

Main Street Project Governance Team

October 9, 2014 3:00pm - 4:00pm

Jesse Maine Meeting Room

Meeting Notes

Attendees: Mayor Lundberg (COS), Marilee Woodrow (COS), Mike Dubick (LTD), Gary Wildish (LTD), Angelynn Pierce (LTD), Frannie Brindle (ODOT), ex-officio Jeff Towery (COS) and Ron Kilcoyne (LTD). Staff: Tom Boyatt (COS), Tonja Kling (COS), David Reesor (COS) and Tom Schwetz (LTD). Consultants: Linda Wannamaker and Stefano Viggiano.

All present introduced them.

Objective 1.6 SAC wanted to clarify the word “disproportionate.” They felt this word always seemed negative. After discussion, the GT wanted “disproportionate” taken out of the document but keep the remaining language.

Tier 1 Screening is a pass/fail type of screening - it’s a set of threshold criteria that is either met or not.

Enhanced Bus Options 1-3 – GT agreed with SAC to keep these three options for further study.
Enhanced Bus Option 4 - Freeway express option eliminated because it doesn’t serve corridor or population along corridor.

Enhanced Bus Option 5 – This Main Street and McVay enhanced bus option was eliminated primarily because of incompatibility of the operating characteristics between the two segments. This option could come back when Glenwood has expansion.

BRT service options – GT agreed with SAC to retain Options 2 and 4 because they best meet the Goals and Objectives. The other two options do not provide the east-west EmX connection that is consistent with the BRT system plan.

Lane configuration – GT agreed with SAC to keep all for now. Will come back with conceptual designs and improvements.

East corridor routing – SAC wanted to keep this as a connecting route east of 58th. SAC wanted to only look at options that were to the Thurston Station or Thurston High School.

Downtown routing – GT agreed with SAC to keep three options for now. Not enough information to evaluate but will do more in the Tier II screening process.

Southern portion of McVay Highway – GT agreed with SAC to keep Options 1 and 2 and eliminate Option 3 (Haul Road) due to lack of potential ridership access and potential environmental issues.

BRT station spacing – third mile spacing is what currently for EmX services. SAC wants to see more information if it was decided to change the spacing. They want to retain all three options on the table until the next screening level.

Mayor wants staff to discuss with SAC their comfort level to vote and not abstain. Staff noted that in most cases, SAC members that abstained at previous SAC meeting did so because they did not feel strong either way. It was not due to conflict.

Next Steps – Tier II screening starts tomorrow. Consultant discussed the next steps timeline with the GT.

Staff will be presenting a progress update to the City Council and LTD board soon. Frannie Brindle suggested providing her regional manager an update too. David Reesor will provide an update to ODOT with Frannie.

Jeff Towery suggested a work session with Council in late February or early March 2015. David will work with Amy in CMO to get on the calendar. Staff will also get on the work session calendar for the LTD board in late winter or early spring 2015.

Gary Wildish suggested that staff help get Angelynn Pierce up to speed on this committee. David Reesor and John Evans will work with her to accomplish this.