



Main-McVay Transit Study

Community Input Summary

January 20 – January 26, 2014

ADDENDUM

Additional Website Input:

COMMENT:

From: Laurel Hayles

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

To: info@ourmainstreetspringfield.org,

Subject: Proposed Main-McVay EmX line

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

COMMENT:

From: David Hyland

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

To: info@ourmainstreetspringfield.org

Subject: EMX

Springfield ALREADY has a more than adequate public transportation system for its size. Spending OUR money needs to be OUR choice. Small business owners and property owners, like myself, will be impacted by this proposal in many different ways, some of which will be immediate and some may take months or even years to recognize. Loss of land used business entry or egress, loss of parking, loss retail space, reduced business during construction, excess noise & dust are just a few of the issues that will negatively effect the business in EMX's path.

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

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

COMMENT:

From: Gayle Ware

Date: Mon, Jan 26, 2015 7:46 am

To: info@ourmainstreetspringfield.org,

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

COMMENT:

From: John Borg

Subject: jborg5265@gmail.com

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

COMMENT:

From: Hale Carter

Date: Sun, Jan 25, 2015 6:15 pm

To: info@ourmainstreetspringfield.org

Subject: EMX extension

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

Additional Project Team Email Correspondence:

COMMENT:

From: ronnalynn@comcast.net [<mailto:ronnalynn@comcast.net>]

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

To: John Evans

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

Thanks, John.

I'm attaching a pdf of the article from the Register Guard on Jan 20 2015 about the ranking of LTD in Eugene-Springfield compared to the rest of the nation, with a mention of EmX as a key to a well-used mass transit system in the future in smaller residential areas in the last paragraph. Would you kindly forward this to the SAC Committee in case they didn't see it

See you on the 27th.

Many thanks.
Ronna Frank
Springfield, OR 97477

PROJECT TEAM RESPONSE:

From: John Evans

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

To: Ronna Frank

Cc: Chris Watchie, Tom Boyatt

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

John Evans, AICP

REGISTER GUARD

Editorial

Jan. 20, 2015

Measuring transit use

LTD ranks No. 19 in trips per capita

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

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

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

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

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

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

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

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

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

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

PENDING COMMUNITY PRESENTATIONS (as of 1/26/15):

March 18, 2015	Springfield Rotary
March 19, 2015	Springfield City Club (pending confirmation)
March 27, 2015	Twin Rivers Rotary