



**LANE TRANSIT DISTRICT
STRATEGIC PLANNING COMMITTEE MEETING**

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

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

| | | |
|---|--|--------------------------------------|
| I. CALL TO ORDER | | |
| II. ROLL CALL | | <u>Page</u> |
| <input type="checkbox"/> Mike Eyster (Chair) | <input type="checkbox"/> Frannie Brindle | <input type="checkbox"/> Carl Yeh |
| <input type="checkbox"/> Sid Leiken | <input type="checkbox"/> Annie Loe | <input type="checkbox"/> Sheri Moore |
| <input type="checkbox"/> Josh Skov (Vice Chair) | <input type="checkbox"/> Gerry Gaydos | <input type="checkbox"/> Kate Reid |
| | <input type="checkbox"/> Gary Gillespie | <input type="checkbox"/> Rick Satre |
| | <input type="checkbox"/> Lucy Vinis | |
| III. COMMENTS FROM THE CHAIR | (2 minutes) | |
| IV. AGENDA REVIEW | (2 minutes) | |
| V. AUDIENCE PARTICIPATION | | |
| ◆ <i>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.</i> | | |
| ◆ <i>Citizens testifying are asked to limit testimony to three minutes.</i> | | |
| VI. APPROVAL OF MEETING MINUTES <i>Action Needed:</i> | (2 minutes) | 4 |
| Vote to approve minutes from November 7, 2017 | | |
| VII. SPC MEMBERSHIP UPDATE | (10 minutes) | |
| <i>Action needed: Welcome new members!</i> | | |
| Staff will update the committee on how new members were selected and we will welcome our four newest members and discuss the on-boarding process. | | |
| VIII. HB 2017 UPDATE / YOUTH PASS | (30 minutes) | |
| <i>Action needed: Provide advice to Board of Directors on new funding priorities.</i> | | |
| Staff will provide an update about HB 2017 funding, timeline, and regulations based on what is known to date. This will include a discussion about the youth pass and other programs for low-income riders to meet the regulations included in HB 2017. Staff will outline what the SPC's role could look like in meeting the HB 2017 guidelines. Discussion of the youth pass will focus on other potential sources of funding for the program, how the youth pass could be structured and when it could realistically begin. SPC will discuss the issues, understand the constraints and request additional information as needed. Based on the | | |

committee's discussion provide advice and feedback to the Board of Directors about priorities.

IX. COORDINATION OF MOVINGAHEAD AND COA PROJECTS (20 minutes)

Action needed: Understand the two projects and the points of interaction between them to build capacity in order to provide good advice to the Board of Directors when decision-making is needed for both in the future.

Staff will provide an overview of how the MovingAhead and COA projects are envisioned to unfold in conjunction to one another. Key points of interaction and timelines will be discussed. (See attached project Gantt Chart for timeline updates.)

X. STANDING PROJECT AND COMMITTEE REPORTS

a. Ridership Report (10 minutes)

Action needed: Discuss ridership data and provide feedback on possible performance measures.

Staff will share how ridership has changed with the launch of EmX West including impacts to both EmX and fixed routes throughout west Eugene. Staff would also like to have the committee discuss possible performance measures to describe the performance and effectiveness of the EmX West investment.

b. Vision Zero (25 minutes)

Action needed: Discussion and recommendation to Board of Directors on actions LTD can take to support or build on the City of Eugene's Draft Vision Zero Action Plan.

LTD will provide the next Vision Zero quarterly update and will continue the discussion started at the last meeting of how LTD can support the City of Eugene's efforts towards Vision Zero as outlined in the Draft Vision Zero Action Plan that Rob Inerfeld of the City of Eugene discussed last month. (Please note, the electronic version of this meeting packet will include the full Eugene Draft Vision Zero Action Plan but the printed copy will not. Please plan to bring the printed copy of the plan you received in your packet from last month. If you need a new printed copy, please alert Camille Gandolfi, Clerk of the Board.)

c. Main-McVay Transit Study (5 minutes)

Action needed: Update on coordination with Main Street Safety Project.

Staff will provide a brief update on the 11/20/17 City of Springfield Council work session where the coordination of the two Main Street projects was discussed.

d. Santa Clara Community Transit Center (5 minutes)

Action needed: Information and discussion only.

Staff will present the latest developments about the Planned Unit Development (PUD) and coordination with the City of Eugene and Santa Clara Community Organization.

XI. NEXT/FUTURE MEETING AGENDAS: WORK PLAN DEVELOPMENT (10 minutes) 11

Action Needed: Additions/Changes to SPC Work Plan.

The Chair will ask for updates to be added to the work plan and which month they should be placed. Per usual, the existing work plan, project milestone Gantt chart and supporting events calendar are attached to inform this discussion.

Topics

- United Way Emerging Leaders Group – Low Income Housing Study? Give this to the COA consultant team.
- Automated Vehicles discussion
- Integrated public health approach (including diet, recreation, and transportation) – maybe hear from LTD board member Kate Reid

XII. 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).

STRATEGIC PLANNING COMMITTEE MEETING

LANE TRANSIT DISTRICT

Tuesday, November 7, 2017

Pursuant to notice given to *The Register-Guard* for publication on October 31, 2017, and distributed to persons on the mailing list of the District, the Strategic Planning Committee of the Lane Transit District held a meeting on Tuesday, November 7, 2017, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Mike Eyster, Chair
Josh Skov, Vice Chair
Frannie Brindle
Gerry Gaydos
Gary Gillespie
Sid Leiken
Annie Loe
Sheri Moore
Kate Reid
Rick Satre
Lucy Vinis
Carl Yeh (via teleconference)
Aurora Jackson, LTD General Manager

CALL TO ORDER/ROLL CALL: Mr. Eyster convened the meeting of the Strategic Planning Committee (SPC) and called the roll.

COMMENTS FROM THE CHAIR: There were no comments.

AGENDA REVIEW: There were no changes to the agenda.

AUDIENCE PARTICIPATION: There was no one wishing to speak.

MOTION APPROVAL OF MEETING MINUTES: Mr. Gillespie moved to approve the minutes of the September 5, 2017, and October 3, 2017, Strategic Planning Committee meetings. Mr. Satre provided the second.

VOTE The motion was approved as follows:
AYES: Brindle, Eyster, Gaydos, Gillespie, Leiken, Moore, Reid, Satre, Skov, Vinis, Yeh (11)
NAYS: None
ABSTENTIONS: None
EXCUSED: Loe (1)

Ms. Loe arrived at 5:35 p.m.

SPC MEMBERSHIP UPDATE: Development Planner Kelly Hoell reported that six applications had been received for the four open positions on the SPC. Staff had conducted extensive outreach based on suggestions from committee members and she was pleased with the results. She said LTD General Manager Aurora Jackson would be making a decision about appointments and the final selections would be announced at the December SPC meeting.

FRANKLIN BOULEVARD CONSTRUCTION IN GLENWOOD: Kristi Kruger, City of Springfield project manager for the Franklin Boulevard project identified project elements on a concept drawing. She said those elements included protected bike facility, protected sidewalk, landscaping, storm water treatment on site, decorative street lights, north side access lane for anticipated development and roundabouts. She distributed a flyer describing roundabouts and the city's rationale for choosing them, which was primarily for safety reasons. She illustrated the project's scope from the McVay Highway to Glenwood Boulevard on an aerial photograph of the Franklin Boulevard corridor. She said Phase I of the project was currently under construction; an environmental impact analysis had been completed and a categorical exclusion obtained for the entire corridor. She said Phase I included construction of two roundabouts; the future riverfront street network required a double roundabout in order to connect with McVay Highway and preserve developable land.

Ms. Kruger said the jurisdictional transfer of McVay Highway and Franklin Boulevard was completed in 2014, 15 percent design of the entire corridor was completed in January 2016, 100 percent design of Phase 1 was completed and the categorical exclusion received in November 2016. Project construction began in April 2017. She emphasized that a major factor in the success of the project was public outreach during design and construction, with staff developing one-on-one relationships with every business and property owner along the corridor and providing them with support throughout the process. She also illustrated the location of westbound and eastbound EmX stations.

Ms. Kruger said the design was a new concept and could be adjusted if there were problems. She demonstrated how traffic would move through the corridor and explained that the design was intended to slow cars before crosswalks and said a crucial element was to have cars pointing in the correct line of travel as they entered the roundabout. She noted that the design could accommodate four additional EmX stations if needed in the future. She described the planned construction over the next few days and said amenities were installed as each section was completed.

In response to a question from Mr. Eyster, Ms. Kruger said she anticipated construction would be completed in September 2018, but hoped it could be completed earlier, although that was weather-dependent.

Ms. Brindle asked if right-of-way purchases were planned, now that the environmental analysis was completed. Ms. Kruger said that would depend on financing and at this point the focus was on Phase I, with the next phase likely to focus on riverfront streets. The city would be looking at grant opportunities for right-of-way purchases.

Mr. Skov appreciated the informational materials on roundabouts as it would be helpful in explaining them to members of the community who had safety concerns, particularly regarding pedestrians. Ms. Kruger said rectangular flashing beacons (RFB) were being installed at all crossings on roundabouts. She reiterated that the roundabout design slowed traffic prior to encountering crosswalks.

FRANKLIN BOULEVARD AND THE KNIGHT CAMPUS: Rob Inerfeld, City of Eugene transportation planning manager, said the redesign of Franklin Boulevard was prompted by an outdated land use plan and street design that did not compliment investment in bus rapid transit. He used an aerial photograph to show the project's scope from Interstate 5 (I-5) to Alder Street. He said a mixed use center plan for the Walnut Station area from Walnut Street to Onyx Street,

excluding the University proper, was adopted in 2010 and created a more innovative, form-based zoning code and called for a multi-way boulevard design.

Mr. Inerfeld said Envision Eugene, adopted by the City Council, called for key transit corridors as a strategy for future growth; also the recently adopted Transportation System Plan called for increasing mode share and making it easier for people to move about by walking, biking and public transportation. Franklin Boulevard was one of the key corridors and the city wanted a redesign that would make it more supportive of those plans, including providing for two dedicated EmX lanes in the corridor. He pointed out some of challenges currently faced in the corridor for walking, biking connectivity, transit and traffic safety. He anticipated that the city would have consultants under contract by January 2018.

Christine Thompson, University of Oregon director of campus planning, pointed out on a map of the University the area of focus between Agate Street and Dads' Gates. She also pointed out the main campus area on the south side of Franklin Boulevard and the Knight Campus on the north side. She said key issues under consideration were how to connect those two and make Franklin Boulevard a connector instead of a barrier and provide access along and across the corridor. She said currently key crossings were at Agate and Onyx streets, but future development in the Knight Campus area required more safe crossings.

Ms. Thompson showed conceptual drawings of how development might occur in the campus area and identified potential sites for pathways and connections, including an overhead building-to-building crossing. She also used circulation diagrams to illustrate the movement of vehicles, pedestrians and bicyclists. She said site work on the Knight Campus would begin in the spring of 2018, with completion expected in the winter of 2020.

Ms. Brindle asked what the state of Franklin Boulevard would be when Eugene hosted the 2021 World Games. Mr. Inerfeld was doubtful that improvements would be made by then, but if the redesign plan could be phased it was possible the city could apply for some grants to implement a phase.

Mr. Skov hoped that active commercial development was not bundled with a lot of vehicle traffic. He said that urbanist literature indicated that above grade crossings were not a great idea because they tended to cause disinvestment in the streetscape and removed people from areas they were wanted. He also asked how much recently built expensive infrastructure would have to be torn up with the project.

Ms. Thompson agreed that the ideal was at grade crossings, but a building to building crossing was good for the transfer of research materials, which could not be transported across the street. She said the above grade crossing would be open for general use, but was not intended to replace at grade crossings. Mr. Inerfeld said a developer who wanted to build apartments on the Louie's Village property was being encouraged to invest in a crossing because of the increased number of pedestrians who would need to access the University campus. He hoped that none of the existing EmX station would need to be moved and that would be part of design phase considerations.

Ms. Moore asked if roundabouts had been considered. Mr. Inerfeld said that would be considered, but would be challenging with the center lane EmX.

Mr. Leiken asked if there were discussions between Eugene and Springfield staff about the Franklin Boulevard corridor. He said development of the Knight Campus and Glenwood area had

the potential to bring in enormous amounts of private equity, similar to the research triangle in North Carolina. Mr. Inerfeld said Eugene was collaborating with Springfield and other jurisdictions in the River District initiative and opportunities for leverage were being discussed.

In response to a question from Mr. Eyster, Ms. Thompson said that compared to other universities of similar size, the University had very little structured parking. She said the project would include a parking structure to account for lost parking on the Knight Campus site, as well as planning for the next phase. She said the University wanted to limit the number of vehicles coming onto the campus.

Mr. Gillespie asked what height would be allowed for residential development as the campus expanded. Ms. Thompson said the University was trying to determine an upper limit on height that would make wise use of the land, but maintain a welcoming environment.

Regarding structured parking at the north end of Agate Street, Mr. Skov commented that there was a lot of bicycle and pedestrian connectivity to transit and across the river to housing at that location. Locating parking there courted more interactions between vehicles and other modes and was not in the spirit of Vision Zero and improving transit ridership in the corridor.

Ms. Thompson said a majority of the new structured parking was a consolidation of existing parking in the area, rather than adding vehicle trips. She said the University's goal was to provide a limited amount of parking, but in a way and place that the drivers could reach their destination and get out of their cars as soon as possible. Mr. Inerfeld said the city would pay special attention to the entrance and exit to the parking garage and how they intersected with people accessing the riverfront path.

Ms. Reid asked if the proposed parking structure would also serve the north campus conditional use project for sports fields. Ms. Thompson said the structure would be used by people coming to the campus, whether they were going to an academic building or sports facility. She noted that people did not drive to the existing University fields.

Ms. Moore asked if there had been any discussion of changing the bus route along Franklin Boulevard, such as operating them along 15th Avenue and through campus. Ms. Thompson said that would be very difficult as there were no through roads on campus and a very high volume of pedestrians and bikes.

COMPREHENSIVE OPERATIONS ANALYSIS (COA) UPDATE: Mr. Eyster announced that four qualified firms made presentations to the advisory committee and the LTD Board would make a contractor selection at its December 2017 meeting.

CITY OF EUGENE VISION ZERO TASK FORCE: Mr. Inerfeld reviewed the draft Vision Zero Action Plan, a copy of which was provided in the agenda packet. He said the plan focused on eliminating fatalities and life-changing injuries on the city's streets. He acknowledged the advocacy of Better Eugene-Springfield Transportation (BEST) for the city's adoption of Vision Zero. He said the city convened a task force to develop an action plan, along with a technical advisory committee. A consultant helped facilitate the process and Lane Council of Governments for providing crash data. He said the plan was out for public review and input would be reviewed by the task force, which would make a final recommendation to the city manager for adoption of the action plan by the City Council.

Mr. Inerfeld reviewed the plan contents and highlighted some actions and strategies to address street design, impairment and dangerous behaviors. He pointed out that each action had a performance measure to assure accountability and provide an annual report to the public. He described community outreach efforts and invited suggestions from committee members for groups and organizations to contact. He said the intent was to integrate Vision Zero into the city's transportation work.

Ms. Hoell asked committee members to provide advice to the LTD Board of Directors on how LTD could support Eugene's Vision Zero work. She asked committee members to bring their copies of Eugene's Vision Zero draft plan to the December meeting for a more in depth discussion.

Mr. Skov suggested adding crash data from police. Mr. Inerfeld said if those involved in a crash were not transported to a hospital by ambulance, data was not collected.

Mr. Skov asked if the city had thoughts on how LTD could help. Mr. Inerfeld said LTD's pedestrian network analysis, which was part of the COA process, would provide useful information. He said it would also be helpful to hear from bus riders about areas where they felt unsafe crossing the street to help inform the city's work on pedestrian crossings. The city was developing an application that would allow people to report locations where they felt unsafe.

Ms. Reid noted that the plan listed public health as a partner and asked if there had been consideration of action beyond DUI enforcement and education of the broader public health issues of preventive health care related to stress management, mental health and other reasons that might lead someone to drive while impaired. She said the percentage of alcoholism in Lane County was the highest in the state. Mr. Inerfeld felt that was an area that could be explored.

Mr. Skov said urgency and timeliness of actions had been the topic of a number of conversations. He understood that planning process could be lengthy and budget cycles only occurred annually, but urged that jurisdictions demonstrate that they could act urgently on things that involved human life in the coming budget cycles. He hoped to see projects proposed that could use available resources or available grant and be implemented quickly to demonstrate concrete Vision Zero actions to the community.

Ms. Brindle suggested that jurisdiction try to identify an amount of money that would be available annually to target easy to accomplish projects. She said that wouldn't fund large projects, but could help with smaller projects within the right-of-way.

Director of Planning and Development Tom Schwetz said there was a lot of interest nationally around the concept of "quick build" to address the issue of urgency. He said often pedestrian improvements were small, easily built projects. Mr. Inerfeld concurred and said the city was looking for opportunities for "quick build" projects. He cited several recent pedestrian safety improvements.

Mr. Leiken said Lane County Public Health could provide information relating to Ms. Reid's inquiry. He said the Oregon Transportation Commission was interested in including public health in transportation projects.

Mr. Skov remarked that the Vision Zero performance measures in the draft plan measured progress, but not outcomes. He asked that committee members review those measures prior to the December meeting discussion.

Ms. Jackson said the challenge of performance measures was to establish a baseline and targets. LTD did not have the level of serious injuries and deaths that occurred elsewhere in the system. She said the District looked at issues such as avoidability and collaboration, which were less tangible than typical measures. She said LTD would look at areas of potential risk.

Mr. Gillespie commended LTD operators for avoiding crashes at the intersection of 10th Avenue and Olive Street, which was a hazardous location.

STANDING PROJECT AND COMMITTEE REPORTS:

MovingAhead: Senior Project Manager Sasha Luftig provided a brief review of her presentation at the October 2017 SPC meeting for members who were unable to attend.

Mr. Schwetz said MovingAhead was a unique project because of its multi-corridor, multi-modal, multi-criteria multi-value and multi-year approach. He said the decision-making process would reflect community priorities, values and vision for the future. Ms. Luftig added that decision-makers would be presented with prioritization scenarios and a values-based approach would determine what was best for the community.

Mr. Skov asked if staff felt that the technical analysis would not provide a definitive view of the best option for a corridor. Mr. Schwetz said the technical analysis would not identify a specific alternative on a specific corridor as the best choice; rather, it would demonstrate a number of good options and the question was then how to prioritize those choices. With multiple corridors and multiple options there was an opportunity to create a program of improvements over time on key corridors.

Ms. Luftig reviewed the criteria to be used in evaluating scenarios and asked for suggestions on additional criteria to consider.

Committee members offered the following suggestions:

- land use impacts
- development capacity
- connectivity
- frequency of network
- transit access

Ms. Luftig said the COA would help capture community values and vision to incorporate into the process and the outcome of MovingAhead would be prioritized packages of multi-modal investments and strategic investment opportunities. She said the decision-making process was complex and staff was looking at ways to consolidate project information for presentation to the general project. She asked for advice from the committee on how to do that.

Mr. Schwetz emphasized that there was not a single decision that would determine how to move forward; it was the beginning of a strategic investment process that would allow LTD over time to reprioritize as necessary.

Mr. Skov requested information on how the COA and MovingAhead timelines overlapped in order for the COA to help inform MovingAhead.

Mr. Gillespie said the availability of federal resources for infrastructure funding should be part of the equation.

Ms. Moore asked how cost considerations impacted the decision-making process. Values, vision and priorities were good, but were they affordable.

Mr. Leiken stressed the importance of making the case for funding needs to Representative Peter DeFazio if plans were to be implemented.

Ridership Report: Mr. Schwetz reported that ridership trends were moving in the right direction and distributed a handout entitled *West Eugene Daily Ridership - 9-17-17 to 10-31-17*. He said EmX ridership was now 36 percent of overall system ridership, compared to 27 percent last year, with EmX West representing 9.5 percent of system ridership. He cited statistics showing that West Eugene boardings and weekend ridership were both rising.

Vision Zero: No report.

Santa Clara Community Transit Center: No report.

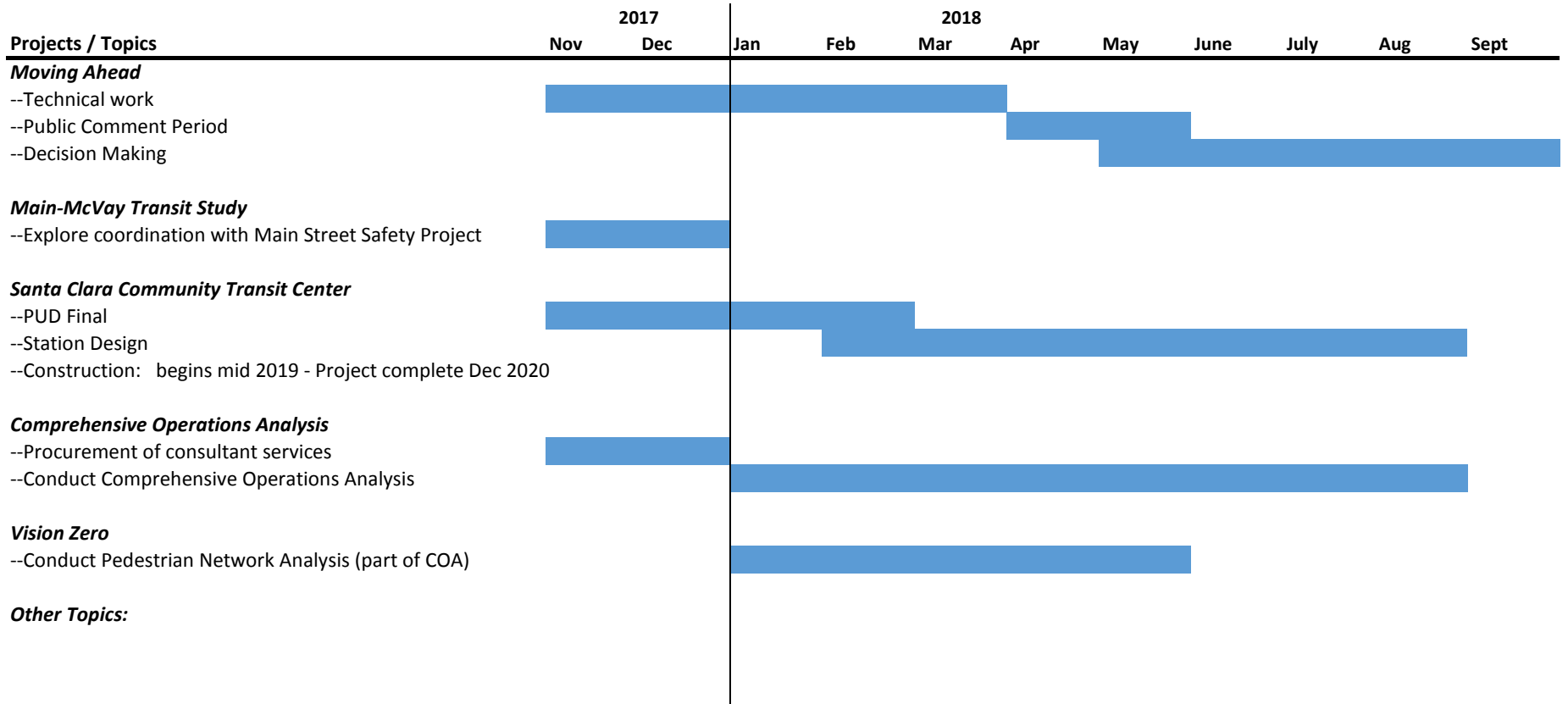
NEXT MEETING AND FUTURE MEETING AGENDA ITEMS: Mr. Eyster asked committee members to provide staff with their ideas for topics to add to the list of future agenda items.

Future topics:

- Commissioner Leiken presentation about federal transportation funding
- United Way Emerging Leaders Group - Low income housing study
- Automated Vehicles discussion
- Integrated public health approach (including diet, recreation and transportation) - maybe hear from LTD Board member Kate Reid

ADJOURNMENT: Mr. Eyster adjourned the meeting at 7:35 p.m.

(Recorded by Lynn Taylor)

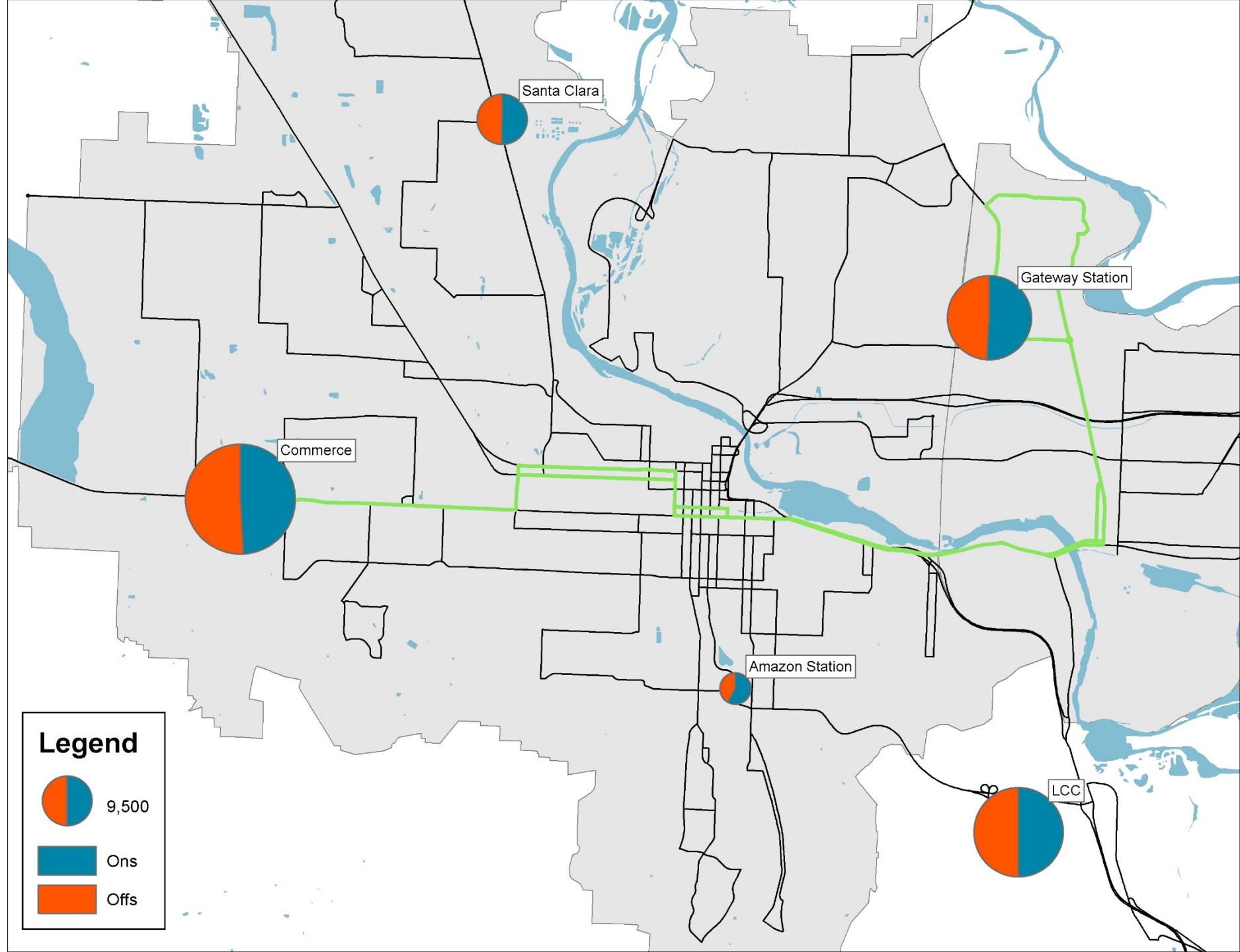


LTD Strategic Planning Committee Work Plan, 2017–18 (Draft 12/05/17)

| | | |
|--|---|---|
| <p>April: 4/04/2017</p> <ul style="list-style-type: none"> • Work Plan • Bylaws • Membership • Places for People in Downtown Eugene • Legislative Update • Santa Clara Community Transit Center | <p>May: 5/02/2017</p> <ul style="list-style-type: none"> • Work Plan • Bylaws • City of Eugene Bike Share • Shared-Use Mobility • Santa Clara Community Transit Center | <p>June: 6/06/2017</p> <ul style="list-style-type: none"> • Work Plan • Member Application • Strategic Business Plan • Youth Pass • Legislative update |
| <p>July: Recess due to Independence Day</p> | <p>August: 8/01/2017</p> <ul style="list-style-type: none"> • Work Plan /Membership Recruitment • Comprehensive Operations Analysis • WEEE Launch • Legislative Update • Quarterly Vision Zero Progress Report | <p>September: 9/05/2017</p> <ul style="list-style-type: none"> • City of Eugene Bike Share • Membership Recruitment • Comprehensive Operations Analysis • EmX West Launch • Funding Update • MovingAhead schedule update |
| <p>October: 10/03/2017</p> <ul style="list-style-type: none"> • COA: update on procurement process • EmX West Launch summary • System Ridership report • Santa Clara Community Transit Center • Fleet update | <p>November: 11/07/2017</p> <ul style="list-style-type: none"> • SPC membership • COA • MovingAhead • Santa Clara Community Transit Center • Eugene Vision Zero Task Force update | <p>December: 12/05/2017</p> <ul style="list-style-type: none"> • Work Plan: discuss & approve annual report to Board • HB 2017: Funding rules update • System Ridership report • Quarterly Vision Zero Progress Report |
| <p>January: 1/09/18</p> <ul style="list-style-type: none"> • COA kick-off • Main-McVay Project Update • SPC Bylaws update | <p>February 2018</p> <ul style="list-style-type: none"> • City of Eugene Bike Share: prep for launch • System Ridership report • Fare Management • MovingAhead – initial findings from AA • Future of Transit: Uber/Lyft/AVs/MicroTransit | <p>March 2018</p> <ul style="list-style-type: none"> • MovingAhead • Quarterly Vision Zero Progress Report • Santa Clara Community Transit Center |

October 2017 Ons and Offs

- The stops at Commerce St now have more ons and offs than most transfer points.
- A study of transfer activity during the AM peak found that approximately 50% of all riders getting off of a bus at Commerce transferred to another bus: 25% transferred to fixed route and 25% transferred to EmX
- Commerce averaged 833 boardings per weekday in October

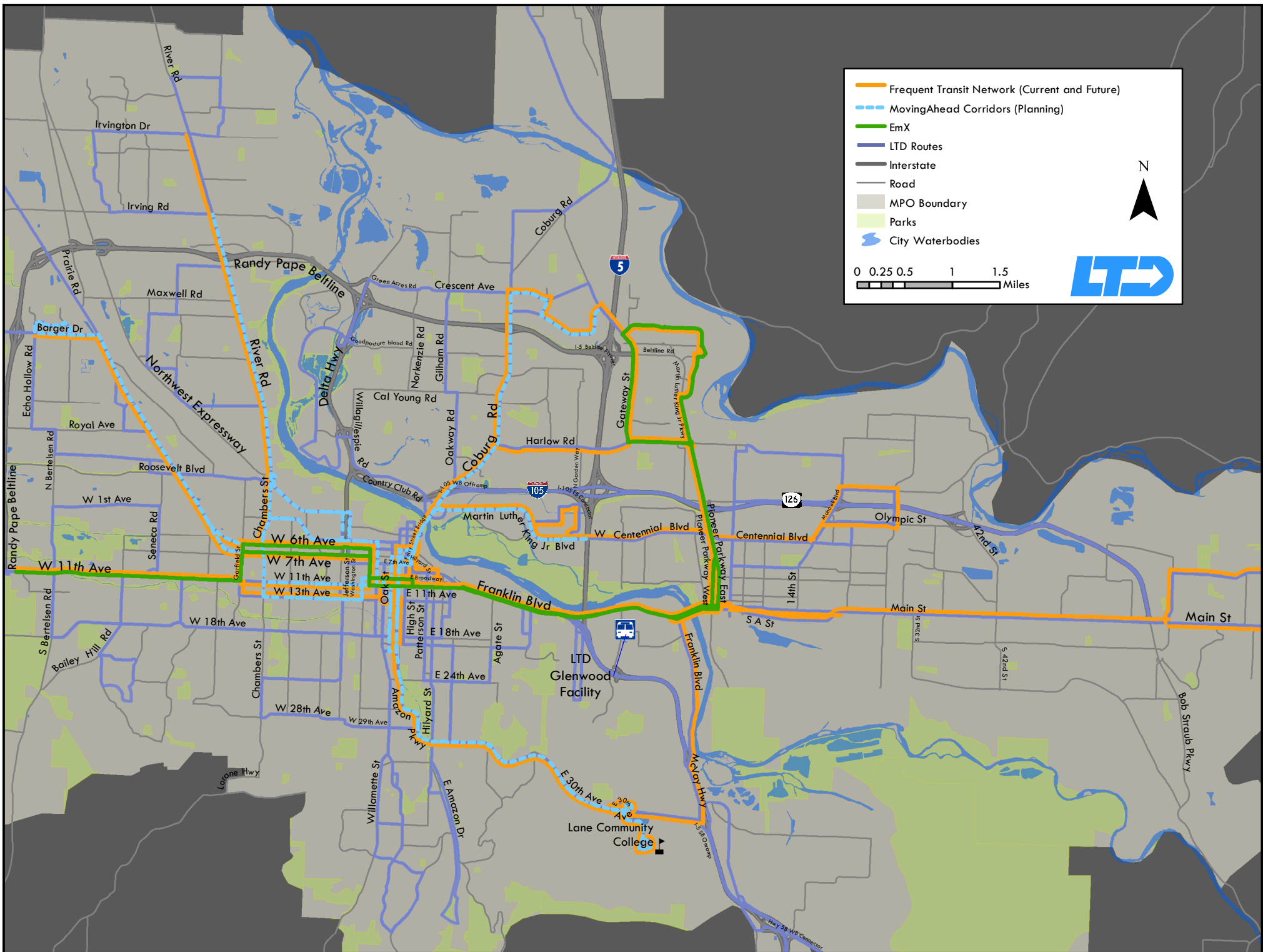


Boardings Before and After West Eugene EmX

- Boardings on the corridor are up overall, but especially along the W. 6th/7th and W. 11th portions of the system.
- Riders may be transferring more frequently or may be shifting from other routes onto West Eugene EmX.

Comparable Segments October 2016 and October 2017

| | 2016 | 2017 | % Change |
|----------------|----------------|----------------|------------|
| WEE Comparable | 97,828 | 153,709 | 57% |
| 41 Comparable | 118,275 | 116,334 | -2% |
| 36 Comparable | 85,927 | 76,744 | -11% |
| 93 Comparable | 12,543 | 11,316 | -10% |
| Total | 314,573 | 358,103 | 14% |



Note: This map is illustrative and should be used for reference only. December 2017

Progress Summary on Implementation of LTD Board Resolution 2016-012 focused on eliminating fatalities and serious injuries

Update: Dec 2017

| | Provision | Implementation Actions | Achievements to Date | Current Status |
|---|---|--|--|--|
| 1 | Adopts a vision of reducing deaths and serious injuries from transportation-related crashes to zero through maintaining safety and security as core values in all of its operational, planning, and strategic decisions; | <ul style="list-style-type: none"> • Ensure operation, safety, and security are maintained as core values of LTD. • Incorporate the provisions of this resolution into all of LTD's processes and procedures. | <ul style="list-style-type: none"> • An internal team has been formed (including LTD's Safety Committee) to develop specific actions for embedding the provisions into operational practices. | <ul style="list-style-type: none"> • Team to meet quarterly. Next meeting scheduled for: January 2018 |
| 2 | Supports collaboration with urban and rural partners to determine which bus routes have the highest rate, number, and severity of transportation collisions with users of the road, especially for people who are walking, bicycling, and using mobility devices - our most vulnerable users; | <ul style="list-style-type: none"> • Coordinate and collaborate with other safety efforts locally. • Understand best practices in safety planning from other regions to provide a foundation for a data-driven approach to implementing this provision. | <ul style="list-style-type: none"> • LTD staff serve on: City of Eugene Vision Zero Task Force and TAC and Safe Lane Transportation Coalition/Safety Core Team. • Safety Core Team accomplishments around efforts to stem drug and alcohol crashes, distracted driving and speed. | <ul style="list-style-type: none"> • LTD will be involved in hiring a new Transportation Safety Coordinator – winter 2018. • LTD staff continue to participate in regular meetings with external regional efforts. • LTD internal team to review CoE draft Vision Zero Action Plan, ODOT Transportation Safety Action Plan and Central Lane MPO Safety Action Plan to find opportunities for collaboration. |
| 3 | Supports efforts by LTD and regional partner agencies to prioritize safety improvements for all users of the road, especially for people who are walking, bicycling, and using mobility devices - our most vulnerable users; | <ul style="list-style-type: none"> • Identify and prioritize safety concerns within LTD's system addressing vulnerable users of the transportation system. • Develop methods to quantify and describe safety benefits of projects seeking funding. • Prioritize funding for projects with safety benefits in the appropriate capital improvement programs of LTD and its regional partners. • Map bus crashes by level of severity that have occurred within LTD's service area. | <ul style="list-style-type: none"> • LTD conducted an audit of its bus stops to determine ADA accessibility and lighting – this work will inform the PNA. • LTD conducted a formal survey of its bus operators to identify safety concerns within our system. This will support the PNA. | <ul style="list-style-type: none"> • LTD has selected a contractor to perform the Comprehensive Operations Analysis, which will include the Pedestrian Network Analysis (PNA). Work is expected to begin in Jan 2018. |

Progress Summary on Implementation of LTD Board Resolution 2016-012 focused on eliminating fatalities and serious injuries

Update: Dec 2017

| | Provision | Implementation Actions | Achievements to Date | Current Status |
|---|---|---|--|--|
| 4 | Supports efforts by LTD and regional partners to eliminate deaths and serious injuries on the transportation system, with an emphasis on the most vulnerable users; | <ul style="list-style-type: none"> • Ensure incorporation of safety criteria into capital project planning. • Implement safety improvements within LTD's system through construction projects. • Track safety improvements to determine if implemented projects actually improve outcomes. • Develop system of continual improvement. | <ul style="list-style-type: none"> • Provide driver training to all employees before they are allowed to drive LTD vehicles. • Both the Main Street and MovingAhead Projects include safety and security criteria used to evaluate alternatives. • LTD initiated application and was awarded STP-U grant funding for a traffic signal at 18th and Oak Patch to improve safety and efficiency of transit operations. • Eugene City Council unanimously approved Neighborhood Refinement Plan allowing transit as approved use at site of new Santa Clara Community Transit Center. • EmX West launched on September 17. Construction included: (5) miles of new and improved/wider sidewalks, (36) traffic signals to regulate traffic and provide safe crossing, (2) signalized pedestrian crosswalks, audible pedestrian signals for the visually impaired, (3) new bike/ped bridges. The construction team reported there were no lost-time accidents during project completion. | <ul style="list-style-type: none"> • Providing inclement weather driver training for employees. • Current planning projects with significant regional safety benefits include: MovingAhead; Main Street; Santa Clara Community Transit Center; COA/ Pedestrian Network Analysis. • Construction expected to be complete at signal at 18th and Oak Patch by Jan 2018. • Developing system to monitor safety outcomes of planning and construction projects for continuous improvement. • Developing system to coordinate information flows about budget cycles and planning for projects with safety impacts between LTD and regional partners. |
| 5 | Directs the LTD general manager to continually evaluate passenger safety and access along bus routes and maintain an annual report on the efforts made to improve safety; | <ul style="list-style-type: none"> • Develop methodology for evaluating and reporting on the status of passenger safety and access along LTD's routes • Write annual report. | <ul style="list-style-type: none"> • N/A | <ul style="list-style-type: none"> • This action will be tasked to the internal team identified in Provision 1. |
| 6 | Directs the general manager to develop a work program for the implementation of the provisions of this resolution. | <ul style="list-style-type: none"> • Develop a work program that includes the scope, schedule, and budget involved in the implementation of the provisions of this resolution. | <ul style="list-style-type: none"> • N/A | <ul style="list-style-type: none"> • This action is currently in progress. The internal team identified in Provision 1 will be ultimately responsible for this work product. Much of this work program will also come from the results of the Pedestrian Network Analysis mention in Provisions 3 and 4. |

EUGENE VISION ZERO DRAFT ACTION PLAN

LTD Strategic Planning Committee

November 7, 2017



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Vision Zero


Vision Zero is an approach to transportation safety that accepts no loss of life or serious injury on our transportation system.




Crash Severity Levels

- **Fatality**
- **Injury Level A
(Major/Life Changing)**
- Injury Level B
(Moderate)
- Injury Level C (Minor)
- Property Damage Only


Vision Zero Eugene



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ONE TRAFFIC DEATH IS TOO MANY



Action Plan, September 2017 DRAFT

These principles are core to successful Vision Zero efforts:

1. Traffic deaths and severe injuries are acknowledged to be preventable
2. Human life and health are prioritized within all aspects of transportation systems
3. Acknowledgement that human error is inevitable, and transportation systems should be forgiving
4. Safety work should focus on systems-level change above influencing individual behavior
5. Speed is recognized and prioritized as the fundamental factor in crash severity



Vision Zero Action Plan Task Force and TAC

Task Force: “The Eugene City Council directs the City Manager to initiate the formation of a Vision Zero Task Force that includes community stakeholders and staff to develop a Vision Zero Action Plan.”

Technical Advisory Committee (TAC): The Vision Zero Technical Advisory Committee offers technical expertise in areas including, but not limited to engineering, community education, enforcement, data collection and analysis. TAC members help answer questions and provide information to City staff and the Task Force.

| | SEP | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Task Force Meetings | X | | X | | | X | | X | | X | | | X |
| TAC Meetings | | | X | | | X | | X | | X | | X | |

Eugene Vision Zero Action Plan

Eugene Vision Statement

Our community values the safety of all people who use our multimodal transportation system and will take equitable, data-driven actions to eliminate deaths and life-changing injuries by 2035.

Guiding Tenets

- Data-Driven
- Equitable
- Accountable



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Crash Causes

Causes

- Street Design
- Dangerous Behaviors
- Impairment

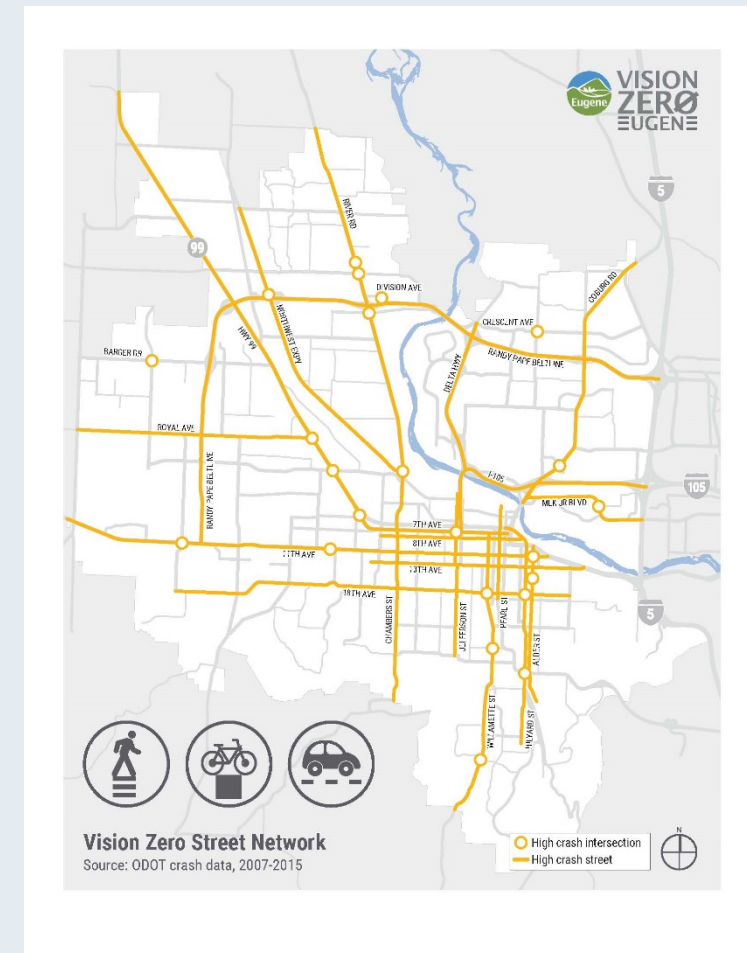
Strategies

- Reduce potential for conflict between users
- Slow vehicle speeds
- Reduce driving, bicycling and walking under the influence
- Encourage safe practices among people driving, walking and bicycling
- Improve data collection and analysis
- Support an institutional commitment to Vision Zero



Vision Zero Priority Streets + Intersections

- Best practice among Vision Zero Network Cities
- Build awareness of problem locations
- Will allow us to prioritize resources based on evidence of the greatest need and impact

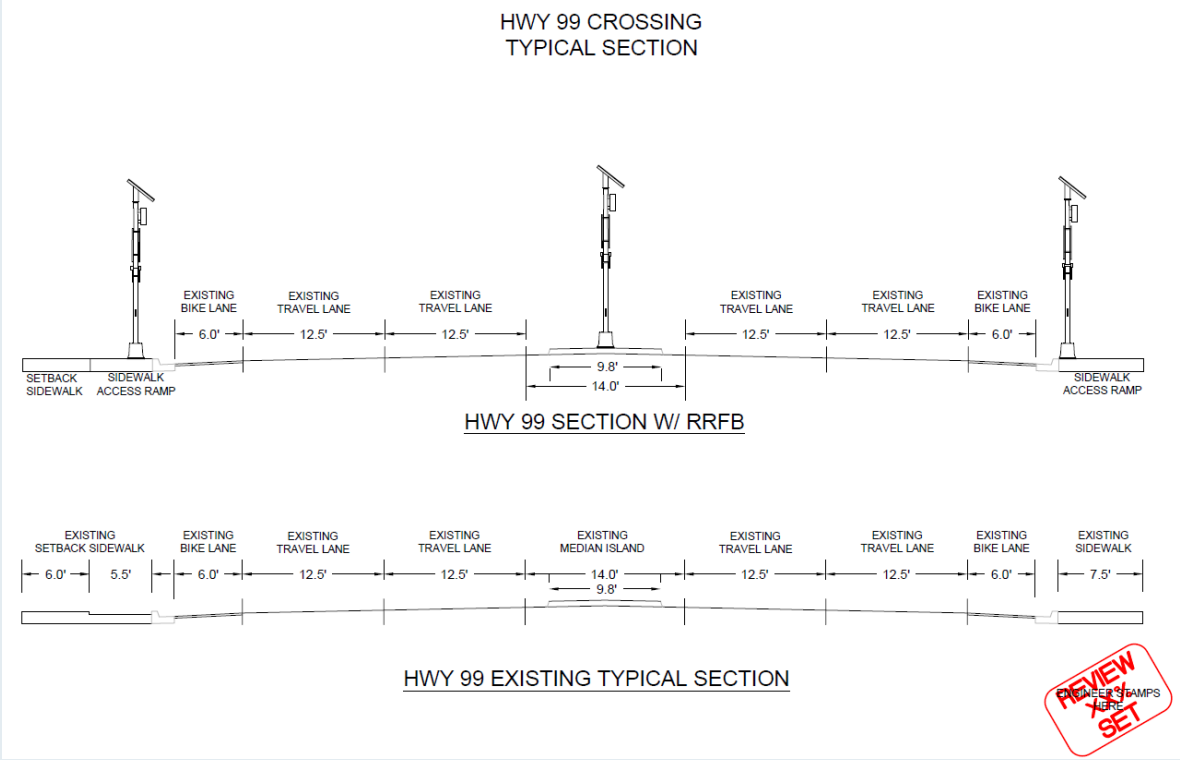


Actions Include:

- **Street Design:** Prioritize sidewalk infill and maintenance of existing sidewalks on the High Crash Network for People Walking
- **Impairment:** Collaborate and build partnerships with transit, taxi companies, transportation network companies (TNCs) like Uber and Lyft, bar owners, and dispensaries to reduce driving under the influence, especially targeting hotspot locations.
- **Dangerous Behaviors:** Require training on traffic safety and Vision Zero values for all City employees receiving fleet driving permissions. Move toward requirement for defensive driving class.
- **Engagement and Accountability:** Work with local colleges/universities to create and implement a new walking, biking, driving and transit riding safety campaign for students.



Current Partnership Example: Highway 99 Crossing at St. Vincent de Paul Service Station



**REVIEW
BY
SET**



Measuring Our Progress

- Performance Measure for Every Action
- Annual Progress Report

TRANSPARENCY

The city's process is transparent to city stakeholders and the community, including regular updates on the progress on the Action Plan and performance measures, and a yearly report (at minimum) to the local governing board (e.g., City Council).



Next Steps

Action Plan Finalization

- Vision Zero Action Plan Released!
<https://www.eugene-or.gov/VisionZero>
- Community Presentations
- Action Plan Open for Public Comment Until Mid-December

Vision Zero Implementation City of Eugene – LTD Partnerships

- MovingAhead
- Pedestrian Network Analysis



Contact Information

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www.eugene-or.gov/visionzero



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AUDIENCE PARTICIPATION SIGN-UP SHEET—STRATEGIC PLANNING COMMITTEE MEETING

Date December 5, 2017

THIS IS A PUBLIC RECORD

| TOPIC | NAME | ADDRESS | GROUP / REPRESENTING |
|-----------------|----------|----------------------------|----------------------|
| <u> </u> | Rob Zeko | PO Box 773 Eugene 97440 | BEST |
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