

STRATEGIC PLANNING COMMITTEE MEETING

LANE TRANSIT DISTRICT

Tuesday, January 8, 2019

Pursuant to notice given to *The Register-Guard* for publication on January 1, 2019, and distributed to persons on the mailing list of the District, the Strategic Planning Committee of the Lane Transit District (LTD) held a meeting on Tuesday, January 8, 2019, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Sheri Moore, Chair
Amy Cabbage, Vice Chair
Gerry Gaydos
Mike Eyster
Lindsey Hayward
Sam Miller
Kate Reid
Frannie Brindle
Carl Yeh
Andy Vobora
Aurora Jackson, LTD General Manager

Absent: Annie Loe
Greg Evans
Leah Rausch
Julia Hernandez

Open: Lane County Commissioner

CALL TO ORDER/ROLL CALL — Councilor Moore convened the meeting of the Strategic Planning Committee (SPC) and called the roll.

COMMENTS FROM THE CHAIR — Councilor Moore asked committee members to introduce themselves.

AGENDA REVIEW — There were no changes suggested to the agenda.

Ms. Moore referenced the *Franklin Boulevard Design Discovery Workshop Week* flyer distributed to the committee prior to the meeting. She encouraged SPC members to attend an event.

AUDIENCE PARTICIPATION — Ms. Moore invited comments from the audience.

Marianne Nolte, Eugene, representing Better Eugene Springfield Transportation (BEST), gave an update on the informational papers BEST staff was writing about LTD. She planned to contact Ms. Jackson to get details on project time lines and other pertinent information.

MOTION APPROVAL OF MEETING MINUTES — Mr. Eyster moved to approve the December 4, 2018, Strategic Planning Committee meeting minutes as submitted. Mr. Vobora provided the second.

VOTE The motion was approved as follows:

AYES: Brindle, Cabbage, Eyster, Hayward, Moore, Miller, Reid, Vobora, Yeh (9)

NAYS: None
ABSTENTIONS: None
EXCUSED: Evans, Loe, Rausch, Hernandez (4)

MOVING AHEAD UPDATE — Director of Planning and Development Tom Schwetz introduced MovingAhead project managers Andrew Martin, LTD, and Chris Henry, City of Eugene.

Mr. Henry discussed the public outreach conducted for the first phase of the project, the Alternatives Analysis (AA). He reviewed the tools used to get input on the No-Build Alternative, Enhanced Corridor, or EmX options for the five corridors (River Road, Highway 99, Coburg Road, 30th Avenue/Lane Community College (LCC), and Martin Luther King (MLK) Jr. Boulevard). Mr. Henry emphasized “no-build” meant within ten years. He also noted the on-line and in-person open houses feedback that established criteria to judge the alternatives.

Mr. Vobora expressed concerns that no one had participated in the listening session for businesses. He asked if the project team had considered other approaches to better engage the business community.

Mr. Henry acknowledged the issue. He explained it was better to have staged the listening session to be concurrent with an existing event for businesses, e.g., the Local Government Affairs Council.

Mr. Henry summarized the feedback. In all corridors the least selected option was the No-Build Alternative, although the gap was less for 30th Avenue/LCC. There was a slight preference for EmX over Enhanced Corridor for River Road. Mr. Martin added EmX was not an option for the MLK Jr. Boulevard corridor.

Staff distributed a flyer entitled *Corridor Investment Package Options*. Mr. Martin reviewed the five options presented: Enhanced Corridor Package (for all corridors), Package A (Enhanced Corridor on Highway 99, EmX on River Road), Package B (Package A and Enhanced Corridors for Coburg Road and MLK Jr. Boulevard), Package C (Package B and Enhanced Corridor on 30th Avenue/LCC), and EmX Package (EmX routes on all corridors except MLK Jr. Boulevard) and examples of how the criteria were applied to each package. He discussed the difficulty of calculating a Return on Investment (ROI).

When Mr. Vobora questioned why the annual Operating Cost decreased in Package C, Mr. Martin explained costs were calculated assuming service every fifteen minutes in an Enhanced Corridor and every ten minutes with EmX. Currently service to LCC occurred more frequently. When the transportation model was modified to reflect Enhance Corridor service on 30th Street, the overall impact of the operating costs for Package C corridor was lowered accordingly.

Responding to Mr. Vobora’s inquiry regarding how ridership estimates were calculated, Mr. Martin responded they used the Lane Council of Government (LCOG) regional transportation model, assuming the year was 2035.

Mr. Gaydos arrived at 6:04 p.m.

Mr. Martin reviewed the comments from the MovingAhead Sounding Board and the Oversight Committee on the investment package options. Staff was requesting the SPC formalize their feedback in preparation for a joint meeting between the LTD Board and the Eugene City Council on February 19, 2019. At the meeting, they were to finalize the investment packages. Mr. Henry added a second round of public involvement was planned thereafter.

Ms. Reid suggested the Development Impact regarding tree removal also include information of the reinvestment to plant replacement trees.

Mr. Yeh commended staff for the work to date. He raised concerns about including capital cost information without any explanation of how the costs would be covered or any quantification of the benefits.

Mr. Henry explained the project team used a needs assessment approach. Mr. Schwetz added the project began as a way to support Envision Eugene. He acknowledged it represented an investment challenge for the community. Federal funding for prior EmX lines had not required a fifty percent local match.

When Mr. Miller asked if the community could realistically fund the \$335 million investment required for the EmX Package, Mr. Henry cited a number of recent transportation improvements in the area of similar costs (e.g., the Interstate 5 Willamette River Bridge Replacement (Whilamut Passage)).

Responding to Ms. Cabbage's question if service frequency could be increased without capital investments, Mr. Martin said yes. However, annual operating costs were much higher.

Mr. Vobora observed Package A best met the criteria for "Percent of investment in corridors with higher level of disadvantaged population". When he asked if the measurement was based on where people lived, Mr. Martin confirmed it was. Census data provided the information.

Councilor Moore requested more information on how the corridor improvements would be staged.

In response, Mr. Henry said it was unlikely all projects would happen concurrently. Mr. Schwetz added the Eugene City Council would provide guidance on an implementation strategy. Mr. Martin agreed it unlikely to upgrade all five corridors at once, but thought it possible to do more than one at a time.

MOTION Mr. Vobora moved to recommend to the LTD Board of Directors and the Eugene City Council to move forward for public input the MovingAhead corridor investment package options as presented. Mr. Eyster provided the second.

VOTE The motion was approved as follows:
AYES: Brindle, Cabbage, Eyster, Gaydos, Hayward, Moore, Miller, Reid, Vobora, Yeh (10)
NAYS: None
ABSTENTIONS: None
EXCUSED: Evans, Loe, Rausch, Hernandez (4)

UPDATE- SAFETY-CONSCIOUS RESOLUTION NO. 2016-012 — Ms. Jackson explained the LTD Board had passed the resolution to reduce transportation-related accidents resulting in death or serious injury. It was similar to Vision Zero. She referenced the January 2019 Workplan included in the agenda packet and reviewed projects within the four key areas: implementing safety focus on existing and future capital construction projects; initiating a Pedestrian Network Analysis (PNA); applying safety criteria to existing operations and improving safety operations; and training.

Councilor Moore asked if baseline data was available for the PNA focus areas and, if so, could the SPC members receive quarterly updates.

Mr. Schwetz said yes, baseline data had been gathered. The PNA methodology had been developed by the Tri-County Metropolitan Transportation District of Oregon (TriMet). Focus areas were selected not only on the basis of a history of accidents but also factors such as commercial development, traffic volumes, and high transit use. He opined quarterly updates might not be long enough to demonstrate the impact of the improvements implemented.

Ms. Jackson added LTD staff worked with other agencies to identify ways to improve the focus areas. She illustrated improvements made at the Eugene Station and on Main Street in Springfield. Ms. Jackson suggested providing SPC updates as projects came to fruition, e.g., when a crosswalk or pedestrian amenity was installed at Dads' Gate Station.

When Councilor Moore asked when the pedestrian analysis would be available, Ms. Jackson replied it would be posted to the website by March.

Mr. Vobora commended LTD on its training programs. He asked if there were technology advances that would assist drivers operate more safely.

When Assistant General Manager Mark Johnson stated technology features such as blind spot detection and automatic emergency braking would soon be available for buses, Ms. Brindle noted the age of the bus fleet might become an issue.

Ms. Jackson added technology was available to help drivers conduct their daily safety checks.

MOBILITY MANAGEMENT DISCUSSION — Ms. Jackson said mobility management was an approach of looking at transportation using multiple coordinated options, including, but not limited to, fixed-route services. She discussed other mobility options, including Transportation Network Companies (TNC), bike-shares, car-shares, mobility-on-demand, or scooters. Ms. Jackson highlighted the options eliminated barriers for those who wanted to use public transit but could not easily access the routes. A similar program had been tested in Portland. LTD staff was submitting a Statewide Transportation Improvement Fund (STIF) grant application for a Mobility as a Service (MaaS) project that included funding for mobility-on-demand and other partnerships for new transportation services.

Councilor Moore commended the Safe Rides Home program offered by Uber, Lyft and Oregon Taxi on New Year's Eve. She said that she envisioned calling an Uber ride to take some one to the bus stop.

Ms. Jackson agreed. She added there might be partnership arrangement such that showing a bus pass enabled the rider to get a discount on the Uber fee.

When Councilor Moore asked for more information about similar programs, Mr. Schwetz offered to send information to SPC committee members. He highlighted the work done in Vancouver.

Mr. Vobora suggested LTD might better be named Lane Transportation District. Referencing the list of STIF projects in the agenda packet, he asked if those included out-of-district projects. Ms. Jackson replied the list was in-district only.

UO –SUSTAINABLE CITIES YEAR PROGRAM — Mr. Schwetz displayed the website for the University of Oregon (UO) Sustainable Cities Year Program (SCYP) past projects

(<https://sci.uoregon.edu/sustainable-city-year-program-0#Current> SCYP Partners). He explained the program created interdisciplinary student teams who spent a year working on partner-identified projects to provide ideas for real solutions to community challenges and sustainable development. Mr. Schwetz highlighted the projects SCYP had undertaken for TriMet last year. The Board had approved funding for LTD to participate in SCYP in 2019-2020. Applications outlining potential projects were due March 1, 2019. Mr. Schwetz asked if SPC members wished to form a subgroup to develop the project list.

Ms. Brindle expressed interest in participating in the subgroup.

Hearing no other volunteers, Mr. Schwetz offered to outline potential options for the SCYP projects and bring the list to the full committee at their February meeting.

Mr. Eyster suggested staff contact BEST for their ideas about potential projects.

WRITTEN REPORTS—No reports were submitted.

NEXT/FUTURE MEETING AGENDAS: WORK PLAN DEVELOPMENT — Ms. Moore said the next meeting was scheduled for February 5, 2019. Topics for discussion included:

- Electronic fare system update
- SCYP potential projects
- If available, the Pedestrian Network Analysis.

ADJOURNMENT

Councilor Moore adjourned the meeting at 7:05 p.m.

(Recorded by Beth Bridges)