



Public notice was given to
The Register-Guard for publication
on June 1, 2017.

**LANE TRANSIT DISTRICT
STRATEGIC PLANNING COMMITTEE MEETING**

**Tuesday, June 6, 2017
5:30 p.m. to 7:30 p.m.**

LTD Board Room
3500 E. 17th Avenue, Eugene
(Off Glenwood Boulevard in Glenwood)

AGENDA

I. CALL TO ORDER

ROLL CALL

- | | | | |
|---|--|--------------------------------------|---------------------------------------|
| <input type="checkbox"/> Carl Yeh (Chair) | <input type="checkbox"/> Frannie Brindle | <input type="checkbox"/> Mike Eyster | <input type="checkbox"/> Gerry Gaydos |
| <input type="checkbox"/> Gary Gillespie | <input type="checkbox"/> Sid Leiken | <input type="checkbox"/> Annie Loe | <input type="checkbox"/> Sheri Moore |
| <input type="checkbox"/> Kate Reid | <input type="checkbox"/> Rick Satre | <input type="checkbox"/> Josh Skov | <input type="checkbox"/> Lucy Vinis |

II. COMMENTS FROM THE CHAIR (2 minutes)

III. AGENDA REVIEW (2 minutes)

IV. AUDIENCE PARTICIPATION

- ◆ *Public Comment Note: This part of the agenda is reserved for members of the public to address the Board on any issue. The person speaking is requested to sign-in on the Audience Participation form for submittal to the Clerk of the Board. When your name is called, please step up to the podium and give your name and address for the audio record. If you are unable to utilize the podium, you may address the Board from your seat.*
- ◆ *Citizens testifying are asked to limit testimony to three minutes.*

V. APPROVAL OF MEETING MINUTES (2 minutes)

Action Needed: Vote to approve minutes from April 4, 2017 and May 2, 2017 (Attached)

VI. WORK PLAN DEVELOPMENT (20 minutes)

Action Needed: Provide feedback on SPC Work Plan, Project Milestone Gantt Chart

Based on feedback provided by the SPC at the May 2 meeting and feedback from the agenda setting subcommittee, staff has compiled three documents:

- SPC Work Plan by month (Attached) – This document is intended to be discussed on a monthly basis during the “future meeting agenda items” time allocated in each SPC meeting. The intent of this document would be that SPC members could identify topics they would like to discuss during a particular month and suggest them to be included in the agenda.

- Project Milestone Gantt Chart (Attached) – This Gantt Chart is intended to be updated by Committee members and staff to reflect upcoming decision-points and major project milestones for projects within the scope of the SPC’s purview. This document has been designed to be a reference for SPC members to enable them to identify when decision-points will be coming in the future and decide what role the SPC should have in providing guidance to the Board. This Gantt Chart can also have a “parking lot” of potential other topics the SPC may choose to explore in the future that could be added to the SPC Work Plan at any time. This “parking lot” of ideas is designed to ensure that key issues stay front of mind for SPC members.
- Supporting Events Calendar (Attached) – this document is designed to provide a list of additional relevant dates that could be helpful context for SPC members as the work plan is developed.

VII. BYLAWS/MEMBERSHIP NEXT STEPS (5 minutes)

Action needed: Approve SPC membership application and community involvement checklist.

Based on feedback from the SPC received at the May 2 meeting, the Bylaws and Membership Subcommittee developed a draft membership application that includes a checklist for current and potential SPC members to fill out to show what community groups they represent with the goal of maintaining a diverse membership (Attached). Please read this in advance and be ready to provide comment and/or approval.

VIII. SANTA CLARA COMMUNITY TRANSIT CENTER (5 minutes)

Action needed: Recommend a preferred approach to the June 19 Eugene City Council Public Hearing on the SCCTC Refinement Plan Amendment.

Tom Schwetz will provide an update on the Refinement Plan Amendment process that will allow transit to be an approved land use at the parcel LTD owns at River Road between Hunsaker and Green Lane. Tom will ask the SPC if and how it would like to provide public comment during the Eugene City Council Public Hearing on June 19 to support this process.

IX. RESTORING THE STUDENT TRANSIT PASS (10 minutes)

Action needed: Make recommendation to LTD Board about the level of priority for this initiative.

At its May 17 meeting, the LTD Board asked that staff add a discussion to the SPC agenda regarding the possibility of restoring the student transit pass program. This is in the context of potential state legislation that would provide additional funding for transit operations to LTD and other transit operators. The board would like the SPC to discuss the concept of restoring the student transit pass. Tom Schwetz will provide an overview on LTD’s previous program providing free transit passes for middle and high school students.

X. DEVELOPMENT OF LTD’S STRATEGIC BUSINESS PLAN (30 minutes)

Action needed: Make recommendation to LTD Board about development of Strategic Business Plan.

Tom Schwetz will brief the SPC on a presentation the LTD Board received at its May 17 work session regarding LTD’s current plans for the development of a Strategic Business Plan for LTD (Attached). Please review this presentation in advance. Tom will then facilitate a discussion with the SPC about its recommendations to the Board about important considerations for how this work should unfold.

XI. WEE LAUNCH COMMUNICATIONS PLAN (10 minutes)

Therese Lang will describe the West Eugene EmX Communications Plan which will include: an overview of LTD’s communication/messaging plan, media relations, responsibilities, tactics, events planned and timeline for the EmX West Eugene Launch in September, 2017.

XII. LEGISLATIVE UPDATE (5 minutes)

Action needed: Information and discussion only.

Edward McGlone will provide an update the current legislative session.

XIII. STANDING PROJECT AND COMMITTEE REPORTS

a. MovingAhead (5 minutes)

Action needed: Information and discussion only.

Sasha Luftig will provide an updated project schedule and will explain when SPC feedback will be needed throughout the decision-making process.

b. Main-McVay Transit Study (7 minutes)

Action needed: Information and discussion only.

Kelly Hoell will give a brief update about the Main Street Governance Team meeting that was held on 5/8 and the Springfield City Council meeting from 5/22 regarding how the Main-McVay Transit Study could be coordinated with the Main Street Safety Project.

c. Vision Zero (10 minutes)

Action needed: Information and discussion only.

Kelly Hoell will provide an update on LTD’s safety work including: coordination with City of Eugene’s Vision Zero Task Force and Technical Advisory Committee; collaboration with LCOG’s Safety Coordinator, and internal development of a Pedestrian Network Analysis. LTD’s Pedestrian Network Analysis will be modeled after the work TriMet has done - see Trimet’s Pedestrian Network Analysis Fact Sheet (Attached).

XIV. NEXT MEETING AND FUTURE MEETING AGENDA ITEMS (5 minutes)

Staff proposes that, because the committee’s next meeting would be scheduled for July 4, that the July meeting be canceled. If the committee agrees, the next meeting would be scheduled for Tuesday, August 1, 2017. The discussion time to add future agenda items was discussed above under the Work Plan Development agenda item. In future meetings, this agenda item will serve that purpose.

Topics
LTD Strategic Business Plan Process (10-year, 3-year)
Presentation by Commissioner Sid Leiken about federal transportation funding issues
United Way Emerging Leaders Group – Low Income Housing Study?
Other?

XV. ADJOURNMENT

The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD’s Administration office as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please call 682-5555 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments

MINUTES OF MEETING
LANE TRANSIT DISTRICT
STRATEGIC PLANNING COMMITTEE

Tuesday, April 4, 2017

Pursuant to notice given to *The Register-Guard* for publication on March 30, 2017, and distributed to persons on the mailing list of the District, the Strategic Planning Committee a meeting on Tuesday, April 4, 2017, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Strategic Planning Committee

Present: Carl Yeh, LTD Board, Chair
Frannie Brindle, ODOT
Mike Eyster, At Large
Gerry Gaydos, At Large
Gary Gillespie, LTD Board
Sheri Moore, Springfield City Council
George Poling, Eugene City Council
Kate Reid, LTD Board

Absent: Dave Hauser, Chamber of Commerce
Sid Leiken, Lane County Board of Commissioners
Rick Satre, At Large
Josh Skov, At Large

LTD Staff Aurora Jackson, General Manager
Tom Schwetz, Director of Planning and Development
Kelly Hoell, Development Planner
Sasha Luftig, Senior Project Manager
Edward McGlone, Director of Public Affairs
Therese Lang, Public Information Officer
Ashley Ziert, Administrative Secretary

Guests Lindsay Selser, City of Eugene – Transportation Options Coordinator
Will Dowdy, City of Eugene – Urban Design Planner

I. CALL TO ORDER/ROLL CALL

Mr. Yeh convened the meeting of the Strategic Planning Committee (SPC) and called the roll.

II. COMMENTS FROM THE CHAIR

There were no comments.

III. AGENDA REVIEW

Director of Planning and Development Tom Schwetz asked that a legislative update be added to the agenda under Standing Project and Committee Reports. There were no objections.

IV. AUDIENCE PARTICIPATION

There was no one wishing to speak.

V. APPROVAL OF MEETING MINUTES

This item was postponed until a quorum was present.

VI. WORK PLAN DEVELOPMENT

The committee spent a few minutes reviewing the materials provided in the agenda packet. Mr. Yeh invited comments and suggestions for the work plan.

Mr. Gaydos and Ms. Reid arrived at 5:39 p.m. and a quorum was established.

Ms. Brindle suggested using the LTD Board's agenda as a guide to issues the committee might want to consider, as well as the timing of those discussions. She also suggested establishing a "waiting list" of other topics that might be of interest, such the Oregon Department of Transportation's (ODOT) settlement agreement on Americans With Disabilities Act (ADA) issues.

Ms. Moore hoped to see the committee discuss visioning and long-range goal setting, perhaps in the form of a brief item on monthly agendas to bring up new ideas. Mr. Schwetz said the agenda item related to future meetings would allow committee members to identify topics for discussion at the next or future meeting.

Mr. Yeh agreed with Ms. Moore that the committee should have some time for envisioning the future and the work plan could be revisited periodically to include new items of interest and long-term planning efforts. He asked committee to submit any additional suggestions for work plan content to him.

MINUTES APPROVAL

MOTION: Mr. Eyster moved to approve the March 7, 2017, meeting minutes as submitted. Mr. Gaydos provided the second.

VOTE: The March 7, 2017, minutes were approved as follows:
AYES: Brindle, Eyster, Gaydos, Gillespie, Moore, Poling, Reid, Yeh (8)
NAYS: None
ABSTENTIONS: None
EXCUSED: Hauser, Leiken, Satre, Skov (4)

VII. BYLAWS/MEMBERSHIP SUBCOMMITTEE REPORT

Development Planner Kelly Hoell reviewed each section of the draft bylaws document. She noted that in the section related to membership, the language in the Board's original resolution had been modified by the subcommittee. The Board's language specified the committee should include as voting members *at least* two LTD Board members while the subcommittee's language specified that voting members should include *no more* than two LTD Board members, as well as

representatives of key partners—Eugene and Springfield city councils, Lane County Board of Commissioners and ODOT—and should not include a quorum of any policy-making body.

Mr. Poling asked if the language should specify that there should be one representative from each key partner.

Ms. Brindle said the subcommittee wanted to avoid over-representation from the LTD Board to assure the SPC was a distinct and separate entity.

General Manager Aurora Jackson noted there were currently three LTD Board members at the meeting. She said Mr. Gillespie, who had a long history with transit, was nearing the end of his term on the Board and Ms. Reid was a new Board member. She hoped that both could continue on the committee until Mr. Gillespie's departure in December 2017 to give Ms. Reid an opportunity to broaden her knowledge of the committee, its members and purpose.

Mr. Schwetz recommended rather than adjusting the bylaws, which was a long-term document, to accommodate the overlap in Mr. Gillespie and Ms. Reid's SPC membership, the committee could simply agree to have Mr. Gillespie continue to participate on the SPC through the end of his term on the Board.

Ms. Hoell reviewed the language related to meeting attendance and member alternates.

In response to a question from Mr. Poling, Mr. Schwetz said that when jurisdictions appointed their representatives to the SPC, they should also identify an alternate.

Mr. Gaydos suggested two changes to the language:

Sec. 3.D. - the LTD General Manager should either *approve* or *consent* to an alternate selection, not both.

The term *concurrent* should be changed to *consecutive* when referring to meetings in the document.

Ms. Hoell continued with a review of Sec. 4, Recruitment and Tenure.

Ms. Brindle commented that an application form should only be required for candidates for stakeholder positions on the committee, not to elected officials or Board members. Ms. Hoell said the intent was collect enough information about SPC members to identify the various interest areas, as set forth in Sec. 4, C., that were represented on the committee

Mr. Poling did not feel it was appropriate to ask an elected official appointed to the SPC by the mayor of a jurisdiction to fill out a form.

Ms. Hoell agreed that the form would be required only of stakeholder position applicants. She continued with her review of the bylaws. She noted that the designation of a vice chair for the committee was new.

The SPC discussed the formation of subcommittees, which might also included individuals who were not members of the SPC. Ms. Brindle felt that the bylaws should specify that a

subcommittee must include at least one SPC member. Several committee members suggested that the language should also indicate that subcommittee would be formed *by the SPC*.

Ms. Hoell continued with her review. There were no questions or comments on Sec. 8 Meetings and Voting.

Regarding Sec. 9 Termination, Ms. Moore suggested that with respect to elected officials, the appointing jurisdiction should be notified when an attendance concern arose.

Mr. Gillespie commented that an advance notice to the member was required when termination was considered. Ms. Reid added that termination was considered only when there were three unexcused absences.

Mr. Schwetz asked if the bylaws should define an unexcused absence. Most committee members did not feel there needed to be a definition.

Mr. Gillespie said that an absence was an absence and missing three consecutive meetings meant the member could not be as effective on the committee. He recommended removing the term "unexcused." Ms. Hoell noted that members could identify an alternate when they knew in advance they would miss a meeting.

Ms. Reid understood the importance of having a voice at the table, but preferred to consider extenuating circumstances rather than creating a strict rule.

Mr. Eyster proposed adding language that removal from the committee would be by the appointing authority.

Ms. Hoell concluded with a review of Sec. 10 Amendments.

Mr. Yeh stated that the bylaws could be reviewed on an as-needed basic. He expressed concern that the bylaws were somewhat stringent. He did not want to discourage membership or make it difficult for the committee to conduct its business. He said that proposed amendments to the bylaws should be included with the meeting notice and agenda for a meeting, rather than requiring a 14-day notice.

Mr. Yeh thanked the bylaws subcommittee members and staff for their work.

Mr. Schwetz said the revised bylaws would be presented to the SPC at its May 2017 meeting for a recommendation to the LTD Board.

VIII. PLACES FOR PEOPLE IN DOWNTOWN EUGENE

City of Eugene Transportation Options Coordinator Lindsay Selser and Urban Design Planner Will Dowdy gave a short presentation on the work Eugene has been doing related to downtown placemaking with New York-based consultant Project for Public Spaces. The presentation focused on the goals Eugene has for this project and the results and recommendations that have come from the engagement with Project for Public Spaces (PPS). One area of focus to come out of this initiative is the corner of 10th and Olive which is the intersection of LTD's Eugene Station Rosa Parks Plaza, the Eugene Public Library, Lane Community College (LCC) Downtown Campus and Eugene's Atrium Building. The presentation to the SPC was intended to better

understand LTD's long-term vision for this corner of property and if/how LTD might engage with the Places for People project. He hoped to see collaboration among the city, LCC and LTD.

Mr. Dowdy said the community engagement period concluded in the fall of 2016 with over 2,000 people surveyed. He used a slide presentation to illustrate the various design concepts being discussed. He said the process identified the following strengths, weaknesses and recommendations

Strengths: huge potential, great destinations, very walkable, creative and engaged people

Weakness: safety, perception of single user group dominating, greater need for social services, lack of "everyday" activity, not enough for families and children

Design Recommendations: bold action, three-pronged approach (safety and social services, programming and activation, significant physical changes to create comfort), focus on families, short-term interventions with long-term changes

Mr. Dowdy posed the following questions to the committee:

What long-term strategic goals does LTD need to consider for the Eugene Station and specifically the Rosa Parks Plaza at the corner of 10th and Olive?

Should LTD be an active partner/participant in the Places for People in Downtown Eugene project?

Ms. Reid commended the initiative. She said safety was a top priority in downtown Eugene and would need to be addressed as a first step. Mr. Dowdy said the Eugene Police Department (EPD) had been working with the city's Department of Parks and Recreation and social service agencies to develop a variety of solutions.

Ms. Moore suggested making the intersection a diagonal cross that was more convenient for pedestrians and had been used successfully in other communities

Mr. Gillespie said that various enforcement activities had resulted in shifting to groups among the library, LTD station and Atrium Building corners. He said some people did not want to walk through certain groups in order to ride the bus. He said similar concerns around the library prompted parents to park underground to access the building instead of walking their children through people congregated on the sidewalk. He said it was a frustrating situation when people did not feel safe going to the bus station or library with their children.

Mr. Gaydos supported LTD's involvement as an active partner in developing downtown and felt agency collaboration on the four corners at 10th Avenue and Olive Street could produce amazing results. He said PPS was an exciting concept and LTD should think strategically about how the bus/pedestrian/mike interaction occurred.

Mr. Poling agreed that the redevelopment of downtown had to include the intersection and a partnership among the city, LTD and LCC. He said city staff was involved in addressing public safety concerns, but there would be resistance from some part of the community no matter what

solutions were proposed. He stressed there had to be support from the community and agency partners for whatever actions were taken.

Ms. Reid supported the retail idea for the Atrium Building could change dynamics in that area by attracting people to that area.

Mr. Yeh asked if funding had been secured for the project. Mr. Dowdy responded that \$5.2 million had been allocated to the project from various entities and programs.

Ms. Moore asked if LTD public safety personnel could help patrol the area. Ms. Jackson responded there was an LTD security presence and they were working with the police to build a better team. They were primarily responsible for assuring people could freely and safely move to and from the buses; dealing with groups of people gathering in the area, unless they obstructed station access, was somewhat outside of LTD's role as a transportation provider.

Ms. Moore said that having a lot of security personnel around suggested there was a problem. She suggested hiring people who could serve as hosts in the area would create a more "family friendly" environment. Ms. Jackson said LTD was interested in partnering with the city on options for the area, but LTD's personnel were there to keep people moving through the station, rather than gathering and socializing, which could pose a safety hazard with the constant movement of large transit vehicles.

In response to a question from Ms. Reid, Ms. Hoell clarified that the intent of the agenda item was to ask the SPC for advice on the strategic objectives the Board should consider for the Rosa Parks Plaza and provide guidance on whether LTD should have a role in the city's project.

Mr. Poling suggested that the second question regarding LTD's participation should be answered first. Once partners were involved in discussions, advice from the SPC could be informed by the goals and objectives identified by each of them.

Mr. Dowdy said at this point in the project a working group of stakeholder staff around the intersection would be formed to begin discussions.

MOTION: Mr. Eyster moved that the Strategic Planning Committee recommend to the LTD Board of Directors that the District should be an active partner and participant in the City of Eugene's Places for People in Downtown Eugene project. Mr. Gaydos provided the second.

VOTE: The motion was approved as follows:
AYES: Brindle, Eyster, Gaydos, Gillespie, Moore, Poling, Reid, Yeh (8)
NAYS: None
ABSTENTIONS: None
EXCUSED: Hauser, Leiken, Satre, Skov (4)

Ms. Hoell asked if committee members had some specific issues that they wanted the staff working group to bear in mind.

Mr. Yeh wanted to see an emphasis on safety, supporting businesses and retail, creating a family-friendly atmosphere, increasing walkability in downtown and limits on smoking.

Mr. Gillespie added perhaps there could be an events or information center in the area, such as in the empty space in the Downtown Station facility.

Ms. Brindle affirmed there should be a focus on downtown and the LTD Station as a destination that welcomed families.

Ms. Reid suggested that a cohesive design for the entities around the intersection in order to create a more inviting atmosphere.

IX. STANDING PROJECT AND COMMITTEE REPORTS

A. MovingAhead — Development Project Planner Sasha Luftig said there was no update. Staff was currently working on technical issues.

B. Main-McVay Transit Study — Ms. Hoell said the project was on hold while the City of Springfield was developing the scope of the safety median project. The manager of that project had recently returned from an extended leave. She said that LTD would be working with the city to coordinate the safety and transit projects.

Mr. Gillespie inquired about the closure of the McVay Station and the safety of homeless people who would now have to cross the intersection or the bridge to access the Lexington or Springfield stations. He asked how long the McVay Station would be closed. Ms. Moore said Springfield had incorporated the area where homeless were camping into its city limits and police patrols had reduced problems. Mr. McGlone said the McVay Station would close permanently on April 10, 2017, and a new EmX station near the original location would be opened near the location in 2018.

C. Vision Zero — Ms. Hoell provided an update on this initiative. She said the main activity currently was a Pedestrian Network Analysis, modeled on the work done by TriMet in Portland. The study's purpose was to review the safety and ability of people walking, biking and using mobility devices to access transit stops. Both actual and perceived safety issues surrounding stops would be identified and a prioritized set of proposed improvements would be created. Additional information would be provided once a work plan was more fully developed. Staff was actively coordinating with Eugene, Springfield, Lane County and Lane Council of Governments safety initiatives.

Ms. Brindle asked to be kept informed about any activities that pertained to the state system.

D. Santa Clara Community Transit Center — Mr. Schwetz provided a brief overview of the project and presented the latest conceptual design. He said that Mr. Satre would present a more detailed description of the property and proposed development at the May 2017 SPC meeting.

Ms. Moore asked about the project's timeline and funding. Mr. Schwetz replied that LTD had received a \$3 million ConnectOregon grant and was using other grant monies to complete the project. The total estimated cost, including some of the required infrastructure to develop the site, was close to \$10 million. He estimated the center would be operational by the end of 2019.

In response to a question from Ms. Reid, Mr. Schwetz said the housing proposed for the site could include senior affordable housing and market housing. It would depend on the market at the time.

Ms. Brindle asked if LTD had considered switching the locations of the transit center and housing on the site to better coordinate with ODOT's local arterial bridge for the Beltline. Mr. Schwetz said other site designs had been considered, including the one she suggested, but there were more complexities and challenges with those.

E. Legislative Update — Director of Public Affairs Edward McGlone stated that the special legislative committee formed to develop a transportation package. The committee established subcommittees to address various aspects of the transportation system and most of those subcommittees had now reported back to the committee. He expected to see draft legislation emerge in late April or early May. The reporting subcommittees were:

Highway and road preservation, maintenance and seismic upgrade - Preservation definition: repair, rebuild and restripe current roadways. Maintenance definition: sweeping, lighting, plowing. Seismic: Most Oregon bridges constructed before enhanced seismic standards. Reviewing proposals to assure critical highways for the state's economic viability functional and avoid weight restrictions on the majority of bridges and bring roadways to a state of good repair.

Mr. McGlone said to accomplish that the gas tax would need to be increased by \$0.52/gallon. That was unlikely to happen, but there appeared to be support for a \$0.09-0.11/gallon tax increase, which would generate \$255-\$312 million annually, exclusively for roadways and seismic infrastructure.

Bike, pedestrian, transit and safety - Focus on transit with a proposal for a one/tenth of one percent employee payroll tax increase, which would generate about \$107 million annually. This would have significantly less impact on minimum wage workers than increases to transit fares. A majority of the revenue would be distributed by formula, although the formula had yet to be determined. Also recommended was investing \$15 million from the gas tax increase to the Highway Fund to Safe Routes to School program to expand it to middle and high schools, contributing \$10 million from the Highway Fund to the All Roads Transportation Safety (ARTS) program to fix the 450 most dangerous spots on the state highway system over the next 10 years and investing \$9 million in off-road bike and walking paths with a focus on commuter routes.

Multi-modal freight, aviation, ports, marine and rail - Recommendation for a \$100 million biannual program based on the *ConnectOregon* model. The funds would be split into two pots: \$55 million per biennium with \$7 million reserved for bike and pedestrian and the remainder for aviation, marine and rail, with Class 1 railroads required to provide a 50 percent match. The \$45 million pot would focus on green aviation and rail projects of statewide significance. Proposed funding was a \$1.00/ton tax on aggregate. Staff would continue to lobby for the inclusion of transit, but there would be some advantage to a separate transit-only program instead of competing with all transportation modes in the regular *ConnectOregon* program.

Traffic congestion and freight mobility - Identify specific projects and areas in the state transportation system that inhibited the movement of freight and goods that negatively impacted the state's economy. A wide array of solutions was reviewed, along with the cost of infrastructure that would be needed and how to pay for it. A majority of congestion problems occurred in the Portland metropolitan area. A cost-sharing concept was developed that included state funding

reserved for special congestion mitigation projects and the overlay of a special taxing district in Portland that would be authorized to collect additional revenue to fund 50 percent of those projects. He listed three Portland-area projects that combined total \$1 billion. He described a variety of funding mechanisms being considered.

Ms. Reid asked if there was information on how transit funds would be distributed. Mr. McGlone said that discussion was ongoing about a formula weighted by several factors, including money generated locally and retained locally, size of the population served, ridership and miles of service.

Mr. McGlone said the board governance bill discussed at the SPC's February meeting had not been scheduled for a hearing. He said SB 1020, which would fund the state's share of the local match for a future MovingAhead corridor, had been forwarded to the Ways and Means Committee by unanimous vote of the Transportation Committee.

X. NEXT MEETING AND FUTURE MEETING AGENDA ITEMS

The next meeting was scheduled for Tuesday, May 2, 2017. Possible topics for this and future meetings included the following:

- LTD Implementation Planning Process (10-year, 3-year)
- City of Eugene Bike Share Program
- Shared-Use Mobility (Josh Skov)
- Autonomous Vehicles
- Federal transportation funding issues (Sid Leiken)
- United Way Emerging Leaders Group - Low Income Housing Study

Mr. Poling said he was resigning from the Eugene City Council on April 10. During his time in public service he was became involved with the Coburg Road Stakeholder Group for the bus rapid transit project in 2002. When he was elected to the city council he was appointed to the EmX Steering Committee, which evolved into the SPC. He said it had been a pleasure serving on the committee and was proud of the results that had been achieved. He thanked the LTD staff and committee colleagues and wished them well in the future.

Mr. Yeh thanked Mr. Poling for his years of service to LTD.

XI. ADJOURNMENT

Mr. Yeh adjourned the meeting at 7:32 p.m.

MINUTES OF MEETING
LANE TRANSIT DISTRICT
STRATEGIC PLANNING COMMITTEE

Tuesday, May 2, 2017

Pursuant to notice given to *The Register-Guard* for publication on March 3, 2017, and distributed to persons on the mailing list of the District, the Strategic Planning Committee for the Lane Transit District held a meeting on Tuesday, May 2, 2017, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Strategic Planning Committee

Present: Carl Yeh, Chair, LTD Board
Frannie Brindle, ODOT
Gary Gillespie, LTD Board
Sid Leiken, Lane County
Emma Newman for Sheri Moore, Springfield City Council
Kate Reid, LTD Board
Rick Satre, At Large
Josh Skov, At Large
Lucy Vinis, City of Eugene

Absent: Annie Loe, Chamber of Commerce
Mike Eyster, At Large
Gerry Gaydos, At Large

LTD Staff Aurora Jackson, General Manager
Tom Schwetz, Director of Planning and Development
Kelly Hoell, Development Planner
Sasha Luftig, Senior Project Manager
Ashley Ziert, Administrative Secretary
Therese Lang, Public Information Officer

Guests Reed Dunbar, City of Eugene
Rob Zako, BEST

I. CALL TO ORDER/ROLL CALL

Mr. Yeh called the meeting of the Strategic Planning Committee (SPC) to order and called the roll.

II. COMMENTS FROM THE CHAIR

Mr. Yeh thanked City of Eugene Mayor Lucy Vinis for joining the committee. Ms. Vinis said she would represent Eugene until a new city councilor for Ward 4 was selected.

III. AGENDA REVIEW

Mr. Schwetz proposed allocating the agenda time reserved for a legislative update to a brief update on the Main-McVay Transit Study. There were no objections.

Mr. Skov asked if there was any information on HB 3246 that would regulate Lyft and Uber. Mr. Yeh said that issue would be on the agenda for the committee's June meeting.

IV. AUDIENCE PARTICIPATION

Rob Zako, Eugene, representing Better Eugene-Springfield Transportation (BEST), distributed a May 17, 2017, memorandum from BEST to the LTD Board of Directors urging the Board to undertake a comprehensive system assessment and develop a 10-year investment plan. He noted that LTD was conducting a number of studies and environmental assessments, but BEST was concerned that the community would not have enough information available to decide how to make meaningful investments. He said it was important to know how the system was currently performing and what the public wanted in order to plan for investments over the long term

V. APPROVAL OF MEETING MINUTES

Ms. Hoell said a copy of the *draft* April 4, 2017, minutes had been provided for review. Staff would provide a finished version for adoption at the June 6, 2017, meeting for approval.

VI. WORK PLAN DEVELOPMENT

Mr. Schwetz said Mr. Yeh and Mr. Skov had provided content for the 2017-2018 work plan, using the format preferred by the committee. He asked members to review the draft provided in the agenda packet and provide feedback. Ms. Hoell said the items in boldface had been added since the last meeting and included meeting dates related to projects or committees, although the plan could include a notification of those items in the prior month to allow the committee to make comments or recommendations on the issue.

Ms. Brindle said it would be helpful if the work plan included when the LTD Board's action on a particular issue was scheduled in order for the committee to make a recommendation prior to that action.

Mr. Skov agreed with Ms. Brindle's suggestion. He said the purpose of the work plan was to allow the committee to look ahead on various topics. He said there were a number of meetings on the work plan that, while relevant to LTD staff, had no connection to the SPC's role. Examples were meetings of the Finance and Human Resources committees; likewise, holidays did not need to be included on the work plan. He suggested removing those items and adding decision points on major projects like MovingAhead so that recommendations could be made to the decision-makers. He asked if the work plan format was acceptable.

Mr. Yeh felt the work plan should identify the major issues that the SPC needed to discuss prior to decisions being made.

In response to a comment from Mr. Satre, Mr. Yeh agreed that the work plan should be a "living document" and an updated version included in each meeting's agenda packet.

Ms. Brindle, using the Main-McVay project as an example, said there were many items with multiple components and it would be helpful to map out those timelines in order to identify when updates were needed. She said application points for grant cycles might also be useful. She acknowledged

it would be challenging to provide that detail and track processes and timelines for other jurisdictions' projects that had an impact on projects of concern to the SPC.

Mr. Schwetz said that would mean the committee would need to commit more time each meeting to seriously discuss certain items and those could be identified under the agenda item related to the next meeting and future agenda items. Ms. Hoell suggested that the agenda item could consist of a review of any changes to the work plan or suggestions for additions.

Ms. Reid said it sounded like the document would be more of an informative timetable of regional transportation activities rather than a specific work plan for the SPC. She said perhaps there were two separate tracks: one that identified all projects and update points and the other related directly to actions the SPC would address.

Mr. Yeh summarized that the work plan format was acceptable to the committee, but calendar timetable items should be removed and shown separately and the work plan should be more of an action plan. He asked members to send their suggestions to him, Mr. Skov or staff so the document could be refined. Mr. Skov said the SPC would determine the nature of its work plan and staff would provide the necessary support.

VII. BYLAWS/MEMBERSHIP NEXT STEPS

Mr. Yeh said the bylaws had been revised to include feedback from the committee and the agenda packet also included samples of membership application forms.

MOTION: Mr. Gillespie moved that the Strategic Planning Committee recommend to the LTD Board of Directors adoption of the proposed Strategic Planning Committee Bylaws. Ms. Brindle provided the second.

VOTE: The motion was approved as follows:
AYES: Yeh, Gillespie, Reid, Brindle, Leiken, Satre, Skov, Newman, Vinis (9)
NAYS: None
ABSTENTIONS: None
EXCUSED: Eyster, Loe, Gaydos (3)

Ms. Hoell said the bylaws required an application for stakeholder members and reviewed the samples provided. She said an application should also include a listing of stakeholder categories identified in the bylaws.

Ms. Reid liked the City of Springfield form as it was easy to complete, but felt all of the forms were acceptable.

Mr. Skov suggested that if there were open ended questions on a form the applicant should be provided with parameters for the length of an answer.

Ms. Brindle suggested a checklist of stakeholder categories, with two lines to explain how the applicant represented a category.

Ms. Newman noted the bylaws referred to committee diversity (minority, disability, income, gender, age) and asked how an applicant would know the committee's current composition and whether they would bring diversity to the group. Ms. Hoell said the application could request diversity

information on a voluntary basis. Mr. Schwetz agreed that the committee had expressed an interest in diversity and there needed to be a way to measure that.

Mr. Yeh urged that the application should be as barrier-free as possible and encourage people to apply.

Ms. Vinis observed that the City of Eugene did request ethnicity and language information.

Mr. Gillespie said the application form for the Lane Council of Government's (LCOG) Citizen Advisory Committee listed areas of interest, such as bike/ped, that people could check.

Mr. Skov encouraged committee members to actively recruit applicants for committee membership.

VIII. BIKE SHARE

Mr. Dunbar said representatives from the City of Eugene, LTD and University of Oregon had worked together to develop a bike share program. He used a slide presentation to describe the background, decision-making process and project status, as well as illustrate various design features of the bike share system. He said there was an explanatory video on the city's bike share program website.

Mr. Dunbar said bike share was for short urban trips and fit well with community goals of promoting an active lifestyle, reducing greenhouse gas emissions and providing the first/last mile for transit connections. He said there were many funding and pricing strategies that the development team was exploring which would be most feasible locally. He said the density of stations was a major factor in the success of a system; lack of sufficient stations contributed to the failure of Seattle's bike share program. Geography for Phase 1 of the local program would extend from the University, through downtown Eugene, to the Whiteaker neighborhood and within that area there would be 35 stations and 300 bicycles. He said that would increase the reliability of the system from a user's perspective and encourages usage.

Mr. Dunbar said a feasibility study for the bike share program determined there was interest from the public and the business community. He reviewed the public engagement activities conducted during the feasibility study and the feedback from community members and businesses, including responses about the location of stations, pricing and program goals. He said 35 station locations were identified based on feedback and other factors and those were being tested by Social Bikes, which had been selected as the bike share program vendor through a competitive process.

In response to a question from Ms. Brindle, Mr. Dunbar said that it was preferable from an operational perspective to keep the program geographically compact in order to rebalance bikes and assure availability. Ms. Luftig added that Social Bikes had a very low infrastructure and flexible system and could respond to user demand.

Mr. Dunbar said that program revenue would cover about 60 percent of the operational costs, leaving 40 percent to be recovered in other ways. Bike share programs typically used sponsorships to raise those funds. He said the local program's capital costs were already funded; sponsorships would pay for operations. He described several strategies that Social Bikes would use to raise funds. He said a *ConnectOregon* grant from ODOT provided \$900,000 to cover capital costs and the University had contributed \$193,000 that it had reserved for a campus-based bike share system that was not built.

Mr. Dunbar said staff was now focusing on station siting and a general manager for the program had been hired and would begin work at the end of May and details of the program would start to emerge. He anticipated the bike share system would launch by September 25, 2017. System elements included:

- smart bike technology
- park anywhere
- reserve online
- map bikes and stations
- virtual stations option
- incentivize bike return
- real time GPS
- stations scalable to usage

There was a general discussion of smart bike technology, bike design, reservation and fare systems technology, joint marketing strategies with transit and opportunities for bike share and transit fare systems to work together.

Mr. Dunbar said system users would be 18 years and older because of liability issues. He anticipated that multiple local sponsors would be necessary to fill the funding gap, as well as annual memberships. He said users would provide their own helmets.

Mr. Skov commended staff for developing an amazing and functional system that he hoped would prove to be very successful. He asked how LTD could help advocate for the bike share program. He said both the city and LTD, as part of their Vision Zero initiatives, had been discussing safety gaps in infrastructure and some of those gaps, such as lack of bike lanes, could potentially limit the reach of the bike share program. He asked if there were opportunities for LTD to assist in filling those gaps. Mr. Dunbar said one of the benefits of a bike share program was that greater usage of bikes created a demand for better infrastructure. The Social Bikes application allowed users to share their riding experiences and that data could be mined for information on where infrastructure improvements were needed.

Mr. Dunbar said there were performance requirements in the contract with Social Bikes and their ability to rebalance the system by moving bikes around as needed would assure that bikes were always available for users. He said that could be done with a support vehicle or by using bikes with trailers or a combination with both. He said green operational techniques were expected of the vendor.

Mr. Skov stressed the importance of a strong connection between bike share and transit and LTD needed to find ways to complement the bike share program.

IX. LEGISLATIVE UPDATE

This item was postponed to the next meeting.

X. SHARED-USE MOBILITY

Mr. Skov said there were themes that were becoming important to transit and hoped the committee could discuss LTD's role in and relationship to emerging transportation modes. He said shared-use mobility referred to transportation options such as Lyft and Uber, bike share, on-demand transit and others. He said many in the community, particularly younger adults, questioned why Lyft and Uber were not operating locally. A recent legislative bill, HB 3246, would have preempted local regulations and established ones at the state level that would have allowed Lyft and Uber to operate anywhere in the state; the bill did not pass. He said the issue was how to bring those options back to the community in ways that worked with transit and other forms of transportation. He asked the committee to reflect on several points related to ride-sourcing/hailing (Lyft and Uber):

- not in direct competition with transit, but posed a threat to the financial viability of traditional transit by "poaching" riders
- terms of operations are negotiable and flexible at the local level
- data now suggested that ride-sourcing could be a complement rather than a substitute for transit (first mile/last mile)
- partnerships with transit agencies could be beneficial in the provision of services such as paratransit
- what agency or jurisdiction would be the best convener of discussions among cities, the county and LTD about bringing ride-sourcing to the community and how to best integrate it with existing services

Mr. Leiken said the bill related to Lyft and Uber might not pass unless it was modified as some legislators were not comfortable with the idea of preempting local jurisdictions. He said the integration of non-traditional transportation should begin in a small area such as the University to downtown Eugene. He said there were transportation market niches that could be filled without competing with transit. He suggested that BEST, which had wide representation of interests throughout the community, could be the catalyst group to begin a discussion of shared mobility and assist with integration into the community. The SPC could help with that effort. He felt that bike share would be very successful, particularly with downtown businesses and millennials.

Mr. Schwetz said the connection between ride-sourcing and transit would evolve. LTD was interested in the concept of productivity and coverage, particularly first mile/last mile, and shared-use mobility's use in establishing that connectivity. He said staff would be reporting to the Board on how other districts had addressed connectivity. He suggested that the Metropolitan Policy Committee (MPC) could provide a forum for discussion of shared-use mobility at the regional policy level.

Mr. Gillespie shared his experience with Uber and expressed concern because of its tendency to avoid regulations established for transportation services. He noted that some transit districts had established connectivity partnerships with Uber, but remained skeptical about the prospects.

Mr. Yeh said his concern was based on LTD's unique funding situation, but felt it was a good time to begin exploring the issue.

Ms. Vinis said ride-sourcing could add agility and flexibility to the transportation system and the city could potentially help foster partnerships to improve connectivity and meet future capacity demands.

Mr. Skov asked how the committee would like to proceed on the issue.

Ms. Reid said it would be useful to know what models currently existed for partnerships between transit districts and Lyft, Uber, or other ride-sourcing options. She also wanted to know what opportunities and threats were attached to such partnerships.

Ms. Jackson said the perspectives expressed by the committee merited further discussion, study and advice to the Board to assist the Board in establishing a position on ride-sourcing should elected officials ask for LTD's opinion on returning those services to the community.

Mr. Yeh commented that the danger Uber and Lyft represented to transit had to do with convenience, not price.

Mr. Leiken did not perceive ride-sourcing would be detrimental to transit in the Eugene-Springfield metropolitan area, but LTD should continue to pursue efficiencies and reliability. He said people would continue to use transit because it was affordable.

Ms. Brindle said the SPC should target the downtown business community and millennials as stakeholder groups on the committee.

Ms. Newman suggested recruiting stakeholders from among University planning students.

Ms. Jackson recommended that staff provide the committee with information about the impacts of ride-sourcing in other communities, including large metropolitan communities and communities the size of the Eugene-Springfield metro area to help inform the committee's discussion and provide input to the LTD Board.

XI. STANDING PROJECT AND COMMITTEE REPORTS

A. MovingAhead—Given time constraints, this agenda item was postponed to the next meeting.

B. Main-McVay Transit Study— Given time constraints, this agenda item was postponed to the next meeting.

C. Vision Zero— Given time constraints, this agenda item was postponed to the next meeting.

D. Santa Clara Community Transit Center— Mr. Satre referred to the Santa Clara Community Transit Center diagram included in the agenda packet. He said the seven and a half acres was the site of the former Santa Clara Elementary School and purchased by LTD from the 4J School District in 2015. He said the site was larger than required for the transit center and LTD was working with consultants to amend the neighborhood refinement plan to allow for transit center use, and develop plans for the site that would include a variety of land uses, including commercial and multi-family housing. He showed a short video that illustrated how the transit center could operate. He explained the green technologies that would be used in infrastructure improvements and how a new public street on the site would facilitate movement of local traffic and decrease congestion on surrounding streets. Mr. Schwetz added that ODOT safety funds had been received to improve an adjacent intersection.

Mr. Satre expected that the land use process would be completed in late fall of 2017, followed by design and engineering, with construction to begin in the spring of 2018. The transit center was scheduled to open in October 2019.

Mr. Skov said if transit oriented development on land the District owned resulted in residual income it would be beneficial to the District. He was concerned about the amount of parking on the site when there would also be a transit center. Mr. Satre said the City of Eugene's land use code mandated a minimum number of spaces for commercial and residential use and the site plan had the minimum allowable. Mr. Schwetz said the site would also serve as a park and ride facility for the District.

Mr. Skov said it was a lost opportunity to advocate for less parking.

Mr. Gillespie said that River Road was part of MovingAhead and asked if the transit center could accommodate EmX if that was the decision for the corridor. Mr. Satre said there was enough flexibility in the design to accommodate EmX.

X. NEXT MEETING AND FUTURE MEETING AGENDA ITEMS

The next meeting is scheduled for Tuesday, June 6, 2017. Possible topics for this and future meetings included the following:

- Discuss not meeting in July
- Continue the Santa Clara Transit Center at the beginning of the next meeting
- Transit Youth Pass: Discuss previous program history, successes, and challenges and opportunities and costs of bringing the program back.
- LTD Implementation Planning Process (10-year, 3-year)
- Presentation by Commissioner Sid Leiken about federal transportation funding issues
- United Way Emerging Leaders Group – Low Income Housing Study?
- HB 3246-Lyft/Uber

XI. ADJOURNMENT

Mr. Yeh adjourned the meeting at 7:43 p.m.

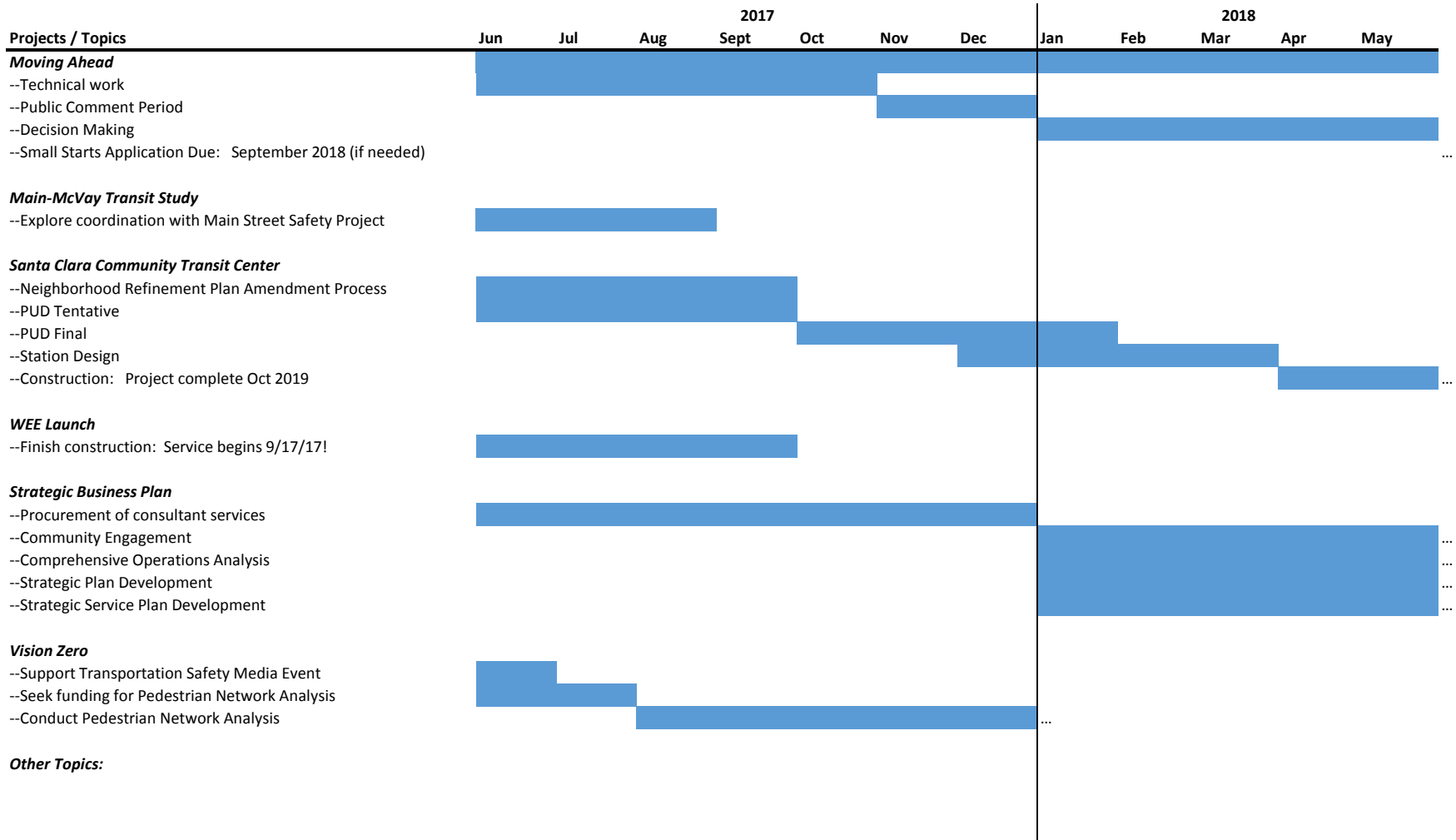
(Recorded by Lynn Taylor)

VI. WORK PLAN DEVELOPMENT

- SPC Work Plan Calendar
- Project Milestone Gantt Chart
- Events Calendar

LTD Strategic Planning Committee Work Plan, 2017–18 (Draft 6/6/17)

<p style="text-align: center;">April: 4/04/2017</p> <ul style="list-style-type: none"> ● Work Plan: discuss current issues & timelines ● Bylaws: discuss subcommittee recommendations ● Members: discuss subcommittee recommendations, advise general manager ● Places for People in Downtown Eugene: discuss ● Legislative Update ● Santa Clara Community Transit Center: review design and discuss. 	<p style="text-align: center;">May: 5/02/2017</p> <ul style="list-style-type: none"> ● Work Plan: receive guidance from Board ● Bylaws: adopt ● City of Eugene Bike Share: discuss ● Shared-Use Mobility: discuss ● Santa Clara Community Transit Center: review design and discuss. 	<p style="text-align: center;">June: 6/06/2017</p> <ul style="list-style-type: none"> ● Work Plan: receive guidance from Board ● Member Application: discuss new members; approve application. ● Strategic Business Plan: discuss scope of work for 3- and 10-year strategic plans. ● Youth Pass: discuss previous program and funding needs to bring the program back. ● Legislative update: discuss.
<p style="text-align: center;">July: Recess due to Independence Day</p>	<p style="text-align: center;">August: 8/01/2017</p> <ul style="list-style-type: none"> ● Work Plan Follow-up: Elect Chair, new member recruitment ● Strategic Business Plan: update on procurement process/input on scope of work. ● Main-McVay Transit Study: project coordination with Main Street Safety Project ● MovingAhead: update; input on audience building and decision-making process. ● WEEE Launch: update on final construction and service plans for September launch. 	<p style="text-align: center;">September: 9/05/2017</p> <ul style="list-style-type: none"> ● MovingAhead: continue discussion on decision-making process ● Santa Clara Community Transit Center: conceptual design before PUD Final application submittal. ● City of Eugene Bike Share: review launch in September, discuss next steps. ● WEEE Launch: discuss any updates. ● Funding Update: CMAQ and STP-U funds
<p style="text-align: center;">October: 10/03/2017</p> <ul style="list-style-type: none"> ● MovingAhead: discuss initial findings from Alternatives Analysis ● Vision Zero: Discuss Pedestrian Network Analysis. 	<p style="text-align: center;">November: 11/07/2017</p> <ul style="list-style-type: none"> ● MovingAhead: Public comment period ● Santa Clara Community Transit Station: review procurement process for design team ● Planning: receive update on Comprehensive Operational Assessment, provide direction on next steps 	<p style="text-align: center;">December: 12/05/2017</p> <ul style="list-style-type: none"> ● Work Plan: discuss & approve annual report to Board
<p style="text-align: center;">January 2018</p> <ul style="list-style-type: none"> ● ... 	<p style="text-align: center;">February 2018</p> <ul style="list-style-type: none"> ● MovingAhead: Review Alternative Analysis Findings. 	<p style="text-align: center;">March 2018</p> <ul style="list-style-type: none"> ● MovingAhead: Make formal LPA recommendation to LTD Board of Directors.



LTD Events Calendar, 2017

May

- 5/02/2017 SPC
- 5/04/2017 MPC
- 5/08/2017 Main-McVay Governance Team Meeting
- 5/10/2017 LaneACT
- 5/17/2017 LTD Board Meeting
- LTD Budget Approval

June

- 6/01/2017 MPC
- 6/06/2017 SPC
- 6/14/2017 LaneACT
- 6/21/2017 LTD Board Meeting

July

- No SPC meeting in observance of Independence Day
- 7/06/2017 MPC
- 7/12/2017 LaneACT
- 7/19/2017 LTD Board Meeting

August

- 8/01/2017 SPC
- 8/03/2017 MPC
- 8/09/2017 LaneACT
- 8/16/2017 LTD Board Meeting

September

- 9/05/2017 SPC
- 9/07/2017 MPC
- 9/13/2017 LaneACT
- 9/17/2017 West Eugene EmX Line Opens - Implement Annual Route Review Service Changes
- 9/20/2017 LTD Board Meeting

October

- 10/03/2017 SPC
- 10/05/2017 MPC
- 10/11/2017 LaneACT
- 10/18/2017 LTD Board Meeting

November

- 11/02/2017 MPC
- 11/07/2017 SPC
- 11/08/2017 LaneACT
- 11/20/2017 LTD Board Meeting

December

- 12/05/2017 SPC
- 12/07/2017 MPC
- 12/13/2017 LaneACT
- 12/20/2017 LTD Board Meeting

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VII. BYLAWS/MEMBERSHIP NEXT STEPS

- Membership Application

The Strategic Planning Committee seeks to have a diverse membership representing the areas indicated below. Please check all the applicable categories. Please use the line provided to briefly explain how you represent that category:

- Business / Chambers / Industry / Large Employers_____
- LTD Customers / Frequent Transit Riders_____
- Housing / Development / Affordable Housing_____
- Neighborhood / Neighborhood Leaders Council / LTD Service Districts_____
- Non-profit_____
- Public Health_____
- Rural_____
- Safe Routes to School_____
- Student_____
- Sustainability / Equity / Environmental Justice_____
- Tourism_____
- Transit Advocate_____
- Transportation Options / Bike / Ped / Carpool / Vanpool_____
- Other: _____

Applicants Signature

Date

Please return this application to Lane Transit District, 3500 E. 17th Avenue, Eugene, OR 97403

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X. DEVELOPMENT OF LTD'S STRATEGIC BUSINESS PLAN

- Strategic Business Plan for LTD PowerPoint Presentation

DEVELOPMENT OF LTD'S STRATEGIC BUSINESS PLAN



LTD Board of Directors
May 17, 2017



LTD.org

Objective of Briefing

- Provide the board with a briefing on the general scope and schedule for establishing an ongoing strategic business plan process at LTD.



A Simple Premise:

As an organization, LTD should have confidence that the decisions made today - the actions we take, are moving us in the direction we want to go - toward fulfilling the community's needs and expectations for public transit.



Why is this important?

Alignment

- LTD's actions and investments with community needs and expectations
- LTD's current organizational structure, processes and procedures with anticipated future operational needs
- Alignment of internal functions within LTD

Preparing for Future Change

- Developing capacity for adapting to uncertainty and change
 - Community growth and development, network design, new technologies,



What Might be Entailed in a Process Like This?

- In order to align the organization's priorities with community needs and expectations, there would need to be Robust Public Engagement.
- Because needs and expectations change over time, the process would need to be Ongoing.
- To deliver on the community's needs and expectations, LTDs Service Strategies will need to evolve.
- There will need to be an ongoing assessment of Resource Needs and Process Changes.



Scoping the Strategic Business Plan

What We Know:

- We need to have a robust engagement process to help us understand the community's needs and expectations,
- The process should be ongoing to adapt to uncertainty and change
- We need an Assessment of LTD's Service Strategies to help us establish network changes and other improvements
- We need to develop a process to align our plans and establish a process for coordinated development.



Broad Elements of a Scope of Work for the Strategic Business Plan

- Engage the community and its leaders in defining future roles and priorities for LTD
- Conduct a Comprehensive Operations Analysis (COA) to inform the development of our future network
- Carry out an assessment of the timing, resources, and process changes needed to deliver on the communities needs and expectations for transit.
- Align the development of our short range plans (annual budget, CIP, long-range financial plan, vehicle replacement schedule, and others) with the outcomes of our Strategic Business Plan.



New Planning Process

Strategic Business Plan

Short-Range 1 Short-Range 2 Short-Range 3

1 2 3 4 5 6 7 8 9 10

Relationship between Strategic Business Plan, Short-Range Plans, and annual process



Process Schedule

Task Name	2016				2017				2018				2019			
	1st Half		2nd Half		1st Half		2nd Half		1st Half		2nd Half		1st Half		2nd Half	
	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4
▾ Strategic Business Plan Development																
Procurement of Consultant Services																
▾ Initiation of Work																
Community Engagement																
Comprehensive Operataions Analysis																
Strategic Plan Development																
Strategic Service Plan Development																
SBP Update Process Development																



Questions?
Thoughts?
Foretellings?



LTD.org

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XIII. (c) VISION ZERO

- Trimet's Pedestrian Network Analysis Fact Sheet

Transit depends on safe and convenient pedestrian access

Every transit rider is a pedestrian. Whether walking or using a mobility device, all TriMet customers depend on being able to get to and from a stop safely and comfortably. Providing safe, convenient and attractive sidewalks, pedestrian crossings and transit stops is imperative to ensuring riders have a positive experience. As a result, TriMet and its regional partners are working collaboratively as part of the Pedestrian Network Analysis Project to develop an objective, data-driven system for prioritizing places around the region where pedestrian infrastructure investments will provide safer and more comfortable access to transit. This effort is designed to:



Wide sidewalks facilitate a safer pedestrian environment by creating a buffer from auto traffic and enhancing sightlines.

- **Prioritize safety:** Arterials are the most suitable type of roadway for transit service and often the only choice. There are usually many destinations along arterials and the roads are designed to handle large vehicles, like buses. However, from a pedestrian perspective arterials can be difficult to cross and uncomfortable, or even dangerous to walk along. This is particularly true when there are missing sidewalks, unprotected crossings, or very little buffer provided between fast moving traffic and pedestrians. This study first and foremost examines how to improve pedestrian safety.
- **Cost-effectively provide service:** It costs an average of \$29 per ride to provide LIFT paratransit service to people who are unable

to use more cost effective bus or rail service due to a lack of pedestrian access. Investments in sidewalks, protected crossings, traffic-calming and streetscaping are long-term fiscally prudent investments that help people maintain their independence by being able to access fixed route transit even as their mobility lessens over the years.

- **Foster environmental stewardship:** Improving access to transit enables people to meet more of their needs without driving and helps the region reduce its greenhouse gas emissions.
- **Create great places: People like to walk.** Creating engaging, easy, desirable places where people want to walk helps communities stay vibrant and attract private investment.



This Line 52-Farmington/185th bus stop is in project focus area No. 1. It lacks sidewalks, a buffer from 40 mph traffic and a direct protected crossing.

Benefits of a more pedestrian accessible transit system

An accessible transit system has many benefits:

- **Keeping people healthy:** The U.S. Centers for Disease Control and Prevention recommends adults get 150 minutes of moderate-intensity activity, such as walking, every week. Walking to transit helps people stay active and healthy.
- **Saving families money:** Transportation costs are often the second biggest expense in a family's budget. According to the American Automobile Association (AAA), excluding loan payments, the average annual cost of driving a car 15,000 miles in 2011 was \$8,588. By comparison, a TriMet annual Adult All-Zone Pass costs \$1,012, just over 10 percent of the cost of owning a car.
- **Maintaining independence:** Public transportation provides travel options to people who do not want to, cannot afford to, or are unable to drive, like the very young and very old.

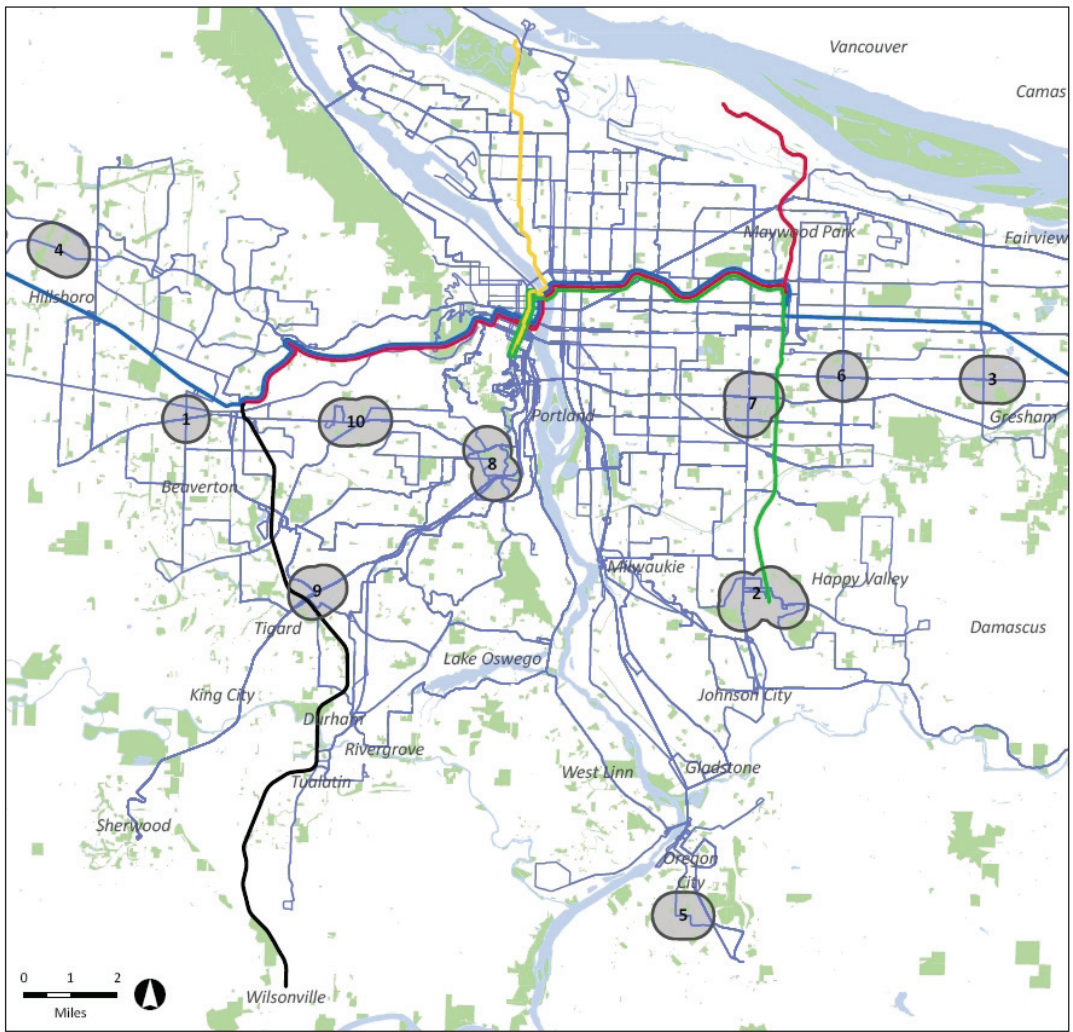
The Pedestrian Network Analysis Project

The Pedestrian Network Analysis Project identifies key locations within the Portland region where pedestrian investments will provide better access to transit stops and have the strongest potential to improve pedestrian safety, both actual and perceived, and increase the number of people walking and using transit.

TriMet has more than 7,000 stops. Using regionally available data TriMet and its jurisdictional partners located areas near transit stops that exhibited the highest amount of opportunity and need. Sixty-six clusters of stops, encompassing roughly 600 stops were identified as high need/high opportunity areas. From these clusters, TriMet and its partners chose 10 key focus areas to place attention first*:

1	City of Beaverton	SW Farmington Rd. & SW Murray Blvd.
2	Clackamas County	Clackamas Town Center Transit Center
3	City of Gresham	SE Division St. & SE 182nd Ave.
4	City of Hillsboro	Tanasbourne Town Center
5	City of Oregon City	Clackamas County Red Soils Campus
6	City of Portland	SE Division St. & SE 122nd Ave.
7	City of Portland	SE Powell Blvd. & SE 82nd Ave.
8	City of Portland	Hillsdale
9	City of Tigard	Tigard Transit Center
10	Washington County	SW Beaverton-Hillsdale Hwy. & SW Scholls Ferry Rd.

*Numbers indicate location on map, and do not indicate project prioritization.



Pedestrian Access Network Project focus areas. Numbers correspond to the table on previous page.

TriMet staff walked each area, documenting existing conditions and assessing pedestrian needs near transit stops. The final report can be found at trimet.org/walk.

Next steps

TriMet will continue to work with its partners to move pedestrian investments forward in the 10 focus areas and to generally promote ways communities can help make areas near transit stops safer, more convenient and more pleasant to walk.



Before and after photos show the bus stop and pedestrian improvements that were made outside a major grocery store on Highway 8 in Hillsboro.

More information

Learn more about the Pedestrian Network Analysis Project at trimet.org/walk, or contact Jessica Engelmann at TriMet Planning & Policy Development, 503-962-2137 or engelmaj@trimet.org.

Technical Advisory Committee

- April Bertelsen, City of Portland
- Christina Fera-Thomas, City of Hillsboro
- Judith Gray, City of Tigard
- Katherine Kelly, City of Gresham
- Nancy Kraushaar, City of Oregon City
- Lori Mastrantonio-Meuser, Clackamas County
- Jane McFarland, Multnomah County
- Lake McTighe, Metro
- Margaret Middleton, City of Beaverton
- Lidwien Rahman, Oregon Depart. of Transportation
- Amy Rose, Metro
- Stephanie Routh, Willamette Pedestrian Coalition
- Steve White, Oregon Public Health Institute
- Aisha Willits, Washington County

Available in other formats:

trimet.org
503-238-7433
TTY 503-238-5811

Favor de llamar al 503-238-7433 si necesita esta información en español .

Overview of Santa Clara Community Transit Center Development Process



Tom Schwetz,
June 6, 2017

Objective of Briefing

1. Provide the board with an overview of the complex set of steps involved in the development of the Santa Clara Community Transit Center.
2. Review scope, schedule, and current status of development project



Development Process

- Background on issues with current site and purchase of new property
- Eugene's land-use approvals and construction permits for development of the site
- Design and Construction process
- New Transit Center needs to be operational by October 2019



Background

- Current conditions at River Avenue Site
 - Operational Safety Concerns
 - Operational Delays
 - ODOT's Plans for Beltline
- Selection of the Santa Clara Site
 - Desire to be close to center of corridor activity
 - Limited opportunities for large enough site
- Sale Provisions
 - Bank requirement to purchase entire site

River Avenue Station

Built in 1982 with only minor improvements since constructed

Purchased property (1.81 acres) from Lane County in 2007

Park and Ride utilization rate 40/day (118 spaces total). 3 Vanpools/day.

Serves LTD routes # 51,52,55

300 Average Weekday Boardings

Appliance Store built on County property



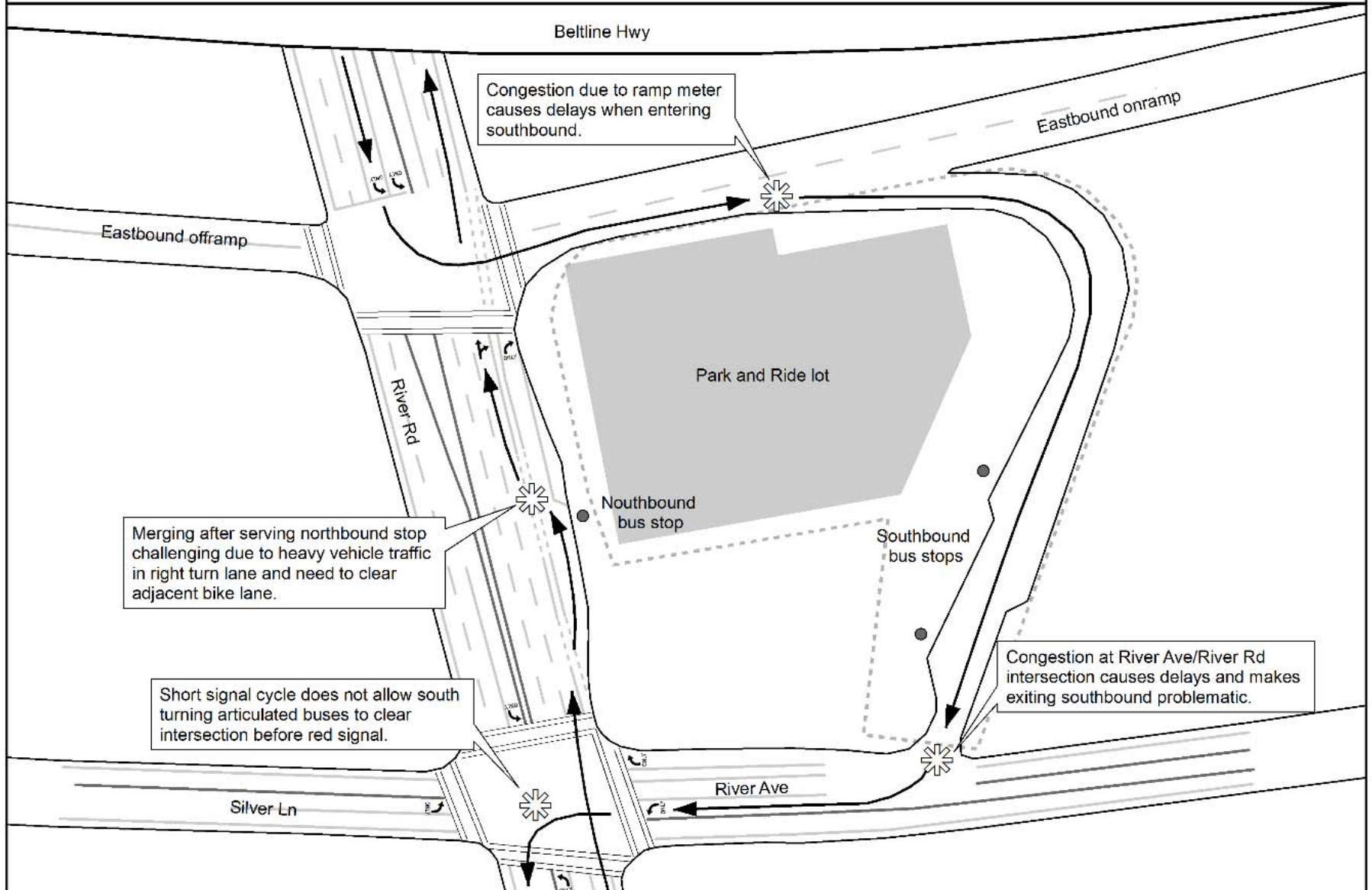
Current Location not Viable in Near Future

- Major destinations have moved north of Beltline
- Significant growth in traffic congestion
- Egress causes travel delay
- ODOT plans for Beltline require purchase of property
- Outmoded infrastructure

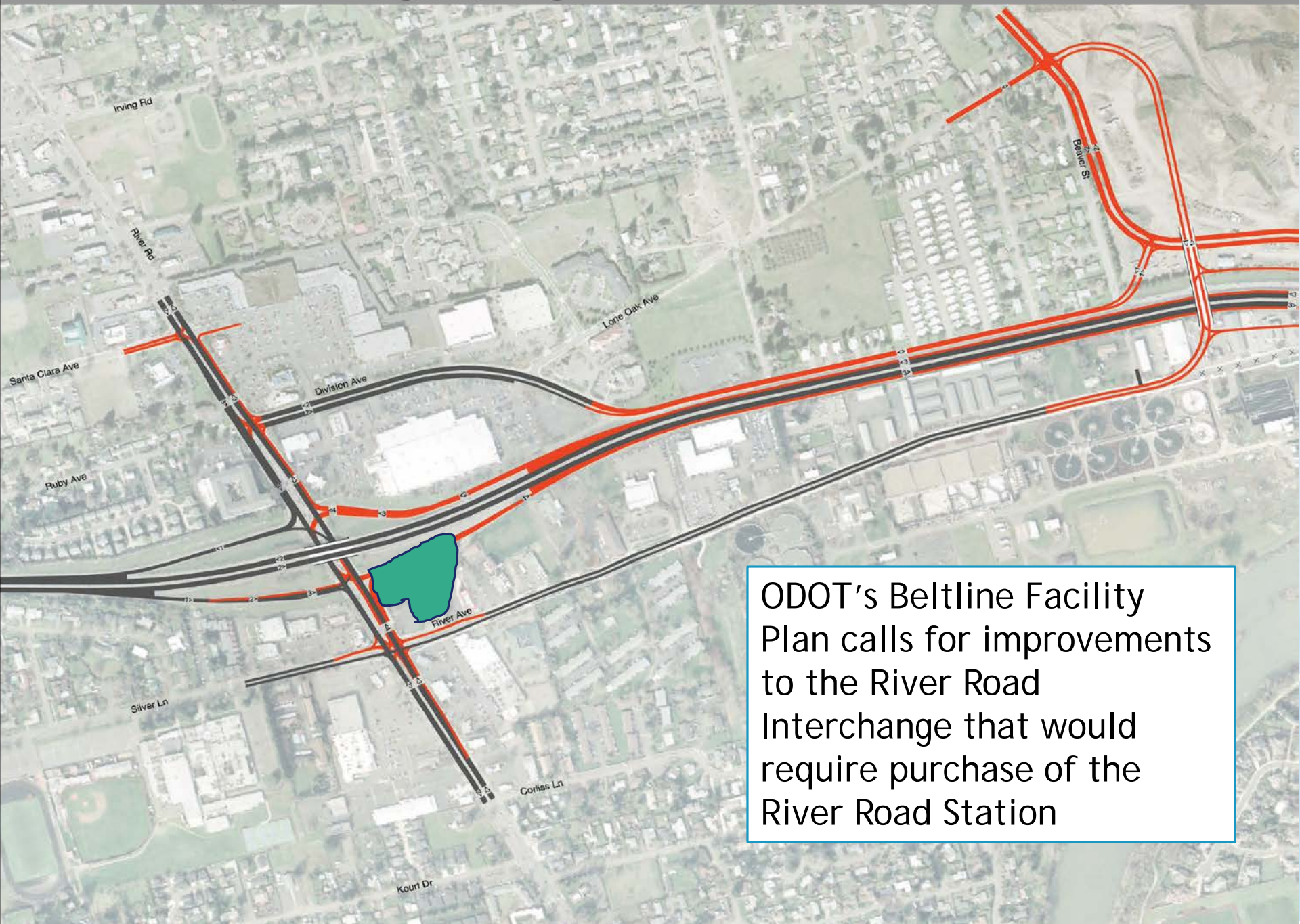


Existing River Road Station

- ← Bus movement
- ⊗ Bus conflict location
- Bus stop
- ⋯ River Road Station property boundary



Beltline Facility Plan - Eugene, Oregon

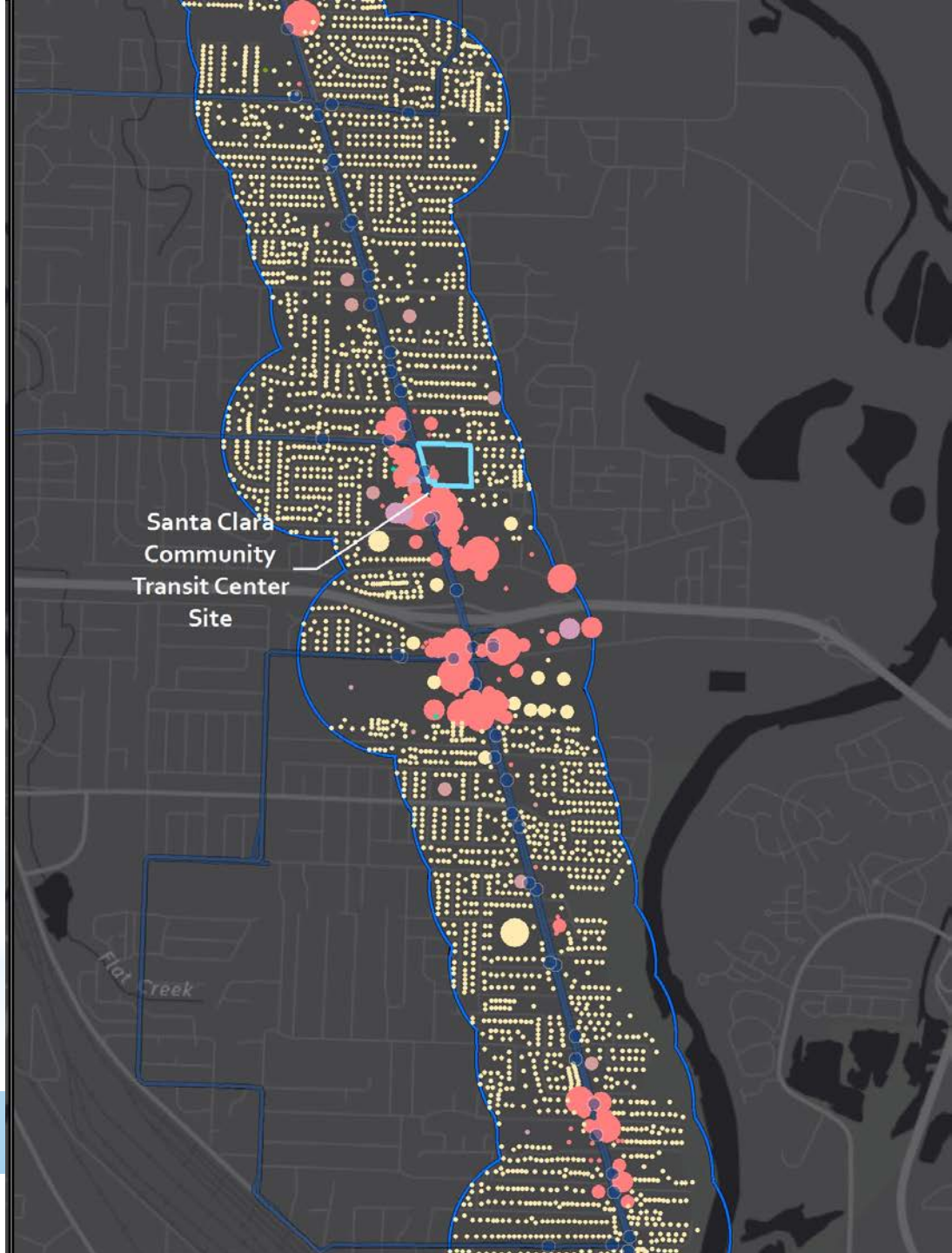


ODOT's Beltline Facility Plan calls for improvements to the River Road Interchange that would require purchase of the River Road Station

Figure 2. Aerial Map

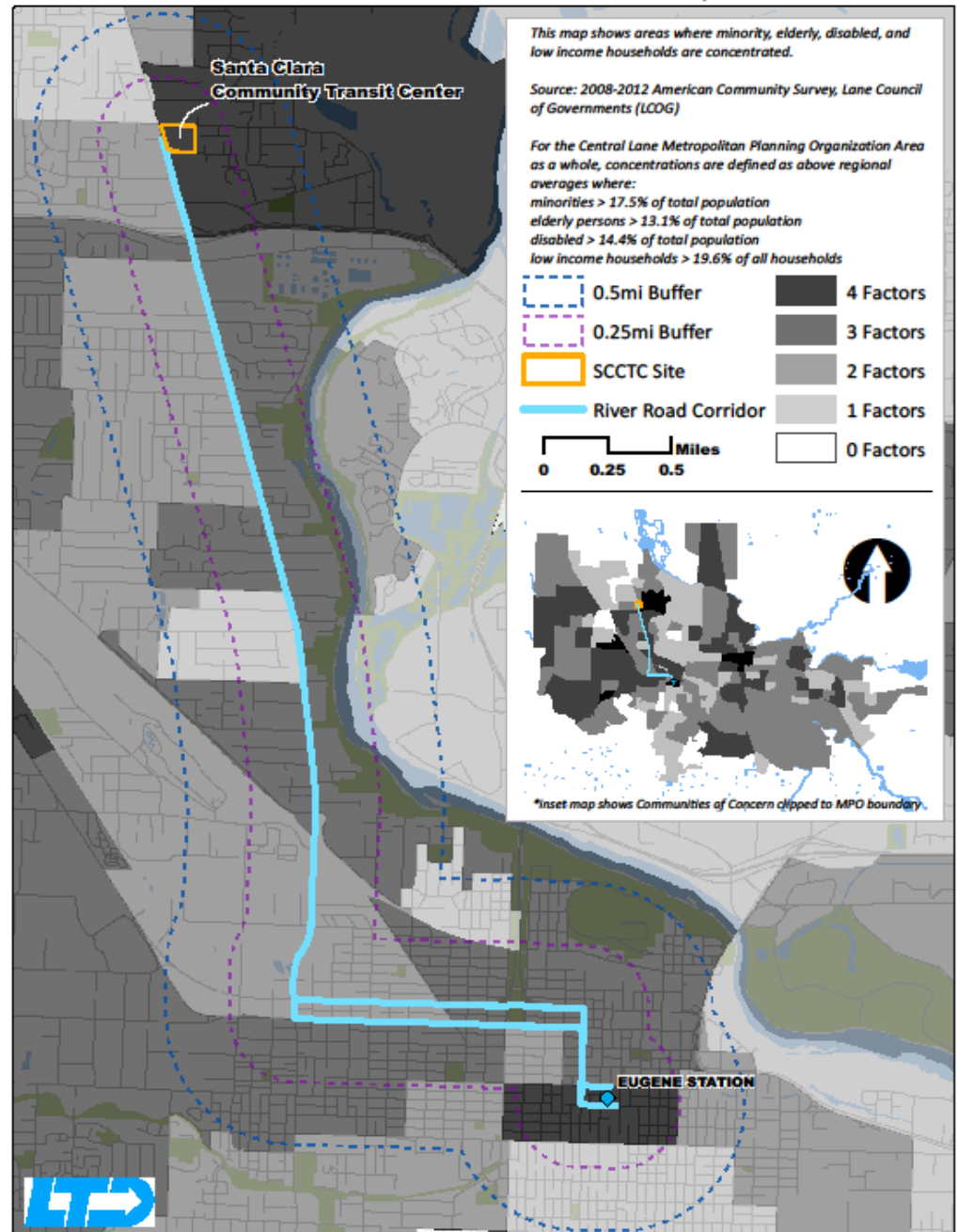


The Activity Center of the River Road Corridor



Communities of Concern

Map 4: Communities of Concern



Santa Clara Property

Formerly Santa Clara School Site

Ideal for Relocation of River Road Station Operations

7.6 Acres, LTD would use approximately 3 acres

Purchased from Umpqua Bank

Original asking price:
\$6,508,000

Actual Purchase price:
\$3,325,000



Eugene Land Use Regulations

- LTD's Santa Clara property is part of the Refinement Plan for the River Road Santa Clara area
 - Developed by city with strong input from community organizations
- Prior to development of the site:
 - Refinement Plan Amendment
 - Planned Unit Development (PUD)



Land Use Regulations - Notes

- Working through Eugene's process for the whole property is required before LTD can break ground on its station
- Completing this process will result in a clear understanding of what additional public improvements will be required as part of construction of the transit center
- Completing the process will provide the Santa Clara Community Organization with certainty that the development of the site will happen in accordance with their plan for the neighborhood



Public Improvements

- Roadway traversing site
- Traffic Signal at Green Lane
- Stormwater retention
- Electricity and wastewater
- City project at Hunsaker and River Road



Santa Clara Community Transit Center Conceptual Site Plan



PROPOSED INTERSECTION MODIFICATION

12" INCH HIGH DECORATIVE FENCE AT PERIMETER OF EACH DWELLING UNIT BACKYARD.

10' SETBACK
15' SETBACK

SETBACK VARIES, BUT WILL MEET OR EXCEED 10' MINIMUM REQUIREMENT

7' HIGH SIGHT OBSCURING FENCE ALONG LENGTH OF EAST PROPERTY LINE

7' WIDE PAVED SIDEWALK TO EAST PROPERTY LINE

10' WIDE SECTION OF WIDE SIDEWALK FOR POTENTIAL FUTURE PEDESTRIAN CONNECTION.

SUSAN STREET

LTD SERVICE VEHICLE PARKING

RIVER ROAD

GREEN LANE

Process and Schedule

- Planning Approvals and Permitting
 - Refinement Plan Amendment and PUD in effect September 2017
 - Site Review In effect early January 2018
- Design and Construction
 - Overlaps with Planning Phase
 - Construction takes place over two seasons
- New Santa Clara Community Transit Center Operational October 2019



Questions?

