transit

Solutions.

SAC Comments/Questions:

SAC Comment: All the recommendations have been made and it's going to the GT who will either agree or disagree and it will come back to us to discuss. All in all, the decisions have all been made and tallied. If the GT agrees with it, there shouldn't be anything different at the next SAC meeting.

Project Team Response: When we mail out the package of solutions of to you, it'll be the first time the SAC will see the decision elements combined into full transit solutions.

Biles provided a wall analogy of the seven decision elements as bricks and the packages as the wall.

Q: Wouldn't any SAC changes to the "walls" have to go through the GT?

Project Team Response: Yes.

Q: Do you sanity check the packages before making a recommendation? If so, let's only meet once in January. We can meet on January 27 and hold February 3 as an option.

SAC Comment: Stick with the 27th and if we do need to meet again, hold February 3.

Biles noted that the SAC would want to select representatives to speak on their behalf.

SAC Member Ken Hill noted he can't make the January 27th meeting. He may be able to Skype into the meeting.

SAC Comment: We talked about reaching out to other jurisdictions about the project.

Project Team Response: We provided the Central Lane MPO Metropolitan Policy Committee a project update on December 4, 2014.

Q: What was the response?

Project Team Response: Positive.

Biles thanked the SAC for their good and productive work.

Adjourn

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](#)

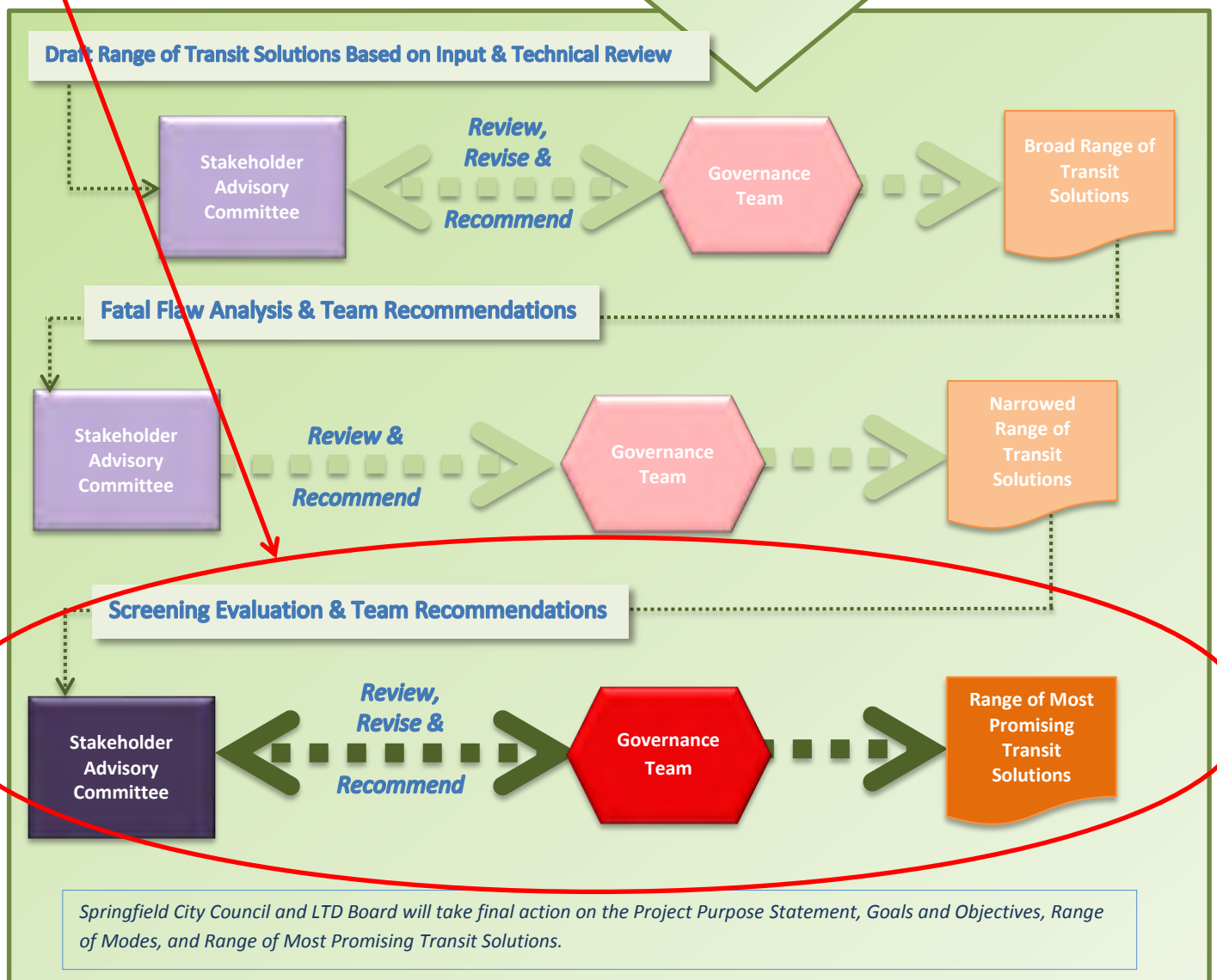
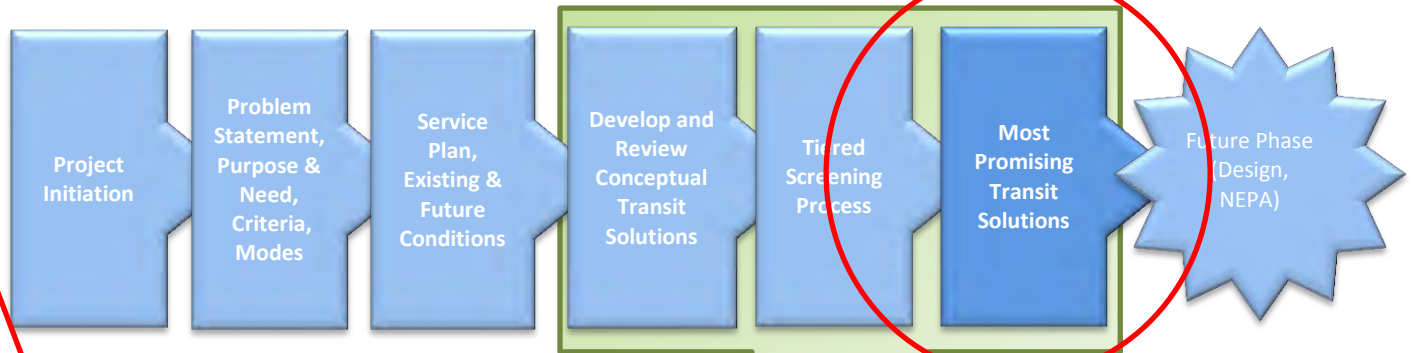
[Eugene Urban Growth Boundary](#)

[Franklin Boulevard Redesign](#)

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 January 2015





Main-McVay Transit Study Community Input Summary January 2015

Written comments submitted

As of 1/20/15: None received.

Website Input

As of 1/20/15: Three

Subject: RE: Our Main Street: Vision Plan Open House Rescheduled for Jan 20
From: YEITER Kurt M
Date: January 13, 2015 9:24:59 AM PST

Thank you for this.

It is not entirely clear to me, though, from these materials whether the McVay transit study SAC or Governance Team have already narrowed the McVay transit options. Have they? Is there a recommendation being prepared for Council review?

Thanks,
Kurt
Kurt Yeiter
City of Eugene
Transportation Planning

Project Team Response:

Subject: Re: RE: Our Main Street: Vision Plan Open House Rescheduled for Jan 20
From: John Evans
Date: Fri, Jan 16, 2015 12:19 pm

Hi Kurt -

Thanks for checking in about the Springfield Main-McVay Transit Study. The Study is close to completion with recommendations for the Final Draft Range of Most Promising Transit Solutions pending by the SAC and Governance Team. The resulting final recommendations will be reviewed by Springfield City Council and the Lane Transit District Board in March. In April, both bodies will make formal resolutions to move forward with further study or not with the proposed transit solutions.

Attached is a summary of the upcoming meetings.

John

Subject: Bus system
From: Tina Starr
Wed, Jan 14, 2015 7:48 pm

I am a business owner and I have 2 people currently coming to my place on the bus. I also have a son going to school at the U of O. He is able to use the bus to his advantage during the day, but in the evening when there are concerts and events going on you don't accommodate after 10:45ish. I know people who left Tom Petty concert early because the bus doesn't run after a certain time and in a town this size. The concert went on for another hour. My husband and I did the park and ride (which we now call the "park and ride then walk home") and our son had to come get us, because we rode the bus to cut down on traffic and got stuck at the concert because there was no bus. What???? Do you know how much those tickets are and how good of an evening my friends missed out on all because of the bus system did not work for them. You would think that on event days you would hire or keep certain main lines running to accommodate the situation not just your city needs, but of the people in it. So if you ask me I'm not sure that the bus system should get all their needs met if the people riding it are not getting their needs met.

LTD Response:

Subject: re: Bus system

From: Andy Vorbora

Thu, Jan 15, 2015 2:53 pm

The expansion of LTD's span of service is a high priority. LTD operated an 11:30 pm departure until 2004, however the recession of 2001-02 required service reductions and the last departure was eliminated. The District operates 12 core routes through the 10:45 pm departure. Operating fewer routes is possible but does reduce the usability of the service for events and other transportation needs. LTD's desire would be to run this core system an hour later. On an annual basis this is an investment of approximately \$300,000 and it is on our Annual Route Review (ARR) list as a potential service addition. Our ability to fund this level of expansion and take care of other system needs will be evaluated during the ARR and the Board will make a final decision on what improvements will be funded later this spring. There will be two public hearings to receive comments on the package of changes the staff is recommending, and your comments will now be included for the Board to consider. Thank you for taking time to share your thoughts.

Subject: Cross walks between 58th and 69th streets

From: Tammy Puett

Sun, Dec 28, 2014 2:22 pm

Automobiles travel at the highest speeds between 72nd and 58th on Main Street and many pedestrians are crossing to either go to an LTD bus stop or to get to the high school. I see pedestrians force during high traffic hours to stand in the median to get across all four lanes. I know there has many near misses and a bicyclist that was killed. This is a very long distance of road being traveled at high speed, with no cross walks and few stop lights. Please consider taking a closer look at this area during high traffic hours.

City of Springfield Response:

Subject: re: Cross walks between 58th and 69th streets

From: Michael Liebler

Thu, Jan 15, 2015 2:52 pm

Tammy,

Thank you for your input on Main Street. I am the project lead for the implementation of the 2010 Main Street Pedestrian Crossing Study projects and am able to address your communication about the section of Main from 58th to 72nd.

The Main Street Pedestrian study looked at this area, but did not recommend a pedestrian crossing. As the study and associated projects have evolved we have been working with ODOT to examine this section further. We have discussed this area with ODOT and they are willing to possibly utilize some of the funding from the pedestrian crossing projects to install a crossing within this stretch of Main Street.

I would be open to talking with you further about our progress towards improvements along this stretch of Main Street over the phone or in person if you are interested.

Thanks,

Michael Liebler, PE

City of Springfield, Public Works

225 Fifth Street

Springfield OR 97477

Phone: 541.736.1034

mliebler@springfield-or.gov

Email correspondence sent to Project Team:

As of 12/9/14: Five

From: Erin Walters

Sent: Saturday, December 20, 2014 4:14 PM

To: REESOR David; John Evans

Subject: Fwd: Main-McVay Tranist Study

Good afternoon,

Could I please get a copy of the sign in sheets and public comments received during the outreach programs listed in the attached document (MAIN STREET CORRIDOR VISION PLAN PUBLIC ENGAGEMENT SUMMARY January-March 2014). I was informed they are public record.

Thank you,

Erin Walters

Project Team Response:

Subject: Re: Fwd: Main-McVay Tranist Study

From: Chris@cogitopartners.com

Mon, Jan 05, 2015 8:17 am

Good morning, Erin -

The document you attached is the Community Conversations Summary for the Main-McVay Transit Study.

The noted outreach activities were:

- Community Conversations (small groups of representative corridor stakeholders)
- SummerFair/National Night out (general outreach)
- Nick Symmonds Springfield 800 Community Run (general outreach)

Stakeholder groups participating in the Community Conversations are listed on page 6 of the document.

I'm attaching a list of the people who accepted the invitation to participate in those groups. Also attached are the comments received during the two general outreach events.

The document noted in the body of your email is from the Main Street Vision Plan. If you want information about that project's outreach, pls. let me know.

All the best,
Chris
Christian L. Watchie, Cogito

Subject: Main Street
From: Pamela Davis
Date: Sun, December 14, 2014 8:55 am
To: info@ourmainstreetspringfield.org

Good Morning, My grandchildren live near main street so I am constantly driving on main street out by Thurston. Is there a reason why we cannot reduce the speed limit on this road. Many times, I have almost hit someone due to the rain and poor lighting. I appreciate the attempt at the new lighting at the cross walks, but cars are going up to 60 miles per hour on this road at times and these lights do nothing if you can't stop in time. Why does the speed limit have to be so fast on this street???

--

This e-mail was sent from a contact form on Our Main Street
(<http://ourmainstreetspringfield.org>)

Project Team Response:
From: REESOR David [mailto:dreesor@springfield-or.gov]
Sent: Thursday, December 18, 2014 4:25 PM
Cc: LIEBLER Michael; chris@cogitopartners.com
Subject: Main Street comment

Hi Pamela,

Your email comment and question below was emailed to me from another Project team member – thank you for taking the time and effort to reach out. The Oregon Department of Transportation (ODOT) and the City of Springfield completed a Main Street Safety Study back in 2010 and analyzed many different potential safety improvements on the corridor. Here's an important few sentences that I just pulled from the Study that help address what you wrote:

Lowering Speed Limit: The speed limit is determined by roadway characteristics and the 85th percentile speed of traffic. Studies show that 'artificially' lowering the speed of a roadway is ineffective at garnering driver compliance. However, some of the other improvements may calm traffic and result in lower travel speeds. Therefore, after other recommended projects have been implemented, future speed limit lowering investigation can be performed to see if lowering the speed limit is justified.

Basically what this is saying is that we have to first do other measures to try and reduce speeds and improve safety (which are recommended in the Study) before we can effectively lower the speed limit. Some of these included: stronger enforcement; education; improved street lighting; speed feedback signs, etc. I attached a PDF copy of the final Main Street Safety Study if you are interested in looking at it.

I completely understand your concern and frustration, though. I have three small children and am always concerned about them going out walking or biking by themselves. We are continuing to work with ODOT on addressing the safety issues on Main Street and hope to keep making progress.

I also copied my coworker, Michael Liebler, on this email as he is the Project Manager for the Pedestrian Crossings on Main Street. Michael, please weigh in on this if you would like to add any additional info I may have missed.

Thank you,
David

Email correspondence sent to Project Team:

From: Erin Walters
Sent: Friday, December 19, 2014 12:54 AM
To: REESOR David
Subject: Main-McVay Tranist Study

David,
First of all, I want to apologize for taking so long to contribute the following information and thoughts. As you can tell by the time stamp of this email, I am stealing time from Peter to pay Paul. This was just a little more important than sleep tonight.

Second, below are some findings I feel should be shared with the SAC.

I finally got a chance to listen to the audio from the first SAC meeting (I was not a member yet). I really wish I could have been there in person, but I guess I am lucky you recorded the meetings. Let me point out a couple things.

Dorris, President of the LTD Board, provided a compelling and persuasive point of view. Let me quote a few things:

“When we went through the process with Gateway and West Eugene, we had viewpoints from all different areas and perspectives, for and against. It helped us come to a solid decision that would have a positive impact on the community. And we’ve watched it with the first two corridors as they’ve unfolded and surpassed our expectations and projections for ridership. Literally, we beat those projections within the first few months of Franklin opening up and Gateway pretty much did the same thing... As we continue to build out the system and look to see how we best provide the services in the community, your input is vitally important.”

1. Dorris (representing LTD) provided straight up false information about the Gateway extension. As we found out a few meetings later, Gateway is not meeting projections and LTD wants to decrease the service. The Gateway line is NOT meeting projections and is a waste money.
2. LTD did not use the “all perspective” inputs from the Gateway and West Eugene projects to make a “solid” decision. LTD had a predetermined solution.
3. Because LTD always has a predetermined solution, our input is not “vitally important” unless we agree with them.

Point #3 above leads me into my next topic- The SAC is stacked in LTD’s favor. Let me draw your attention to the minutes from our previous meeting. I emailed you requesting the info below. There was a letter of skepticism from an SAC member about my “real reason for

needing this information". First, I was rather surprised you started including all of my emails to you in the public comment section of the handout. Am I to believe that not a single committee member has emailed you before the 2nd of November? That is unfortunate. I would have thought you might have received at least a couple. If this is a standard policy, then why was my email from 6/25 not included in the comments section and part of public record? I feel it is LTD's way of "dividing and conquering"- a calculated decision was made to start including these emails.

Putting that aside for now, let's look at some information.

1. My initial email on 10/31 asked for "how many people work for a public entity" on the SAC. When I later asked "who", it was a paraphrase of the first email. When you responded that you needed to consult legal advice, I re-phrased it per my original email. If you remember your official response, you stated "SAC representation includes 7 members who are employed in the public sector and 10 members who are employed in the private sector."
 - a. After listening to the first two meeting audios (which, by the way, is public record), I was able to establish my own list. And I believe you provided false information.
 - i. 8 employed in the public sector
 - ii. 1 is retired from the school district (which means they are in the public sector.
 - iii. 1 is a social worker from the VA (which I would consider public sector)
 - iv. 1 is against (myself)
 - v. 1 is for (Mike Eyster, who was already counted in the public sector category)
 - vi. 1 has a strong interest in redevelopment of adjacent property (which, of course, we were all assured there was no conflict of interest at this junction)
 - vii. That leaves 5 people whom I would consider capable of providing a non-bias point of view. After reviewing the attendance records, 2 of the 5 have missed 4 of the first 7 meetings (we've had 8 meetings so far). I don't criticize them because, like me, they have to take time away from their family and JOBS (some of us don't get paid to attend these meeting that were so thoughtfully planned during regular work hours).
 - b. In response to the addendum comments that questioned my intentions ("who is she representing"...."sole purpose")
 - i. These were public proceedings and free speech was still a right in this country.
 - ii. At the first meeting I attended (SAC Meeting #2), I stated "...I don't know if I would necessarily say I represent Our Money Our Transit, but I have been involved with that in the past". Well, after a few meetings, it was clear to me that LTD was up to their same old tricks, but this one was fast tracked. So began my "passion" to find the truth and expose LTD's lies.
 - iii. The "follow-up" letter from Stanley Upton was NOT a direct response to what I wrote about the EMX. His email is dated 10/28 and my editorial was published 11/7. Let's not blame me for a reaction LTD has inflicted. All I had to do was inform, which should have been LTD's job.
 - c. As you can see, the results of my inquiry prove that the SAC is stacked in LTD's favor and a simple question cannot be answered truthfully. Maybe you should have consulted with your "City Attorney" before you mis-informed me (and the group since you were so eager to share).
2. Per the 5/14 meeting audio, you stated, "We are coordinating with other outreach that's happening, for example, from some of those other main street projects I mentioned. For this specific transit study, the bulk of our public outreach service is targeted to this group here."
 - a. Sarcastically reassuring, considering the stacked committee.

- b. No wonder none of the Main Street businesses know anything about the project.
 - c. Probably not something you want on public record as it shows the City's and LTD's blatant disregard for those who are most impacted.
- 3. Per the 5/14 meeting audio (I really wish I could have been there), Mayor Lundberg stated, ".... give us your perspective so that when we do make a final decision, we make it with the knowledge that we engaged the community in a way that we have some very meaningful products to take a look at and know the direction we can be confident in is one that has been vetted through stakeholders like yourselves."
 - a. Vetted? Really? Just keep checking those boxes.
 - b. Once you admitted this committee was the "bulk" of the community outreach efforts, you negate any intentions of really wanting to know what the community feels about this.
 - c. Meaningful to who? Start involving the businesses on Main Street and you will find it is meaningful to them, but not the way you would like. They don't want it.
- 4. Since LTD cannot seem to keep the records un-sanitized (or even accessible), I have included the Addendum Comments for reference. They don't seem to be included in the updated meeting link online.
- 5. I do appreciate the fact LTD honored my request and updated the minutes to reflect some of what was actually said in meeting 6 regarding the over-serviced Gateway extension. The record sanitizing was getting old.

In closing, because it's way past my bedtime (which probably shows in my grammar and spelling), thank you for allowing me membership to the SAC. It has proven to be a worthwhile endeavor. Good luck with your new employment.

Erin Walters
Our Money Our Transit

Project Team Response:

Fri, Dec 19, 2014 10:26 am
REESOR David <dreesor@springfield-or.gov>
Main-McVay SAC,

At SAC member Erin Walter's request and per our protocol, I am forwarding you her email comments below. Our Project Team will provide a collective response to her substantive comments in the near future and include you all in that response. It will also be included in our next Community Input Summary.

Best,
David

David Reesor

Subject: re: Main-McVay Transit Study
From: Ronna Frank
Sat, Dec 20, 2014 12:13 pm

David,

I have a response to Erin Walter's email, and have attached a document that I refer to in my response.

Many thanks.

Ronna Frank SAC Member

Erin,

I hope you are getting more sleep now.

You mentioned twice in your email that you wish you could have been at the first SAC Committee Meeting on May 14, 2014. If you had been at the first meeting, you would have known the following: (First two points are in reference to your statement: "*... some of us don't get paid to attend these meeting that were so thoughtfully planned during regular work hours.*")

- We were all made aware when we applied for the SAC that this was a **voluntary position**, so we did not expect to be paid to attend any of the meetings.
- Previous to our first meeting, we were emailed a multitude of time choices to meet. We were sent a spectrum of time frames, which included evening times as well as day times, and asked to reply with our choice. Every person on the SAC made a choice about the time he/she wanted to meet, and the majority of us wanted to meet from 3-5. So, it is true these meetings were "thoughtfully planned"—by our choice.
- At the first meeting, we were given a paper called, "Draft Group Operating Agreements." The 3rd from the bottom says: "*Foster mutual respect and trust for your colleagues and for the process.*" At a future meeting, we were all asked to sign this document that was written on a large sheet of paper and put up on the wall in our meeting room. Did you sign it?
- At the first meeting, as part of getting to know each other, we were asked to introduce another SAC member to the group by telling each other what we wanted the group to know about us. We took time to listen to each other, got to know about the person we introduced, and then we introduced each other. It was an extremely friendly way to start out, and gave us an understanding of why each of us was there and who we represented.
- All the people at the first meeting were given a sheet with a list of names of everyone on the SAC with two categories: **Representative** and **Member**. The categories listed were: Citizen-at-large; Main-McVay Corridor Businesses/Property owners; Our Money Our Transit (OMOT); Better Eugene-Springfield Transit (BEST); Senior and/or People with Disabilities; Trucking industry/freight delivery; Bicycle/Pedestrian interests; Lane Community College; Springfield School District; ODOT staff. As each person was introduced, he/she said what they did within their **Representative Category**. For "Our Money Our Transit (OMOT), under "Member" this was stated on the list: "TBD," and "Seeking replacement due to initial appointed member's unanticipated conflict."

That last point is in relation to your statement, "*At the first meeting I attended (SAC Meeting #2), I stated "...I don't know if I would necessarily say I represent Our Money Our Transit, but I have been involved with that in the past*".

In relation to your statement, "Per the 5/14 meeting audio ..." b. "No wonder none of the Main Street businesses know anything about the project," perhaps you haven't seen or read the document I've attached entitled, "MAIN STREET CORRIDOR VISION PLAN PUBLIC ENGAGEMENT SUMMARY January-March 2014." There are 11 pages and I hope you will read all 11; in case you don't have the time, I'd like to point out information relevant to your "b." statement on the following pages:

Bottom of Page 1:

Main Street Corridor Vision Plan

Identifies the community's preferred future for the land uses and transportation systems along Main Street, seeking input on ways to:

- Guide future development of mutually supportive land uses and transportation systems to improve corridor conditions and livability;
- Provide enhanced opportunities for successful commerce and corridor redevelopment;
- Increase corridor accessibility to jobs, workforce, education, services, and the ability to accommodate future growth in travel;
- Improve safety and balance mobility for motorists, pedestrians, bicyclists, and transit users.

Top of Page 2:

"Main-McVay: Improved Transit Feasibility Study " that says: *A potential two-phase project that first seeks public and stakeholder input on transportation challenges and opportunities along Main Street and explores transit options to address and enhance mobility along the Main-McVay corridor.*

Bottom of Page 4:

"Between the months of June and August 2013, the City of Springfield and LTD invited participants to group conversations. The following reviews the stakeholder representatives that provided Main Street input." **Page 5** lists the names of 25 businesses, schools, etc. that took part in the Main Street Community Conversations. It also lists the City (Mayor Lundberg and City Councilor Marilee Woodrow) and 3 LTD members whose roll was to listen to the Stakeholder input and answer questions.

Top of Page 6:

Key questions posed included:

- What's working well on the Main Street corridor today?
- What's not working well?
- What changes/improvements, if any, would you like to see over the next 20 years?
- **Should the City of Springfield and Lane Transit District study potential transit options on Main Street?**

Middle of Page 6

SummerFair / National Night Out

"Over the weekend of July 19, 2013 Springfield leadership and staff hosted booths to gather additional input to explore on Main Street themes. Over 35 people provided thoughtful input on what positive attributes exist on Main Street today and what they would like to see, use, and enjoy twenty years from now. Springfield staff recorded public comments received."

Ronna Frank
Citizen-at-large
Film and stage composer

From: Erin Walters
Sent: Thursday, December 18, 2014 9:34 PM
To: REESOR David
Cc: 'John Evans'
Subject: RE: DRAFT Main-McVay Transit Solution Package

Good evening-

Could somebody please send me the list of committee members that attended the last meeting? Meeting #8.

Thank you,

Erin Walters

Project Team Response:

From: Christian Watchie
RE: DRAFT Main-McVay Transit Solution Package
Fri, Dec 19, 2014 3:44 pm

Here is the attendance from SAC Meeting #8 on December 9, 2014:

Present:

- Diane Alldredge
- Mike Eyster
- Ronna Frank
- David Helton
- Ken Hill
- Randy Hledik
- Jerry Hooton
- Rosalia Marquez
- Emma Newman
- Brett Rowlett
- Paul Selby
- Garry Swanson
- Erin Walters

Absent:

- Lorenzo Herrera
- Andrew Knori
- Dan Rupe
- Chad Towe

Chris

Main Street Interested Parties List Updates:

Study update included in Main Street Vision Plan Invitation
Next e-update: February 2015

Updates and Community Outreach:

Door-to-door corridor outreach on Main Street projects
January 20 - Main St. Vision Plan Open House (4-6 p.m.)
March 18 - Downtown Rotary
March 19 - Springfield City Club (pending confirmation)
March 27- Twin Rivers Rotary

Pending Meetings:

January 27, 2015	SAC #9	Recommendation Range of Most Promising Solutions to GT
February 5, 2015	GT	Recommendation Range of Most Promising Solutions to SCC & LTD Board
February 24, 2015	SAC #10	Celebrate!
March 2, 2015	Springfield City Council	Work Session: Range of Most Promising Solutions
March 18, 2015	LTD Board	Work Session: Range of Most Promising Solutions
April 20, 2015	Springfield City Council	Work Session: Range of Most Promising Solutions (if needed)
April 20, 2015	Springfield City Council	Resolution: Range of Most Promising Solutions
May 20, 2015	LTD Board	Resolution: Range of Most Promising Solutions

MAIN STREET PRELIMINARY THEMES

Summary of Collaborative Community Conversations

City of Springfield & Lane Transit District

June – September 2013



Submitted:
September 23, 2013
Christian L. Watchie
Cogito

OVERVIEW

Historic Multimodal Main Street



The Main Street Corridor has played a vital role in Springfield over time. As the primary artery to the city's vibrant residential and commercial life, its importance will only increase over the next 20 years. The City, in partnership with Oregon Department of Transportation (ODOT) and Lane Transit District (LTD), has received grants to coordinate future land use and transit system planning. The coordinated

approach allows the City and community to engage together in a broad inclusive visioning process to collectively decide on a preferred future for the corridor.

As a first step in this two-year long process, the City of Springfield and LTD embarked on a series of community conversations regarding Main Street. These conversations with the general public and area stakeholders occurred from June through August of 2013 as group meetings with stakeholders and at three large local events, SummerFair, National Night Out, and the Nick Symmonds Springfield 800 Community Run. The purpose was to gain an early understanding of initial community thinking about the current Main Street corridor, its potential future, and how transit might support it. Information gathered provides a preliminary platform for greater in-depth exploration with the broader Springfield community.

Relationship to other planning processes

The results of this initial outreach will be built upon by other planning efforts (see page 3) underway, planned, or under discussion including:

Main Street Corridor Vision Plan

Identifies the community's preferred future for the land uses and transportation systems along Main Street, seeking input on ways to:

- Guide future development of mutually supportive land uses and transportation systems to improve corridor conditions and livability;
- Provide enhanced opportunities for successful commerce and corridor redevelopment;
- Increase corridor accessibility to jobs, workforce, education, services, and the ability to accommodate future growth in travel;
- Improve safety and balance mobility for motorists, pedestrians, bicyclists, and transit users.

Main-McVay: Improved Transit Feasibility Study

A potential two-phase project that first seeks public and stakeholder input on transportation challenges and opportunities along Main Street and explores transit options to address and enhance mobility along the Main-McVay corridor.

Downtown Demonstration Project

As an outcome of the Downtown Circulation project, this small project will install several pedestrian scale decorative posts and LED light fixtures along one block downtown.

Main Street Pedestrian Crossing Project

A collaborative effort between the City of Springfield and the Oregon Department of Transportation to implement the six remaining pedestrian crossing projects recommended under the 2010 Main Street Pedestrian Safety Study.

SmartTrips Main Street (2014)

A comprehensive individual household and business-marketing program aimed at increased bicycling, walking, use of public transit, and ridesharing through education, incentives, community outreach and events.

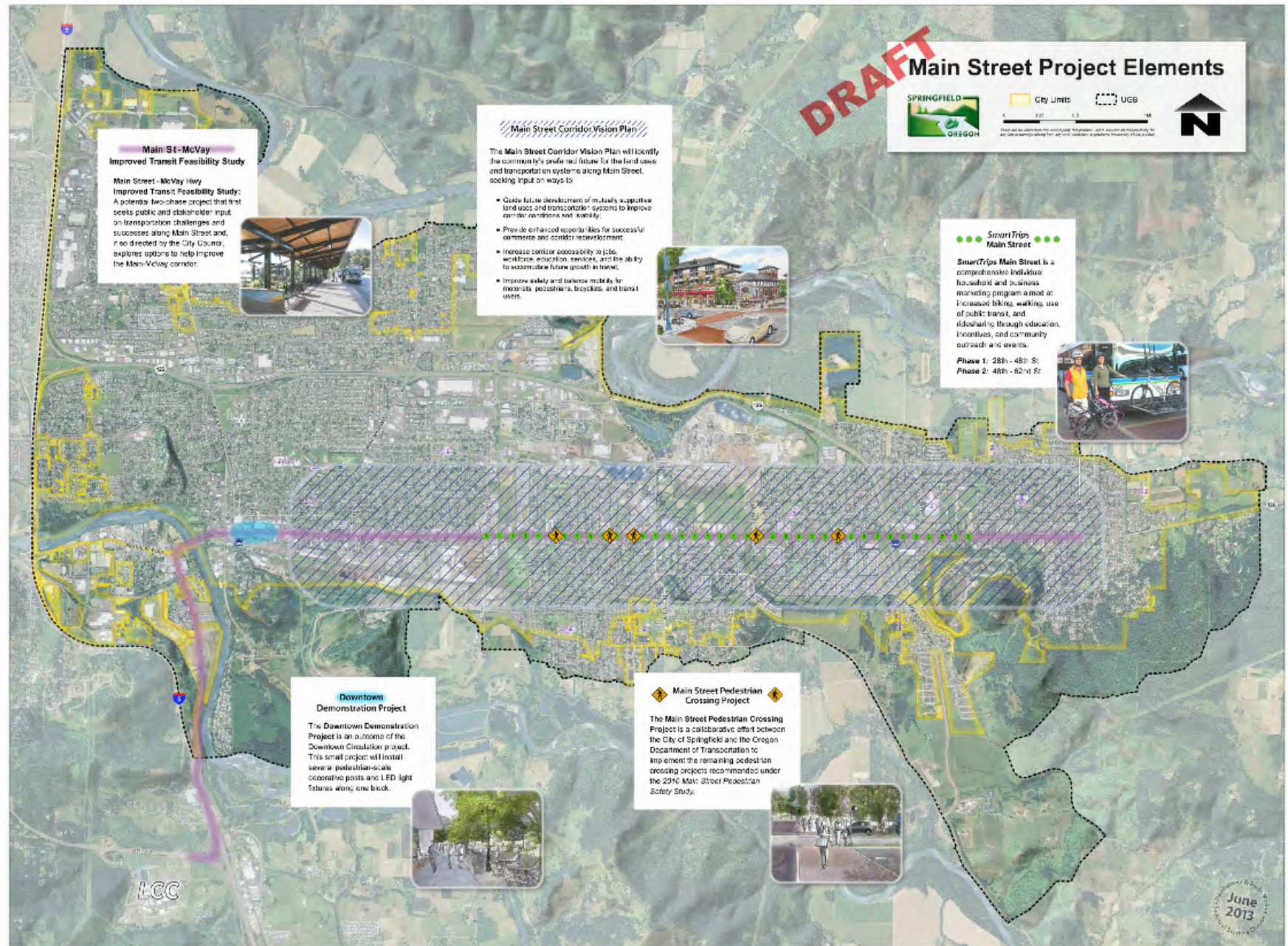
Phase 1: 29th – 48th

Phase 2: 48th – 62nd

Geographic scope

The scope of the preliminary Main Street outreach encompassed:

- Main Street from 69th in Thurston to Mill Street downtown
- Approximately one-half mile on either side of the Main St. corridor
- Potential Main Street transit connections extending east to the Thurston area, and west to Lane Community College



Preliminary Theme Development

Three key outreach strategies form the basis of the preliminary Main Street themes. Outlined is the process, questions, and dominant themes derived from public input received via:

- Community Conversations
- SummerFair
- Nick Symmonds Springfield 800 Community Run

Community Conversations

Beginning in late spring 2013, leadership representatives from the City of Springfield and Lane Transit District hosted a series of small community conversations intended to capture a sample of thinking about the corridor's current assets, areas for improvement, and potential future.

Participants

The City of Springfield developed the participant list with input from Lane Transit District to gather preliminary thoughts from Main Street stakeholders including representatives from:

- Corridor businesses
- Large corridor employers
- Recreation providers
- K-12 Schools
- Higher education
- Economic development
- City Services
- Social service agencies
- Community organizations

Why Main Streets Matter

We all know where our Main Streets are, but do we know *what* they are and *why* they matter? Whether they are named First Avenue or Water Street or Martin Luther King Boulevard, what they represent is universal. Main Street is the economic engine, the big stage, the core of the community. Our Main Streets tell us who we are and who we were, and how the past has shaped us. We do not go to bland suburbs or enclosed shopping malls to learn about our past, explore our culture, or discover our identity. Our Main Streets are the places of shared memory where people still come together to live, work, and play.

- National Main Street Center
A subsidy of the National Historic Trust

Between the months of June and August 2013, the City of Springfield and LTD invited participants to group conversations. The following reviews the stakeholder representatives that provided Main Street input.

MAIN STREET COMMUNITY CONVERSATIONS	
STAKEHOLDER GROUP	NAME
Corridor Businesses	McKenzie Feed & Pet Supplies
	Wilson RV
	All American Barber Shop
	Fins Drive In
	True Value Hardware
	Roberts Supply Company
	Hutch's Bicycle Shop
	D'Marias Beauty Salon
	Veterinary Allergy & Dermatology Services
Corridor Large Employers	Rosboro
	International Paper Company
	Wildish
	John Hyland Construction
Recreation	Willamalane Recreation District
Schools	Academy of Arts and Academics
	Springfield High School
	Thurston High School
	Lane Transit District's School Solutions
Higher Education	Lane Community College
Economic Development	Chamber of Commerce
	NEDCO
City Services	Library
Community Organizations Social Service Agencies	Habitat for Humanity
	Planned Parenthood
	Catholic Community Services
	Head Start

Process

Community Conversations

Each community conversation adhered to a consistent discussion framework. Held at Willamalane, the 90-minute sessions all had a facilitator and note taker with up to two leadership representatives each from the City of Springfield and Lane Transit District. The representatives' role was to listen to stakeholder input and answer specific questions, if asked.

Agency representatives included:

- City of Springfield Mayor, Christine Lundberg
- City of Springfield City Councilor, Marilee Woodrow
- LTD Board President, Doris Towery
- LTD Board Member, Mike Dubick
- LTD Board Member, Carl Yeh

To create a common stage for discussion, participants received a brief overview of Main Street's history, current employment, residents, and transit usage within the identified corridor. In addition, consultants provided future employment and residential growth projections for the City of Springfield.

Key questions posed included:

- What's working well on the Main Street corridor today?
- What's not working well?
- What changes/improvements, if any, would you like to see over the next 20 years?
- Should the City of Springfield and Lane Transit District study potential transit options on Main Street?

All participants were very open, candid, and appreciative of the opportunity to informally talk with their public leaders. Likewise, the City of Springfield and LTD leadership gained an early sense of the community's Main Street perspectives.

SummerFair / National Night Out

Over the weekend of July 19, 2013 Springfield leadership and staff hosted booths to gather additional input to explore on Main Street themes. Over 35 people provided thoughtful input on what positive attributes exist on Main Street today and what they would like to see, use, and enjoy twenty years from now. Springfield staff recorded public comments received.

Nick Symmonds Springfield 800 Community Run

City staff hosted an information booth to present the preliminary Main Street themes at this community event. The public reviewed the themes summary, added comments, and learned about opportunities for future involvement in the Main Street planning projects. Springfield staff and LTD's outreach consultant recorded public comments received.

THEMES

Outlined are the primary themes by category as expressed through the community conversations and public events.

WHAT'S WORKING WELL ON THE MAIN STREET CORRIDOR TODAY?

ROADWAY

- Traffic flows well
- Pedestrian crossings are an improvement
- Good infrastructure for cars and bikes
- Good, wide lanes with few signals and driveways
- Limited congestion

"Feels like the City is restoring and renovating."

"We have momentum."

"The City and Lane Transit District have created excellent public transportation for Springfield."

"We now have a small town feel with a modern twist."

BUSINESS CLIMATE

- Downtown is experiencing a revival with new businesses
- Main Street offers high business visibility
- High variety of businesses (type & age)
- It's a corridor of opportunity

AESTHETICS & IDENTITY

- We have honored our past by keeping our historic architecture
- Downtown Main St. feels more like community now with Second Friday Art Walks, banners, flowers, etc.
- We have preserved our trees
- City is reshaping itself in a positive way

TRANSIT

- Downtown LTD station has been an advantage to Springfield business
- Easy access to reliable and frequent public transportation is great
- Transit has helped create sense of place for Springfield
- City supports transit

LAND USE

- Mixed use development in downtown (Royal Building)
- Diversity of Main St. because it represents the diversity of Springfield

WHAT IS NOT WORKING WELL ON MAIN STREET?

ROADWAY

- Speed is too high
- Congestion at intersections feeding into Main St.
- Difficult for bicycles and pedestrians to cross
- Corridor is not attractive to any other mode than autos, buses, and trucks
- Need a two-way bike path

"Works great as a freight corridor but not as a community's Main Street."

"Once you leave downtown there is no 'there, there.'"

AESTHETICS & IDENTITY

- Lacks a sense of ownership
- After 21st street, don't feel connected
- Too much garbage along street

SAFETY

- Crime an issue in mid-Springfield
- Sense of not feeling safe in our neighborhoods

LAND USE

- Underutilized areas along Main St.
- Does not feel cohesive but jumbled
- The corridor divides neighborhoods

WHAT ARE SUGGESTED FUTURE IMPROVEMENTS TO MAIN STREET?

"Keep it unique.

Keep it special.

Keep it flowing. "

ROADWAY

- Adjust speeds to better serve all who use Main St. not just freight
- Make it easier to travel for ALL modes (car, transit, foot, bicycle)
- Explore alternate freight routes
- As traffic increases, improve bike and pedestrian infrastructure, access, and safety

BUSINESS CLIMATE

- Take advantage of the corridor's opportunities (increase shopping, restaurants, and other services all along Main St.)
- Offer redevelopment opportunities
- Put future jobs on or near Main St.

AESTHETICS & IDENTITY

- Make it more than one long drag
- Don't create a cookie cutter approach
- Invest in infrastructure that enhances the corridor aesthetics (improved transit, sidewalks with trees)
- Improved transit will add to the appearance of Main St.

TRANSIT

- Improve public transit
- Transit offers opportunities for housing and access to jobs, school, and the region
- Make transit convenient and safe
- Buses should not stop traffic but be integrated
- Transit stops can reflect Springfield

LAND USE

- More mixed use
- Can't do increased density without enhanced transit
- Close the gaps between downtown and Thurston
- More bike racks everywhere
- Look at development possibilities before you make decisions

SHOULD THE CITY OF SPRINGFIELD AND LTD STUDY POTENTIAL TRANSIT OPTIONS ON MAIN STREET?

- Need to get out in front of change to foster best development options for Main St.
- Now is the time to do it
- Can't be a great city without transit, good bicycle, and pedestrian infrastructure
- Want to be forward thinking and transit is an essential part of that
- Do no harm to existing businesses by making it more friendly for transit, bicycles and foot traffic
- A transit study is not needed because transit is working fine on the corridor
- Nothing is broken - do not fix it
- Transit adds to the foundation to transform Springfield
- Be prepared for the future
- No better time to do than now
- Why wait until you have a problem? Study it now to anticipate it
- Cheaper to do it now than later
- Understand what right-of-way the City has now and what might be needed (don't want a South Willamette Street situation)
- Studying it now will help connect the dots
- Understand how transit can help maintain the existing traffic flow
- Connecting Thurston and LCC is a logical connection
- Create a community where you don't need a car
- Study it but realize you need to think about it all - multimodal integration
- If you expand EmX, parking will become an issue downtown
- Need to be sure to preserve parking
- Building of EmX should require a public vote
- Having access to transportation options is so very important
- Residents, visitors, employees, and employers all benefit, the economy benefits, the environment benefits
- EmX is awesome
- Just do it

Now is the time to do it

Need to get out in front of change to foster best development options for Main St.

Nothing is broken - do not fix it

STUDY PROCESS

- City needs to be the lead or present when speaking with businesses
- Work on smart partnerships
- City and LTD can be part of the solution



Main Street Corridor Visioning:

Our Main Street Corridor plays a **vital role** in Springfield that will only increase over the next 20 years. The City, in partnership with ODOT and LTD, has received grants to coordinate future land use and transit system planning. This coordinated approach allows the City and community to engage together in a broad inclusive visioning process to collectively decide on a preferred future for the corridor.

Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

THE VARIETY OF SHOPPING AND PLACES TO EAT,
FAMILY FRIENDLY ATMOSPHERE AND HISTORICAL
BUILDINGS.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

PEDISTRIAN + BICYCLE SAFETY IS OF MOST IMPORTANCE
TO ME. THE USE OF ROUNDABOUTS ELSEWHERE HAS
BEEN BENEFICIAL AND WORKED WELL IN OUR AREA.



Main Street Corridor Visioning:

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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Different from when I was a child. I like the the types of businesses opening. The way it helps support the community and growth. (Maybe a center to support learning with young children and an afternoon program in YMCA or some such programs))

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

* see above. Way to build businesses and support our community. Loans to help people open business. Things for seniors to do to help support the community.



Main Street Corridor Visioning:

Our Main Street Corridor plays a **vital role** in Springfield that will only increase over the next 20 years. The City, in partnership with ODOT and LTD, has received grants to coordinate future land use and transit system planning. This coordinated approach allows the City and community to engage together in a broad inclusive visioning process to collectively decide on a preferred future for the corridor.

Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

VARIETY OF RETAIL, FOOD, SERVICES, HISTORIC PRESERVATION,

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

BUMP OUTS & PEDESTRIAN CROSSING, MORE RETAIL,
OUTSIDE EATING, FRY & RANKIN BLDG A HOTEL UPSTAIRS
& RESTAURANT DOWNSTAIRS, LESS BUMP LOTS/PARKING
TO HELP W/ FLOW IE - US BANK, TACO BELL



Main Street Corridor Visioning:

Our Main Street Corridor plays a **vital role** in Springfield that will only increase over the next 20 years. The City, in partnership with ODOT and LTD, has received grants to coordinate future land use and transit system planning. This coordinated approach allows the City and community to engage together in a broad inclusive visioning process to collectively decide on a preferred future for the corridor.

Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

It would be nice to have a stop light on
72nd/S. 72nd so that families trying to
cross Main St. to take kids to Thurston
Elementary can cross Safely! Pretty
scary around that area



Main Street Corridor Visioning:

Our Main Street Corridor plays a **vital role** in Springfield that will only increase over the next 20 years. The City, in partnership with ODOT and LTD, has received grants to coordinate future land use and transit system planning. This coordinated approach allows the City and community to engage together in a broad inclusive visioning process to collectively decide on a preferred future for the corridor.

Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

We appreciate the elimination of strip clubs & raunchy bars. likes are new restaurants, clean image & prospering established, locally owned places.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

Better bike lanes, access in downtown areas. More natural areas preserved, ie parks & waterways.



Main Street Corridor Visioning:

Our Main Street Corridor plays a **vital role** in Springfield that will only increase over the next 20 years. The City, in partnership with ODOT and LTD, has received grants to coordinate future land use and transit system planning. This coordinated approach allows the City and community to engage together in a broad inclusive visioning process to collectively decide on a preferred future for the corridor.

Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

I like the original look of a more old fashion downtown.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

Keep the old town look and cleanliness of it in the downtown. Make the busier part safer with crosswalks and lights down further.



Main Street Corridor Visioning:

Our Main Street Corridor plays a **vital role** in Springfield that will only increase over the next 20 years. The City, in partnership with ODOT and LTD, has received grants to coordinate future land use and transit system planning. This coordinated approach allows the City and community to engage together in a broad inclusive visioning process to collectively decide on a preferred future for the corridor.

Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

(Down town section)
keep it historic

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

More trees, pedestrian crosswalks (42nd ↑)



Main Street Corridor Visioning:

Our Main Street Corridor plays a **vital role** in Springfield that will only increase over the next 20 years. The City, in partnership with ODOT and LTD, has received grants to coordinate future land use and transit system planning. This coordinated approach allows the City and community to engage together in a broad inclusive visioning process to collectively decide on a preferred future for the corridor.

Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today. *No Seedy Bars*

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

See Bend, OR and Redmond, OR, Main St. and Downtowns. They are: active, busy, clean, attractive, slow traffic, not congested, multiple stores, restaurants, businesses - an example of not needing a major draw, just several smaller businesses that give people a reason to come downtown. We need a connection to the river

** Need to Pave or Rebuild "A" St between 8th + 7th!*



Main Street Corridor Visioning:

Our Main Street Corridor plays a **vital role** in Springfield that will only increase over the next 20 years. The City, in partnership with ODOT and LTD, has received grants to coordinate future land use and transit system planning. This coordinated approach allows the City and community to engage together in a broad inclusive visioning process to collectively decide on a preferred future for the corridor.

Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

The library; and little shops like Rileys second hand.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

More shops, places to eat; less truckers.



Main Street Corridor Visioning:

Our Main Street Corridor plays a **vital role** in Springfield that will only increase over the next 20 years. The City, in partnership with ODOT and LTD, has received grants to coordinate future land use and transit system planning. This coordinated approach allows the City and community to engage together in a broad inclusive visioning process to collectively decide on a preferred future for the corridor.

Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Variety of stores/shops.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

Light crossing on corner of Main + 42nd going ~~toward~~
North/South is too short when green. Only 1-2 cars
can go before it turns yellow again.



Main Street Corridor Visioning:

Our Main Street Corridor plays a **vital role** in Springfield that will only increase over the next 20 years. The City, in partnership with ODOT and LTD, has received grants to coordinate future land use and transit system planning. This coordinated approach allows the City and community to engage together in a broad inclusive visioning process to collectively decide on a preferred future for the corridor.

Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

have to see more cafes & places to sit & enjoy
company - The Washburne Co. & The new brewery!
And the museum & Wildish! ~~And~~

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

green areas w/ seating, outdoor seating, historic
info.



Main Street Corridor Visioning:

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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Easy to get to everything

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

Pedestrian Safety



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Im Not sure.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years *less traffic and more crosswalks.*



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

I'm not sure

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

more crosswalks
not such a long wait for a bus



Main Street Corridor Visioning:

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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

I Don't know what I like....

But there is not enough crosswalks
for people crossing

I think the speed limit should maybe be
lower in some areas.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years



Main Street Corridor Visioning:

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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Love how much the place has cleaned up.
Thank you.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years



Main Street Corridor Visioning:

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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Small town shops

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

pedistrian friendly crossings



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

I like that we have the Wildish theatre & plenty of parking.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

Remove the Gentlemen's Club



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

*It is a great main corridor for Springfield.
It takes you from one end of town to
the far east end.*

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

*Increase lanes and beautify with
flowers and benches. More trees etc.*



Main Street Corridor Visioning:

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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

Less Bars



Main Street Corridor Visioning:

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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

HD BUSY ACTIVITIES

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

INCREASED
RENEWAL



Main Street Corridor Visioning:

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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

banners - life down town - new buildings and businesses

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

more of the above
the extension of E-MX



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Springfield has managed to retain a large measure of its historic buildings in the westernmost Main St. area. It is showing that the city is restoring/renovating these unique structures.

The street trees. Their size is becoming highly effective in softening the street-scape, making it more refreshing for pedestrians in the warm weather. They are deciduous so that natural light enters the buildings during the time of year this light is most needed.

Events like 2nd Friday Art Walk.

Enhancements like Art Alley.

Increasing diversity of businesses and other ventures

Continued, Over →

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

Artistic touches in buildings of all ages (research historic detail in historic structures like ornamental tile entrance aprons and stone window spandrels. Design elements that animate places like areas over doors and windows.

Artistically professional signage for shops.

Tend trees by allowing them to grow larger and become imposing. For visibility of buildings and storefronts, as the trees grow, limb them up so we see all the interest & info of 2-story buildings below the leafy canopies of summer.

Encourage sizeable street trees in Paramount District.

Create people-friendly diverse spaces, protected from fast traffic

Continued, Over →

Relates to Downtown most strongly



Main Street Corridor Visioning:

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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

its beautifull & Peaceful
love it its Clean

Thank you

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

Doing great now



Main Street Corridor Visioning:

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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Friday evening foot traffic. The art walk brings in people to the area. more weekday events like that might increase Number of people coming in.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

no taxers
no Bars, clean streets, evening lighting, evening public activities, bike racks, fresh produce stands, food carts, natural Food Health Stores.

more energy & exciting activities for people & families



Main Street Corridor Visioning:

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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

I like the new restaurants and
the ↓ in girl dancing bars

I like the coffee shop & the
Friday market Art walk

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

I would like to see more
tough/Enforcement of graffiti



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Straight shot to the key places.
Grocery, to downtown Eugene, still quick
back road. ~~Business~~

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

More family oriented. Family things.



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Slow & Steady Cleaning - up

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

more of the same



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Rosibel BARRERA

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

- it's name (implies significance)
- The 'strips & undisturbed' that can be made viable along the route because we still have examples of our past standing.
- Many of the folks who work along Main St. (Mostly know those between 14th - river)
- It's width DT
- Having easy access to ^{frequent} public transportation (# 11)

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

I really like the new businesses like Sweetie's. I travel from Eugene to visit them. I also like the Art Academy. I also like that graffiti is cleaned up quickly.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

I would like to see some more walking pedestrian signs that can't drive (like on Pioneer Parkway). Also some flashing pedestrian signs as you go into Thurston.



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

EASY FLOW OF traffic - more bike friendly

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

walker friendly, speed limit 25-30 MPH.
lots more small specialty shops



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

1. decorative trash cans on each Block
2. Repave downtown
3. trees
4. Store facelifts / at least modern brighter colors
5. Less or NO BARS
6. speed limit raised to 25
7. sidewalks etc brought up to date



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

old buildings

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

more free parking



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

that there are efforts being made
to clean up Main St.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

continue the good work



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

THE NEW CROSS WALKS

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

AND MORE CROSS WALKS IN THE
HIGH TRAFFIC AREAS



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

The small businesses

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

More crosswalks



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

The Downtown District has really improved over the last couple of years and has really developed a nice character. Also, I find that Main Street is very vehicle friendly, easy to travel, and ~~never~~ rarely ever grid-locked.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

- ① Aesthetics → I really love the face-lift that downtown has received... It has the small-town feel with a modern twist... I would love to see more trees...
- ② Traffic Flow → The flow for vehicles is more than acceptable... The challenge is for pedestrians... I would almost suggest that the speed limit drop to around 30 + model Franklin St. with Emex in the middle and safe cross zones associated with the Emex stops



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Designated cross walk's (newly put in)
~~More street light's~~ Land scaping along
side of main st.

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

More street light's, more cross walk's
between 14th - 72nd
sidewalk after albertson's up to 72nd



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

Good access to local vendors

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

better traffic flow, cross walks safer
parking access



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Please help us identify some initial themes for the Main St. Corridor planning.

1) Please describe what you like about Main St. today.

It still feels historical, I like that there are not tearing down our historical buildings

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

More community events, get to know our neighbors better.



Main Street Corridor Visioning:

Our Main Street Corridor plays a **vital role** in Springfield that will only increase over the next 20 years. The City, in partnership with ODOT and LTD, has received grants to coordinate future land use and transit system planning. This coordinated approach allows the City and community to engage together in a broad inclusive visioning process to collectively decide on a preferred future for the corridor.

Please help us identify some initial themes for the Main St. Corridor planning.

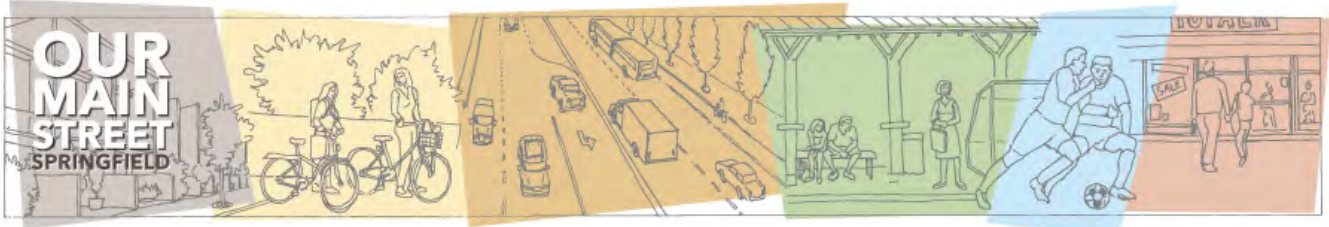
1) Please describe what you like about Main St. today.

Flow of traffic. more crosswalks. Bike path
fresh painted

Dream for a moment and tell us what you would like to see, use, and enjoy in the corridor twenty years from now. You may wish to consider aesthetics (street trees, benches, new or remodeled store fronts), traffic flow, your preferred speed limit, the business climate, your preferred type of bus transit, bicycle and pedestrian access, and safety, etc.

2) Tell us the changes you want to see happen in the corridor over the next twenty years

More greenery, No more Adult clubs



Main Street Projects

Status Update *(as of January 10, 2015)*

The City of Springfield, in partnership with Oregon Department of Transportation and Lane Transit District, is coordinating five Main Street Projects to look at:

- pedestrian crossing improvements;
- feasibility of transit improvements;
- determining the community's vision for future development along the corridor;
- improved lighting in downtown; and
- providing assistance to individuals who want to learn about and take advantage of a full range of travel options.

These efforts are being accomplished by using federal and state funds along with local matching funds. Springfield's Mayor and Council place a very high value on open and transparent public processes that involve our citizens, and other stakeholders, in exploring issues and identifying problems and solutions.

A map showing the five Main Street Projects can be found online at www.ourmainstreetspringfield.org. **The following information provides a brief summary and progress update of the four Main Street Projects that are being coordinated with the Main-McVay Transit Study.**

Main Street Corridor Vision Plan

Project Description:

The City of Springfield is engaging the community in a planning process to envision a preferred future for Main Street between Downtown and Thurston. The City is conducting public outreach to seek input through a series of citizen participation opportunities. The Visioning process will initiate a broad community discussion about what works and doesn't work right now and what makes the most sense for the future.

Current Status:

- The Vision Plan has been prepared for adoption
- A postcard was mailed to property owners and residents in the study area to announce the upcoming open house and hearings.
- Staff is responding to questions, meeting with interested parties upon request and receiving comments via email, the project website and telephone.

Next Steps:

- Open house January 20th, 4-6 PM City Hall Library Meeting room
- Planning Commission public hearing January 21st
- City Council public hearing February 17th

For Additional Information, please contact:

Linda Pauly, Principal Planner
City of Springfield
lpauly@springfield-or.gov
541.726.4608

Main Street Pedestrian Crossing Project

Project Description:

In a collaborative effort between the City of Springfield, Oregon Department of Transportation (ODOT) and LTD, eight pedestrian crossing projects recommended under the 2010 Main Street Pedestrian Safety Study are being implemented in order to provide safer crossing opportunities along the Main Street corridor.

The City of Springfield is the lead in overseeing the public outreach, design and installation of the pedestrian crossings. The City conducts stakeholder outreach in each location before construction occurs to perform analysis and determine possible mitigation measures related to the crossings.

These eight pedestrian crossings were identified in the 2010 Main Street Pedestrian Safety Study. To date two crossings have been installed by ODOT with the remaining crossings to be installed by the City of Springfield.



Current Status:

- The crossing improvements at 35th, 41st, 44th and 51st Streets are complete
- Outreach and design now underway for crossings at Chapman and 48th Streets

Next Steps:

- Coordinating with ODOT on IGA amendments for city-provided crossing maintenance
- Performing traffic operational analysis on the Safety Study's proposed crossings at 40th and 57th Streets

For Additional Information, please contact:

Michael Liebler P.E., Transportation Planning Engineer
City of Springfield
mliebler@springfield-or.gov
541.736.1034.

Downtown Demonstration Project

Project Description:

As an outcome of the downtown circulation project this small project will install several pedestrian scale decorative posts with LED light fixtures along two blocks of Springfield's downtown. The LED light fixtures have been identified for installation in this key location in Springfield's downtown to improve safety, visibility, and aesthetics in the area. The project is slated to be complete by summer 2015.

Current Status:

- Installation of Phase 1 is underway and expected to be completed by March

Next Steps:

- Determine where Phase 2 lights will be installed and begin design.
- Installation could begin in October 2015

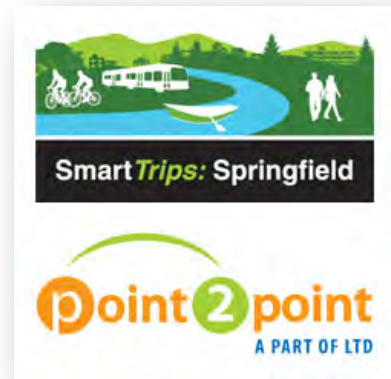
For Additional Information, please contact:

Brian Barnett, PE, PTOE, City Traffic Engineer
City of Springfield
bbarnett@springfield-or.gov
541.726.3681.

SmartTrips Main Street

Project Description:

SmartTrips is a comprehensive individual household and business outreach program aimed at increasing biking, walking, use of public transit, and ridesharing. Through education, incentives, and community outreach and events, SmartTrips encourages residents to use transportation options. SmartTrips: Springfield launched the Gateway program in 2012, the Hayden Bridge program in 2013, and the Main Street Household Program has concluded. SmartTrips is a collaborative effort between the City of Springfield and Point2point, a part of LTD, the Regional Transportation Options Program.



Current Status:

- The final report on the first phase of Main Street outreach will be available on the SmartTrips website by the end of January 2015

Next Steps:

- Staff is preparing for this summer's program which includes outreach to over 4,000 households along the Main Street corridor from 48th Street to 62nd Street.

For Additional Information, please contact:

Cody Franz, SmartTrips Transportation Options Coordinator
Point2point at Lane Transit District
cody.franz@ltd.org
541.682.6112

January 27, 2015

TO: Main-McVay Transit Study Stakeholder Advisory Committee (SAC)

FROM: John Evans, LTD
Tom Boyatt, City of Springfield

RE: Governance Team Action on SAC Recommendations

Tier II Screening Recommendations

At the December 9, 2014 meeting, the SAC made recommendations to the Governance Team on the following four decision elements:

- **BRT Routing: McVay South.** The SAC recommended carrying both the McVay Highway and Old Franklin options forward, should BRT be pursued on the McVay Highway segment.
- **Enhanced Bus Options.** The SAC recommended both the Main Street and McVay Highway Enhanced bus options be carried forward as promising transit solutions.
- **BRT Service Options.** The SAC recommended the Franklin-Main BRT alignment (with Gateway EmX ending at the Springfield Station) as a promising solution. The SAC also recommended reconsideration of a Gateway-McVay BRT alignment should sufficient new development materialize on the McVay Highway segment during the corridor planning process.
- **BRT Lane Exclusivity.** The SAC recommended pursuing the “moderate” lane exclusivity option.

The Governance Team met on January 8, 2015 and approved all four of the SAC recommendations. There was one minor adjustment to the SAC recommendation: The Governance Team recommended consideration of both the McVay Highway and Old Franklin routing options as part of an Enhanced Bus option, rather than assuming that Enhanced Bus on the McVay Highway segment would follow the existing bus routing.

Main-McVay Transit Study Most Promising Transit Solutions

DRAFT

JANUARY 2014

A collaborative study between:

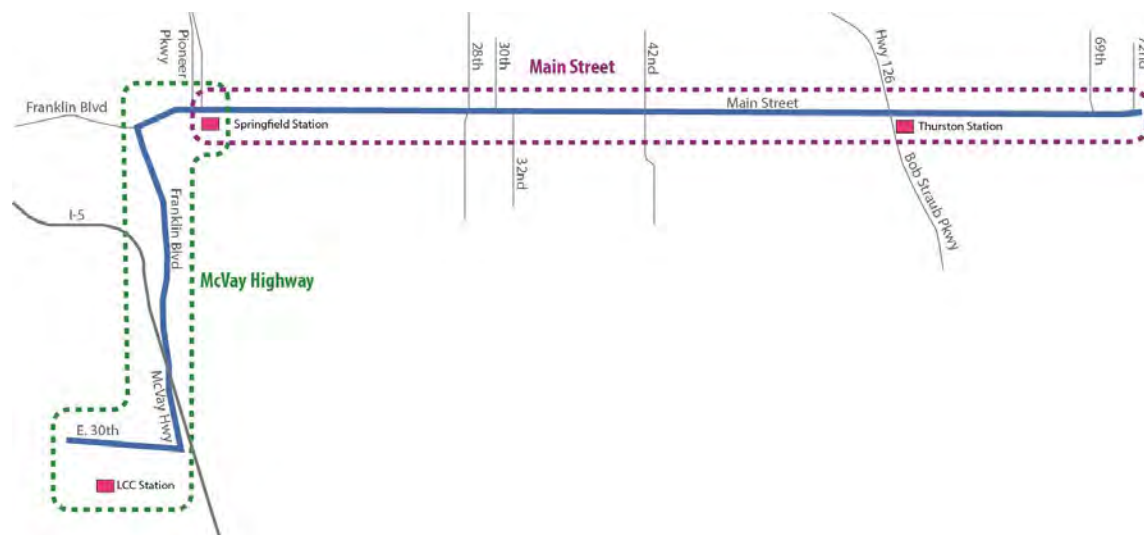


1 Introduction/Summary of Most Promising Transit Solutions

The Main-McVay Transit Study is intended to identify the most appropriate and promising transit solutions for the Main-McVay Corridor and determine if those solutions should be advanced as a project or projects in the Corridor. Through an iterative screening process, decisions have been made to focus on bus-based options (Enhanced Bus and Bus Rapid Transit) and to identify the various elements of transit solutions that would best meet the needs of the Corridor. Elements of the Most Promising Transit Solutions are described in Section 2. The “No-Change” Option will be carried forward on any subsequent studies. All of the study reports are available at the City of Springfield Transportation Planning Department, LTD’s Glenwood Administration Building, and on the project website (<http://ourmainstreetspringfield.org/main-mcvey-transit-improvement-study/>). This document consolidates the decisions that have been made on each element into recommended comprehensive transit solutions for the Corridor.

The Main-McVay Corridor is composed of the Main Street and McVay Highway segments (Figure 1.1-1). Given the diverse characteristics of these two segments in development patterns, population and employment density, and current transit service, recommendations for the most promising transit solutions are broken out by segment.

Figure 1.1-1: Main Street and McVay Highway Corridor Segments



Source: Cameron-McCarthy. 2014.

Summary of Recommended Most Promising Transit Solutions

The recommended range of Most Promising Transit Solutions for the Main-McVay Corridor, based on the recommended transit elements, is summarized in Table 1.1-1. The most promising solutions are indicated with a green dot, while a red dot indicates an option that is not promising or viable at this time.

An orange dot indicates a solution that, while not recommended as the primary option, can be reconsidered should conditions or circumstances change.

A more complete description of the recommended Most Promising Transit Solutions is included in Section 3.

Table 1.1-1. Recommend Most Promising Transit Solutions by Segment

Options	Main Street Segment	McVay Highway Segment
No-Change (Existing Service)	●	●
Enhanced Bus	●	●
BRT	●	●

The **No-Change Option** is carried forward for both the Main Street and McVay Highway Segments.

Enhanced Bus Options are carried forward for both the Main Street and McVay Highway segments.

BRT on Main Street as an extension of the current Franklin EmX is carried forward.

BRT on McVay Highway is not a promising solution at this time. This option can be reconsidered should sufficient new development materialize within the Corridor.

2 Elements of the Most Promising Transit Solutions

Decisions have been made on the most appropriate elements of potential Enhanced Bus and BRT options. These individual decisions were combined to form complete transit solutions for the Main Street and McVay Highway Segments. Decisions on the various elements are summarized in Table 2.1-1.

Table 2.1-1. Decisions on Transit Elements

Options	Advanced	Eliminated
BRT Station Spacing		
Station Spacing Option 1: Stations routinely spaced less than 1/3 mile apart		●
Station Spacing Option 2: Stations spaced approximately 1/3 mile apart (can vary depending on adjacent uses)	●	
Station Spacing Option 3: Stations routinely spaced more than 1/3 mile apart		●
SAC Recommendation: Option 2. The 1/3 mile station spacing has been recommended as the most appropriate option for possible BRT service in the Corridor. This option provides the best balance between access and travel time savings. Note that the stop spacing is an average distance between stops and that stops more or less than 1/3 mile apart can be implemented based on adjacent land uses and activity centers.		
BRT Routing: Main Street East, Eastern Terminus		
East Main Option 1: Thurston Station (with connector service east of 58 th Street))	●	

Options	Advanced	Eliminated
East Main Option 2A: Thurston High School – All Trips (with connector service east of 58 th Street)		●
East Main Option 2B: Thurston High School – Selected Trips (with connector service east of 58 th Street))	●	
East Main Option 3: Thurston Road to 69 th		●
East Main Option 4: Main to 72 nd		●
SAC Recommendation: Option 2B. The option which extends the service to Thurston High School for a limited number of trips that meet key school start and end times has been determined to be the best option, assuming a safe and convenient routing and station location can be established. If not, it is recommended that Option 1: Thurston Station is be used as the eastern terminus for all trips.		
BRT Routing: Main Street Downtown		
Downtown Routing Option 1: Main Street / South A Couplet		●
Downtown Routing Option 2: South A Street (eastbound and westbound)	●	
Downtown Routing Option 3A: South A Street west of 10th; Couplet east of 10th	●	
Downtown Routing Option 3B: South A Street west of 14th; Couplet east of 14th		●
SAC Recommendation: Option 3A. The “Combination Option” using 10th Street was determined to be the best option. This option provides equivalent access as Option 1: Main Street/South A Couplet, but eliminates bus travel through the most congested part of downtown Springfield. Option 2 that uses South A Street for both eastbound and westbound service was suggested by SAC and the Main Street Vision Project Manager to be retained as a back-up option, since it may provide an opportunity for a higher level of lane exclusivity and may fit better with the Main Street vision.		
BRT Routing: McVay South		
South McVay Option 1: McVay Highway (west side of I-5)	●	
South McVay Option 2: Old Franklin (east side of I-5)	●	
South McVay Option 3: Haul Road (east side of I-5)		●
SAC Recommendation: Option 1 and Option 2. Since there was little in the analysis to differentiate the McVay Highway and Old Franklin Options, it was determined that both the McVay Highway and Old Franklin routing options should be carried forward. The SAC also recommended that exploration be conducted on an option that would use a private underpass of Interstate 5 and new roadway on the west side of Interstate 5.		
Enhanced Bus Options		
Enhanced Bus Option 1: Main Street	●	
Enhanced Bus Option 2: McVay Highway	●	
Enhanced Bus Option 3: Main Street Express		●
Enhanced Bus Option 4: Freeway Express		●
Enhanced Bus Option 5: Main-McVay		●
SAC Recommendation: Option 1 and Option 2. Enhanced Bus options on both the Main Street and McVay Highway segments are predicted to lead to an increase in ridership by 2035 and a reduction in operating costs with few adverse impacts on the natural or built environment. Option 3: Main Street Express would add considerable operating cost without a commensurate increase in ridership. Option 4: Freeway Express has minimal impact of the corridor. Option 5: Main-McVay, which would link the Main Street and McVay Highway segments with Enhanced Bus service, could not be done on a consistent basis due to the different service frequencies and service spans of the two segments. However, if both Options 1 and 2 are implemented, linking		

Options	Advanced	Eliminated
the two routes at the Springfield Station whenever possible would be beneficial by eliminating transfers for some trips.		

BRT Service Options

BRT Service Option 1: Franklin-Gateway; Main-McVay		●
BRT Service Option 2: Franklin-Main; Gateway-McVay	●	●
BRT Service Option 3: Franklin-Gateway; Main; McVay		●
BRT Service Option 4: Franklin-Main; Gateway; McVay		●
BRT Service Option 4A: Franklin-Main; Gateway	●	
BRT Service Option 4B: Franklin; Gateway-McVay		●

SAC Recommendation: Option 4A, with Option 2 retained for possible reconsideration depending on the timing and extent of development in the McVay Segment. Option 4, as outlined, did not allow for the independent evaluation of the Main Street and McVay Highway Segments, therefore, this option was split into Options 4A and 4B. Option 4A extends the Franklin EmX to Main Street with Gateway EmX operating independently (starting and ending at the Springfield Station). A Main Street BRT is feasible due to high ridership and operating compatibility with the Franklin EmX. The Franklin-Main Street link creates a logical east-west EmX line, especially when considering the extension of the Franklin line to west Eugene. A McVay Highway BRT would more than double LTD's operating cost on that segment and may not have sufficient ridership to meet Small Starts eligibility requirements. The SAC recommended that, should new development in Glenwood and the LCC basin materialize within the corridor planning process to the extent that the viability of a McVay Highway BRT route is positively impacted, BRT service in the corridor should be reconsidered as an extension of the Gateway EmX. Otherwise, the McVay Highway Segment should be considered for future BRT service, with that decision to be triggered by the corridor meeting development thresholds.

BRT Lane Configurations

Lane Configuration Option 1: Low Exclusivity		●
Lane Configuration Option 2: Moderate Exclusivity	●	
Lane Configuration Option 3: High Exclusivity		●

SAC Recommendation Option 2, with consideration given to pedestrian and bicycle facilities, including safety and comfort issues. The Moderate Exclusivity option is advanced because it provides the greatest degree of flexibility in meeting the transit operating needs while also addressing potential impacts. The Low Exclusivity and High Exclusivity Options provide less flexibility in the consideration of transit priority treatments. Low Exclusivity may not provide the level of transit priority to adequately address congestion delays. High Exclusivity has the greatest potential environmental impact and property and business impact. The SAC recommendation stressed the need to consider impacts on pedestrian and bicycle access, safety and comfort when developing lane configuration options.

3 Most Promising Transit Solutions

The recommended range of Most Promising Transit Solutions, summarized in Table 3.1-1 below, are formed as a combination of the various design elements that have been determined to be most appropriate for the corridor.

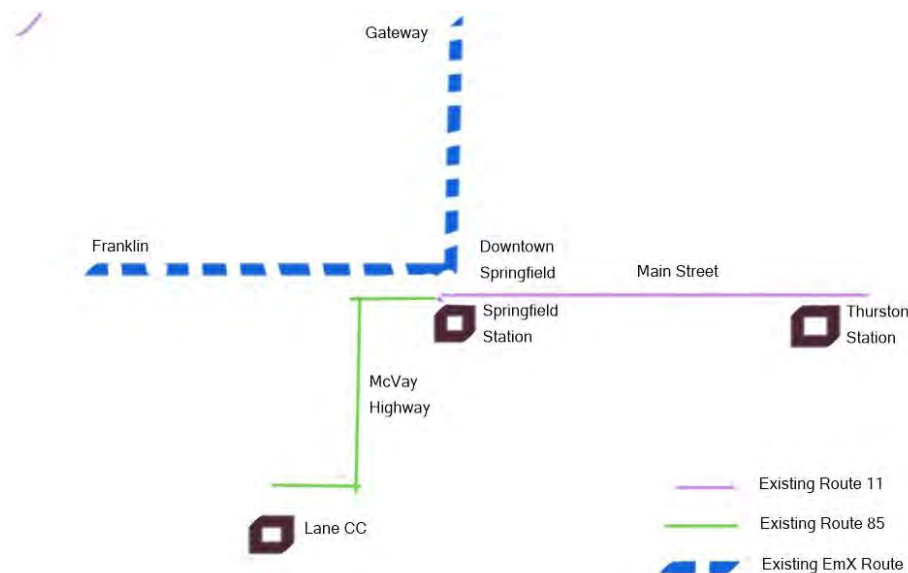
Table 3.1-1. Recommend Most Promising Transit Solutions by Segment

Options	Main Street Segment	McVay Highway Segment
No-Change (Existing Service)	●	●
Enhanced Bus	●	●
BRT	●	●

No-Change Option (Existing Service)

The option to continue existing bus service (shown in Figure 3.1-1), called the No-Change Option, will be carried forward to compare all options to a future scenario without making any major changes in existing transit service. Under this option, there is no change to existing service connections, lane configurations, routing, termini, or station locations. Future bus service changes would be consistent with the service and operational adjustments typically made by LTD to maintain service quality.

Figure 3.1-1. Existing Bus Service on the Main-McVay Corridor



Source: Cameron McCarthy. 2014.

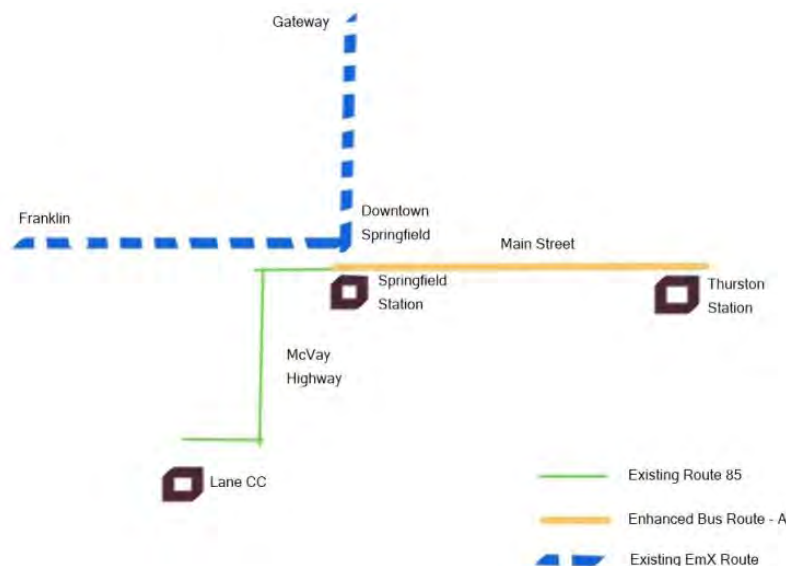
Enhanced Bus

Enhanced Bus options typically include transit signal priority (TSP), improved stations, possible queue-jumps at congested intersections, and improved operations, and can include improvements to the

frequency of service on the Corridor. Enhanced Bus Options for both the Main Street and McVay Highway Segments are advanced as Most Promising Transit Solutions.

The Main Street Enhanced Bus Option would replace the existing #11 Thurston Route with Enhanced Bus service; #85 LCC/Springfield and other routes would be unchanged (Figure 3.1-2). This option is anticipated to increase ridership by approximately 6 percent and may reduce operating costs if faster travel times can be achieved.

Figure 3.1-2. Enhanced Bus – Main Street



Source: Cameron McCarthy. 2014.

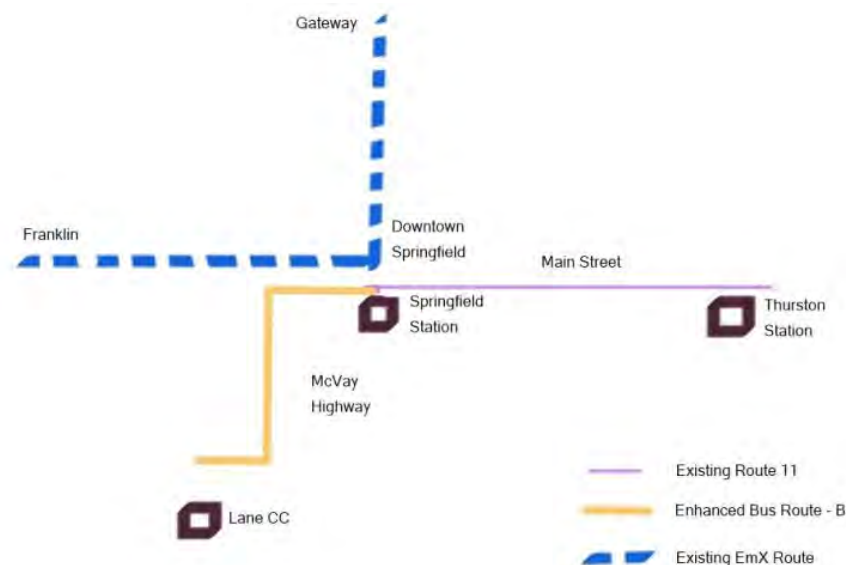
The McVay Highway Enhanced Bus Option would replace #85 LCC / Springfield Route with Enhanced Bus service; #11 Thurston and other routes would be unchanged (Figure 3.1-3). Alternate routing for the McVay South segment using Old Franklin will be considered as part of this option. The McVay Highway Enhanced bus is anticipated to increase ridership by approximately 2 percent and may reduce operating costs if faster travel times can be achieved.

While this study did not develop specific design solutions, the basic concepts for the Enhanced Bus Options for both the Main Street and McVay Highway segments have been developed. Enhanced Bus characteristics on both segments generally include the following:

- **Enhanced Bus replaces existing service:** Existing regular bus service would be replaced by Enhanced Bus service on both segments. Service frequency would be the same as existing service frequency.
- **Right-of-Way:** Additional right-of-way would not be required, except at some queue-jump locations.
- **Transit signal priority (TSP):** The Enhanced Bus service would use TSP at signalized intersections between the Springfield Station and Thurston Station, with the extent of priority to be determined through subsequent study.

- **Enhanced Stops:** Stop locations would generally be in the same as the current stop locations but some stops at would be enhanced to include amenities such as passenger shelters, benches, and passenger information. Limited sidewalk infill would occur. Enhanced stop locations would be determined based on adjacent land uses, higher boarding levels, and coordination with recommendations from other plans and projects.
- **Queue-Jumps:** Queue-jumps will be included at up to one selected congested intersection per travel direction for each segment.

Figure 3.1-3. Enhanced Bus – McVay Highway

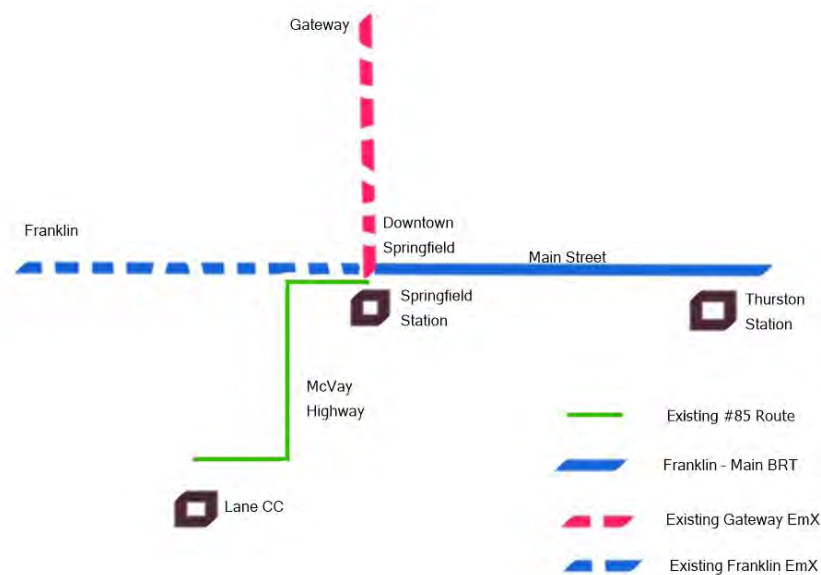


Source: Cameron McCarthy. 2014.

BRT on Main Street Segment

BRT on the Main Street Segment would be an extension of the Franklin EmX line east of the Springfield Station on Main Street (Figure 3.1-4). The Gateway EmX would operate independently, starting and ending at the Springfield Station. The Franklin-Main Street link creates a logical east-west EmX line because of the compatible operating needs (frequency of service and ridership), which would likely reduce LTD operating costs due to faster service. Additionally, this linked route is anticipated to have a high percentage of through-routing passengers (eliminating the need for a transfer) and, with the extension of the Franklin line to west Eugene, is anticipated to increase ridership by approximately 12 percent. This Franklin-Main BRT option is very likely to meet FTA Small Starts requirements.

Figure 3.1-4. BRT on Main Street Segment



Source: Cameron McCarthy. 2014.

While this study did not develop specific design solutions, the basic conceptual elements of a Main Street BRT have been determined. These include:

- **BRT replaces existing service:** The BRT line on Main Street would replace current service provided by the #11 Thurston route. Connections to other service would be made at the Springfield Station, Thurston Station, and potentially, other locations along Main Street.
- **Transit signal priority (TSP):** The BRT service would use TSP at signalized intersections between the Springfield Station and Thurston Station, with the extent of priority to be determined through subsequent study.
- **Stops spaced approximately every 1/3 mile:** This is regarded as a general (average) stop spacing; stops could be closer or farther apart than 1/3 mile depending on adjacent land uses and signalized pedestrian crossing locations. Specific stop locations have not been finalized.
- **Enhanced stops and stations (similar to current EmX):** Every BRT stop would be developed as an EmX style station, similar to the existing EmX system. Station amenities include raised platforms, shelters, benches, real-time passenger information, ticket vending machines, and, potentially, public art.
- **Alignment from Springfield Station to Thurston Station, with selected trips (approximately 6) extended to Thurston High School:** The service would extend the current Franklin EmX east from the Springfield Station to the Thurston Station. Some trips that meet school start and end times may be extended to Thurston High School, depending on identifying a safe and convenient option for a bus turnaround in the vicinity of the high school. If a feasible turnaround is not identified, all trips would terminate at the Thurston Station.
- **Neighborhood connector service to serve neighborhoods east of Thurston Station:** The current #11 Thurston route extends east of 58th Street, providing service to Thurston Road, 69th

Street, and Main Street. Under the BRT service option, transit service east of 58th would be provided by neighborhood buses. Routing for the neighborhood service could match the existing Route #11 loop, or it could also serve other areas, including neighborhoods east of 69th Street and/or south of Main Street. Riders on the neighborhood service would transfer at the Springfield Station for destinations west of 58th Street.

- **Westbound routing in downtown Springfield using Main Street to 10th to South A:** The westbound BRT service would use Main Street to 10th Street, and then jog down to South A Street to access the Springfield Station. Since South A Street is a one-way eastbound street, the BRT service between 5th and 10th Streets would use a contraflow lane.
- **Eastbound routing in downtown Springfield to use South A to Main Street:** The eastbound BRT service would use South A Street between 5th Street and the point where South A Street joins Main Street in the vicinity of 21st Street.
- **Option for both eastbound and westbound routing to use South A:** Under this option, both the eastbound and westbound service would use South A Street between 5th Street and where South A joins Main Street in the vicinity of 21st Street. This option is carried forward and could be pursued if it is determined that the two-way service on South A provides greater opportunity for exclusive lane treatments, and that the travel time advantage of that offsets the advantage of Main Street stops for the westbound service.
- **Moderate level of lane exclusivity:** The BRT service would be a combination of exclusive transit lanes and mixed traffic, with the details of the design to be determined in as part of subsequent study. This option is advanced because it provides the greatest degree of flexibility in meeting the transit operating needs while best addressing potential impacts.

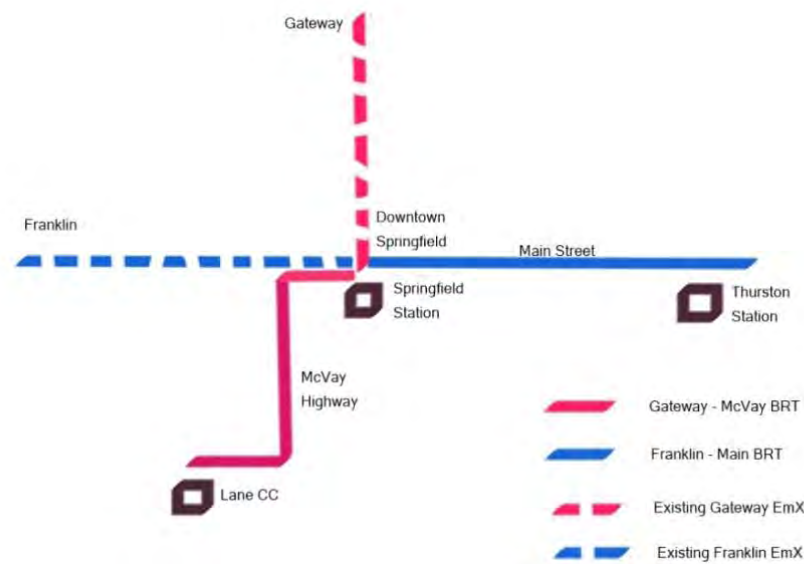
BRT on McVay Highway Segment

BRT on the McVay Highway Segment is not recommended at this time. A McVay Highway BRT would more than double LTD's operating cost on that segment and may not have sufficient ridership to meet Small Starts eligibility requirements.

There is the expectation that development along the McVay Highway segment may increase significantly in the future. There are plans for more intensive development in Glenwood and possible development in the LCC basin. Should this new development materialize within the corridor planning process to the extent that the viability of a McVay Highway BRT route is positively impacted, BRT service in the corridor should be reconsidered. Otherwise, the McVay Highway Segment should be considered for future BRT service, with that decision to be triggered by the corridor meeting development thresholds. Should a McVay Highway BRT be pursued as part of this or a subsequent project, it would operate as an extension of the Gateway EmX, as shown on Figure 3.1-5.

If a BRT McVay Highway option is advanced, both the McVay Highway and Old Franklin routing options should be considered for the south portion of McVay Highway. Additionally, the SAC suggested that additional consideration be given to other routing options that may not be as constrained.

Figure 3.1-5: BRT Option 1 – Franklin-Gateway and Main-McVay



Source: Cameron McCarthy. 2014.

4 Project Team Recommendations

Project Team Recommendation #1: Advance the options as identified and described in this report as the range of Most Promising Transit Solutions for the Main Street and McVay Highway Segments.

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 Locally Preferred Alternatives for the Main Street and McVay Highway Segments.

5 Next Steps

The identification of the range of Most Promising Transit Solutions for the Main-McVay Corridor completes this Main-McVay Transit Study. The LTD Board and the Springfield City Council will decide in March and April 2015 whether to advance the range of Most Promising Transit Solutions for further study.