

MINUTES OF MEETING
Main Street-McVay Transit Study Governance Team

December 17, 2015

Pursuant to notice given to *The Register-Guard* for publication on December 14, 2015, and distributed to persons on the mailing list of the District, the Main-McVay Transit Study Governance Team held a meeting on Thursday, December 17, 2015, beginning at 3:00 p.m., in the Library Meeting Room at 225 N. 5th Avenue, Springfield, Oregon.

Attendees: Governance Team

Mayor Christine Lundberg, City of Springfield
Councilor Marilee Woodrow, City of Springfield
David Reesor for Frannie Brindle, Oregon Department of Transportation
Angelynn Pierce, Lane Transit District Board of Directors
Don Nordin, Lane Transit District Board of Directors
Gino Grimaldi, City of Springfield (Ex Officio)
A. J. Jackson, Lane Transit District (Ex Officio)

Project Management

Tom Boyatt, City of Springfield
Emma Newman, City of Springfield
Tom Schwetz, Lane Transit District
Roland Hoskins, Lane Transit District

Others

Gary Wildish, Lane Transit District Board of Directors
Sasha Luftig, Lane Transit District

Welcome and Agenda Review

Mayor Lundberg called the meeting to order and reviewed the agenda. Those present introduced themselves. Mr. Reesor said he was filling in for Ms. Brindle, and Mr. Schwetz said he was filling in for John Evans, who had left Lane Transit District (LTD) to accept another position.

Project Overview and Phase 2 Scope

Mr. Schwetz said the draft Phase 2 scope of work had been reviewed by the Governance Team at its last meeting. As a result of feedback, staff has revised it to expand public participation with a more intensive and responsive iterative process that would keep business and property owners along the corridor engaged throughout design and mitigation activities. He said the expanded scope would require additional funds and a request to the Metropolitan Planning Organization (MPO) for enough funding to complete Phase 2 had been reviewed and approved by staff and would go before the Metropolitan Policy Committee (MPC) for approval at its February 2016 meeting. Mr. Schwetz said the primary focus of Phase 2 was Main Street, but that an option for McVay would be considered running as far as the Springfield Urban Growth Boundary, with a stop at Nugget Way.

Mayor Lundberg thanked staff and LTD for developing an approach that addressed concerns about adequate public engagement on a major project that would include components such as safety improvements and land use concerns. She said the Main Street corridor had one of the highest ridership potentials in the transit system and could become a showcase for LTD and for the City as a premier entry and exit point. The Main-McVay Transit Study and transit improvements provided the opportunity to create an attractive, safe, and functional corridor, much as the Pioneer Parkway project had done. She was very pleased with the expansion of public check-in points during Phase 2. She asked where check-in points with the City would occur during the fairly aggressive project timeline.

Mr. Boyatt agreed that keeping the City Council and LTD Board informed was important, and staff would schedule presentations to both groups at appropriate points during the project.

Ms. Jackson affirmed the importance of presenting the project as a joint, community-oriented initiative. It was essential to find ways to present project information that would attract the attention and interest of stakeholders and encourage their engagement in the process.

Mayor Lundberg expressed that using the term EmX would draw people's attention, and avoid surprises later in the process, as corridor design concepts evolved. She said there was already support for an EmX corridor, but LTD had avoided using that term during initial outreach activities.

Mr. Grimaldi said outreach efforts should make it clear that change would happen. "No build" was a mandatory part of the evaluation process, but realistically, transit service would change and building would occur. Mr. Schwetz concurred that the federal environmental process required "no build" as an option and agreed that it would fall off the list of concepts once that process was completed and the LTD Board and City Council selected a locally preferred solution.

Mr. Reesor said the Oregon Department of Transportation (ODOT) was considering safety improvements along Main Street and was pleased to be a part of the process. He said there were several Main Street initiatives moving forward, and safety concerns were a part of all of them--whether they were addressing transit, safety improvements, or land use.

Ms. Newman said that staff from all of the Main Street projects were coordinating closely to assure an integrated approach.

Mayor Lundberg agreed that regardless of a project's primary focus, safety and efficiency were critical factors; EmX had the potential to be a safety component along Main Street.

Mr. Schwetz announced that LTD had received notification that financial assistance would be provided through the Mayor's Challenge to conduct a safety audit along the corridor.

Mr. Reesor asked if the stakeholder group involved in Phase 1 would be re-engaged for Phase 2. Ms. Newman replied that interested parties lists would be expanded in order to conduct broader outreach in the community. She said that the stakeholder group did not have a specific role in Phase 2, but would be reached out to, and provided opportunities, to engage during the project iterations as the design process moved forward.

In response to questions from Mayor Lundberg and Ms. Woodrow, Mr. Schwetz estimated that the first check in with the City Council and LTD Board during Phase 2 would occur following the first iteration of design solutions that emerged during focused meetings with business and property owners, were refined in a workshop using information from reviews and feedback. Another check-in point would occur at the same point during the second iteration.

Ms. Pierce volunteered to accompany Mayor Lundberg and Ms. Woodrow on outreach visits to stakeholders.

Mr. Boyatt said staff would begin working on an outreach/engagement plan that would place priority on reaching out to impacted areas but engage everyone.

Mayor Lundberg asked for some flexibility in the process to assure that everyone was at the table and address issues that might arise and require special attention, such as a business or property owner not feeling that they had been informed of the project, or residents reacting to an aspect of design like tree removal.

Ms. Woodrow commented that there had been initial resistance to some pedestrian crossings on Main Street, but the City was now receiving positive feedback about them. That project had created a positive image of the City and its plans for Main Street and could benefit this project.

Mayor Lundberg said the Pioneer Parkway project also was an excellent example of how transit improvements along a corridor could benefit the community.

Follow Up and Next Steps

Mayor Lundberg confirmed that staff had sufficient direction to move forward. She highly commended the project. She adjourned the meeting at 3:40 p.m.

Recorded by Lynn Taylor