



**LANE TRANSIT DISTRICT  
STRATEGIC PLANNING COMMITTEE MEETING**

**Tuesday, February 6, 2018  
5:30 p.m. to 7:30 p.m.**

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

Page

**I. CALL TO ORDER**

**II. ROLL CALL**

- Mike Eyster (Chair)    Josh Skov (Vice Chair)    Frannie Brindle    Carl Yeh
- Gerry Gaydos    Andy Vobora    Sid Leiken    Annie Loe    Sheri Moore
- Kate Reid    Rick Satre    Greg Evans    Lindsey Hayward    Amy Cubbage
- Matt Nelson

**III. COMMENTS FROM THE CHAIR** (2 minutes)

**IV. AGENDA REVIEW** (2 minutes)

**V. 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.*

**VI. APPROVAL OF MEETING MINUTES** (2 minutes)

**Action Needed:** Vote to approve minutes from December 5, 2017 (attached)

**VII. SPC MEMBERSHIP UPDATE** (4 minutes)

**Action needed: Welcome new members!**

Welcome new SPC member Lindsey Hayward to her first meeting!

**VIII. YOUTH PASS AND HB 2017 RULEMAKING** (10 minutes)

**Action needed: Information and discussion only.**

Edward McGlone will give an update on the rule-making committee for HB 2017 monies and how this relates to the potential for adding a youth pass into the next LTD budget cycle.

- IX. COMPREHENSIVE OPERATIONS ANALYSIS (COA) AND PEDESTRIAN NETWORK ANALYSIS (PNA)** (20 minutes)
- Action needed: Information and discussion only.**
- Staff will provide an overview of the COA project timeline as discussed at the project kickoff meeting on 1/29 with LTD staff and consulting teams from Jarrett Walker & Associates and JLA Public Involvement. Staff will also provide some background information about GIS mapping work done by LCOG in 2011 related to 20-minute neighborhoods that provides a rich base of data for the PNA. Please see the attached 20-minute neighborhood slides from an LCOG presentation in 2012 showing study results. Discussion will focus on how to build on this previous work and make sure the deliverables of the PNA are actionable for LTD and partner jurisdictions.
- X. CITY OF EUGENE BIKE SHARE** (10 minutes)
- Action needed: Information and discussion only.**
- Bike Share General Manager Lindsey Hayward will share the announcement of bike share's title sponsor and unveil the look of the new branded bikes. At the March meeting, she will provide updated information about bike share's spring launch and pricing model.
- XI. ELECTRIC BUS ROLL-OUT** (10 minutes)
- Action needed: Information and discussion only.**
- LTD staff will give an overview of the roll-out plan for the deployment of the first five all-electric buses purchased by the District.
- XII. STANDING PROJECT AND COMMITTEE REPORTS**
- a. Main-McVay Transit Study** (30 minutes)
- Action needed: Information and discussion only.**
- Springfield Staff will provide a presentation on the Main Street Safety Project and discussion will focus on how that project will integrate with the Main-McVay Transit Study.
- b. MovingAhead** (15 minutes)
- Action needed: Information and discussion only.**
- LTD staff outline the project schedule and status of the Alternatives Analysis.
- c. Ridership Report** (10 minutes)
- Action needed: Information and discussion only.**
- Staff will provide the latest ridership report. See the media link about ridership: <http://klcc.org/post/eugenes-rapid-transit-bus-line-has-strong-ridership-so-far>
- XIII. NEXT/FUTURE MEETING AGENDAS: WORK PLAN DEVELOPMENT** (5 minutes)
- 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, and project milestone Gantt chart are attached to inform this discussion.

#### **XIV. 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, December 5, 2017

Pursuant to notice given to *The Register-Guard* for publication on November 29, 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, December 5, 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  
Amy Cabbage  
Gerry Gaydos  
Annie Loe  
Sheri Moore  
Matt Nelson  
Kate Reid  
Rick Satre  
Lucy Vinis  
Andy Vobora  
Carl Yeh  
Aurora Jackson, LTD General Manager

Absent: Gary Gillespie  
Sid Leiken

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

**COMMENTS FROM THE CHAIR** — Mr. Eyster welcomed new committee members Amy Cabbage, Matt Nelson and Andy Vobora. Committee members introduced themselves and described their interest in transit and service on the committee.

Development Planner Kelly Hoell announced that Lindsey Hayward of Social Bicycles would be joining the committee at its next meeting.

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

**AUDIENCE PARTICIPATION** — Mr. Eyster explained the procedures for providing public comment.

**Rob Zako**, Eugene, representing Better Eugene-Springfield Transit (BEST), expressed BEST's excitement at the implementation of LTD's Comprehensive Operations Analysis. He invited everyone to attend a community forum hosted by BEST on December 11. He briefly listed some of the discussion topics and said more detailed information was available on BEST's Facebook page.

**APPROVAL OF MEETING MINUTES** — Mr. Skov offered an amendment to the minutes to clarify remarks by Rob Inerfeld on page 3, second paragraph: "...recently adopted Transportation System Plan called for increasing ~~mode share~~ *the use of non-car modes...*"

MOTION Ms. Vinis moved to approve the November 7, 2017, Strategic Planning Committee meeting minutes as amended. Ms. Reid provided the second.

VOTE The motion was approved as follows:

AYES: Frannie Brindle, Amy Cabbage, Mike Eyster, Gerry Gaydos, Annie Loe, Sheri Moore, Matt Nelson, Kate Reid, Rick Satre, Josh Skov, Lucy Vinis, Andy Vobora, Carl Yeh (13)

NAYS: None

ABSTENTIONS: None

EXCUSED: Gary Gillespie, Sid Leiken (2)

**SPC MEMBERSHIP UPDATE** — Development Planner Kelly Hoell said it had been a very good recruitment for new SPC members, with seven applications for the four available positions. She said the selection process for new members sought people who were not only interested in transit, but also represented larger groups within the community with which they could be liaisons. She said new members represented interests such as housing, travel, transportation options and the Pearl Buck Center.

**HB 2017 UPDATE/YOUTH PASS** — Director of Public Affairs Edward McGlone distributed handouts entitled *Youth Pass and Low Income Fare Workgroup* and the group's *Meeting Schedule and Tentative Agenda*. He said an earlier program had provided free passes for students in grades 6-12 and covered about 24,000 students with access to school. The program was eliminated when the state's Business Energy Tax Credit program, which provided the funding, was eliminated and the District was unable to sustain the youth pass program at a cost of approximately \$1 million annually. He noted that Eugene 4J School District did not provide school bus transportation for high school students, while Springfield and other outlying districts did. He said some schools had contracted with LTD to provide group passes for students through the District's discounted bulk fare program and there was a pilot project in two Springfield middle schools. He stated that the SPC had advised the LTD Board to restore the youth pass program should new revenue become available in the legislature's transportation package and Board had instructed staff to pursue that goal.

Mr. McGlone said LTD had assembled a workgroup to determine what was necessary to restore the youth pass program. Additionally, because the legislature was concerned about the impact of the employee payroll tax on low income households, the workgroup would also address that issue. LTD had for a number of years sold to nonprofit organizations at a 50 percent discount various fare media that those organizations could then provide to their clients who were in need of transportation and typically low income and high need. He said the program was very popular and over-subscribed, exceeding the budget cap of \$250,000 each year. He described the composition of the workgroup, which represented all areas of the organization, and was impaneled to examine both youth pass and low income programs that would likely share a number of components, including an application for state funding through the new transportation dollars available in January 2019, overlap in student need and impact on low income families, and similar outreach campaigns. Policy recommendations for each program would be made separately.

Mr. McGlone reviewed the workgroup's schedule and said while implementing a youth pass program in September 2018, as the SPC hoped could be done, would be challenging, it might be possible if the resources became available and the Board and community chose that option. He said if that was the case, the program would need to be included in the FY 2018-2019 budget

that would have to be adopted in June 2018. The timeline focused on a data-driven process that would help to inform decisions and determine the potential fiscal impacts. Stakeholder outreach would begin in January 2018 and policy discussions would begin the following month; stakeholder feedback on policy proposals would commence in April, with finalized policy recommendations presented to the Board in May for adoption at the June 2018 Board meeting.

Ms. Moore asked which school districts would be included in the youth pass program and would those communities be included in the low income program as well. Mr. McGlone said all school districts within the LTD service area were included in the previous program: Eugene 4J, Springfield, Bethel, Cottage Grove, Junction City, Veneta and outlying areas. Whether all those communities would be covered in the low income program was a policy question that would be addressed during community outreach and while it was likely that the greatest use would occur in the urbanized area, but outlying communities could be included if there was need and interest and the Board and community felt that was appropriate.

Mr. Skov asked how installation of a fare management system would impact timing and implementation of youth pass and low income programs. Mr. McGlone replied the workgroup would need to address staging as he did not think a fare management system would be fully implemented by September 2018. If the decision was to move forward with the pass programs in the fall of 2018 and resources were available to fund them, a temporary management strategy would be developed and then later folded into the new fare management system. He said partners in the pass programs, particularly Springfield, wanted to be able to closely track student ridership behavior with attendance and withhold bus pass access if there was an attendance issue. Pairing those programs with an electronic fare system would facilitate the ability to track and manage usage.

Ms. Moore noted that in the University of Oregon and Lane Community College (LCC) student pass programs, student identification allowed access to transit, but not all students used it to ride the bus. That benefited the University and LCC if fees were bundled. She asked if the same arrangement would exist with school districts for a student pass program. Mr. McGlone said that was another policy decision to be made. He said the prior student pass program was provided at no cost to districts as it was fully funded by state dollars, with no local match or district contribution. He said LTD staff would likely encourage a policy that included some financial share from school districts. He said districts might also have different policy goals regarding eligibility for a student pass.

Ms. Reid said the summer 1PASS program, a partnership among the City of Eugene, LTD and Willamalane Park and Recreation District, had considered how to help youth continue to remain active and use alternative transportation throughout the rest of the year. She encouraged the workgroup to look at potential sponsorships or partnerships with cities and Willamalane to provide access to recreation centers and after-school programs, as transportation was a barrier to many low income families. Mr. McGlone said the concept of sponsorships and partnerships was interesting and worth considering and agreed that participation in after school programs, which had a very positive impact on graduation rates, was highly dependent on access to transportation.

Mr. Skov also agreed that transportation was important to providing access to some families and while the program was focused on relationships with school districts and their interests in managing attendance, he encouraged the committee to also look at opportunities for providing access at all times for people of certain ages who often lacked options. He said it was an important social equity issue.

Mr. McGlone added that the low income and equity component of the program was also an area in which LTD would be seeking feedback from the SPC and other stakeholders.

Ms. Moore said one of the major benefits of the program would also be encouraging youth to see public transportation as a vital part of the community and creating future transit users.

Mr. Vobora asked if the program would still be limited to students in middle and high schools as many families had expressed an interest during the previous youth pass program in letting younger siblings take advantage of the opportunity. Mr. McGlone said districts had expressed concerns about allowing children younger than grade six to use the pass program. He said it could be difficult to convince districts to lower the age for student passes, but the workgroup could discuss how youth fares could be structured to accommodate that.

Ms. Cabbage said sponsorships could be attractive to entities other than school districts if it enabled more families and youth to participate in their programs and activities.

Mr. McGlone posed some questions for the committee to consider prior to its next discussion of the topic:

- What are some of the program goals and how should they be weighted to balance expanding access and mitigating cost to the end user versus the added benefits of increased frequency, access and connectivity?
- How should the goals of equity, cost containment and universality of access be prioritized?

Ms. Moore asked if information was available on the cost of free passes for seniors. Mr. McGlone said good data was not currently available, but the workgroup would be looking at a large amount of data to determine if there was a need to overhaul all of the District's programs into a more comprehensive system.

**COORDINATION OF MOVINGAHEAD AND COA PROJECTS** — Director of Planning and Development Tom Schwetz distributed a handout depicting the timelines and benchmarks of the following projects: MovingAhead, Comprehensive Operations Analysis (COA), Main-McVay Transit Study, Santa Clara Community Transit Center and River Road Community Implementation. He also distributed a map of the frequent transit network (FTN), MovingAhead corridors and EmX lines. He explained MovingAhead was an extension of previous work to develop the EmX system. It examined simultaneously all of the corridors on the Eugene side of Interstate 5 (I-5), rather than one corridor at a time, in order to see the system as a whole and coordinate more directly with the City of Eugene on multimodal projects and investments to support the City's vision of growth. Major decisions related to MovingAhead corridors would occur between August and October of 2018. The COA process was LTD's first examination of the services it provided, how the system might evolve in response to urban expansion and development in the communities it served, how efficiencies could be gained in District operations and service options that could improve connectivity throughout the system. He said the services of Jarrett Walker and Associates were being procured to conduct the COA. He reviewed the proposed timeline of project activities and output and anticipated that decisions on scenarios for future development of the system would occur in late 2018 and early 2019.

Mr. Skov asked if there were any concerns with the public engagement portion of the COA starting part way through MovingAhead's decision-making process and extending beyond it. He

felt that could present problems. Mr. Schwetz said the COA process timeline was an estimate at this point and would not be finalized until the contractor had been hired.

Ms. Hoell said there had been a number of conversations about how MovingAhead and the COA process related to one another. The map, which included the FTN and five MovingAhead corridors, was visual representation of the backbone of the system and the corridors had been designated previously during land use planning processes and the development of transportation system plans as the main corridors in the community where cities wanted to focus their growth. The MovingAhead decision process would prioritize which corridors would be built out sooner than others and help inform the COA discussions on cross-town connectivity. Likewise, the COA discussions would be useful to MovingAhead and the discussions and the exchange of information would be beneficial to both projects.

Ms. Jackson said the Board would be acting on the award of a contract to Jarrett Walker and Associates at its December 6 meeting, after which negotiations would commence on details of the project. The COA project was expected to begin in January 2019.

## **STANDING PROJECT AND COMMITTEE REPORTS**

**Ridership Report** — Mr. Schwetz cautioned that at this point only two months of data were available on the impact of service reconfiguration and launch of the EmX West line on ridership in West Eugene. He said one of the goals of service redesign was to improve overall system connectivity by better feeding into the EmX system. He reported that boardings on the corridor were up, particularly along the EmX line on 6th, 7th and West 11th avenues. He compared ridership data from October 2016, prior to EmX West, to October 2017 after EmX West launched. He said there had been a 57 percent increase in trips taken on the portions of service on 6th, 7th and West 11th avenues. He said ridership on #41 was similar in both time periods. He said ridership on #36 was down, but that was likely because people were previously using it to access points out West 11th and downtown; those riders were now using EmX West because of the frequency and direct trips. A similar situation existed with #93, which riders had used to travel from Veneta to downtown; the route now terminated at the Commerce Street Station, but overall ridership in the area was up 14 percent. He said of greater significance were the number of transfers now occurring at the Commerce Street Station, which were much higher than at other major stations.

Mr. Eyster asked if the launch of EmX West had an impact on the Gateway EmX route. Mr. Schwetz replied that data was being collected and a report would be provided at a future meeting, but it did appear there had been an impact.

In response to a question from Ms. Brindle, Mr. Schwetz said there had been some use of the park and ride option.

Mr. Vobora expressed interest in how calculations were performed on various segments of the routes, such as those like 6th and 7th avenues where service had not previously existed. Mr. Schwetz said he could provide that information.

Mr. Yeh asked about the status of on-time performance. Assistant General Manager Service Delivery Mark Johnson said on-time performance in October was down somewhat at 85 percent; however, there was still some construction activity in parts of the system and timing was still being fine tuned. He expected performance would improve.



**Vision Zero** — Ms. Hoell said there had been a presentation on the City of Eugene's Vision Zero Action Plan at the last SPC meeting. She encouraged committee members to review the action areas and performance measures included as an appendix to the plan. She would highlight how those related to LTD later in her presentation.

Ms. Hoell reviewed a quarterly update on LTD's Vision Zero activities entitled *Progress Summary on Implementation of LTD Board Resolution 2016-012 focused on eliminating fatalities and serious injuries*. The update format identified the resolution's six provisions, associated implementation actions, achievements to date and current status. She said updates would occur in the latter two categories. She highlighted activities related to implementation of LTD's Vision Zero program:

Planning and construction projects would include tangible safety outcomes: A pedestrian network analysis (PNA) was included in the COA scope of work and be conducted during a January-June 2018 timeframe. The work would be based on a project conducted by TriMet in Portland and focus on the pedestrian, bicycle and other mode infrastructure that supported transit ridership to identify improvements necessary to allow users to safely access LTD's system. Projects with significant safety benefits included MovingAhead, Main Street, Santa Clara Community Transit Center, COA/PNA and intersection of West 18th Avenue and Oak Patch. The EmX West project included a large number of safety improvements along the corridor.

Regional coordination: Opportunities to work with the City of Eugene to develop metrics to measure the success of safety improvements. LTD was an active partner in the City of Eugene's Vision Zero initiative and in the Safe Lane Transportation Coalition, spearheaded by Lane Council of Governments (LCOG). She said LCOG was searching for a new safety coordinator and asked committee members to forward their recommendations for the position. She also encouraged members to provide input on Eugene's Vision Zero Action Plan, which was out for public comment. She said the safety initiatives being implemented in other jurisdictions helped to inform LTD's own efforts.

Internal System Development: Better integration of safety into all decision-making and aspects of service and better connection of LTD's internal systems with those of partner agencies. That could include alignment of budget cycles, sharing of information on accidents and areas of safety concerns.

Mr. Vobora was pleased to see plans for a PNA that could identify gaps in the system. He asked how needed improvements, such as sidewalk infill, would be funded. Ms. Hoell said the intent was once gaps were identified and prioritized staff would examine a range of funding options. Mr. Schwetz stressed the importance of partnerships to achieve those improvements, rather than waiting for developers to make that happen.

Mr. Vobora asked if any safety issues had emerged on the EmX West corridor. Mr. Schwetz replied that there were problems related to the Commerce Street crossing and LTD was working with the City of Eugene to address those. Rob Inerfeld, City of Eugene transportation planning manager, added that the city had received funding for pedestrian/bicycle capital projects to improve safety. A number of pedestrian crossing improvements had been done in the city recently, many of them in conjunction with bus stops. He said the PNA and related feedback from the public would help to inform those efforts.

Mr. Skov commented that the Eugene Vision Zero Action Plan's performance measures did not capture sufficient information, such as the percent of the pedestrian network that was deemed complete in specific areas. He felt the identified performance measures were better as items included in standard operating procedures. He said measures should be able to communicate to the public the extent to which the promise of safety was being achieved throughout the community, such as specifics around transit and safety. He said things like sidewalk improvements expected of developers should be negotiable, including the width of sidewalks in certain areas.

Mr. Inerfeld said the City of Eugene was developing multi-modal design standards and public involvement would be part of the process. He encouraged Mr. Skov and other committee members to contribute their ideas.

Ms. Hoell observed that a number of jurisdictions and agencies had developed safety plans during the past year and consequently tangible activities were in progress and having real results. She said a lot of program building and coordination was also required and once various studies had been completed it would be possible to develop more specific and meaningful performance measures.

Ms. Moore announced that the City of Springfield's draft Transportation System Plan (TSP) 2035 was available on the city's website and open for public comment. She encouraged everyone to provide input, particularly in the area of pedestrian network and sidewalks.

Mr. Eyster asked if LTD staff had been involved in Springfield's TSP planning efforts. Ms. Hoell said LTD staff had reviewed the draft plan and provided feedback on Springfield's TSP as well as Eugene's Vision Zero plan, including comments on proposed performance measures and how they correlated to LTD's efforts. She said there were many areas that presented opportunities for coordination. Once the PNA was completed, measures associated with system built out could be developed.

Mr. Skov encouraged planners to avoid focusing on what already existed and identify what was needed to develop information on which decisions could be based and progress measured.

Ms. Brindle commented that the City of Eugene wanted to collect data about injuries and serious crashes at intersections and one measure could be the number of "hot spots" that existed and how those could be eliminated.

Mr. Skov said his concern was that data did not show if people chose not to use certain transportation modes if they were perceived as unsafe.

Mr. Inerfeld said that tying performance measures with specific actions might not have been the right approach. Many of them related more to accountability and the city was open to suggestions for performance measures that would demonstrate progress. He said the city would be updating its TSP, including development of new performance measures, and some could relate to mode-share and safety.

Ms. Hoell said more data was being collected at the Metropolitan Planning Organization level in order to meet new state requirements and jurisdictions would have better information on which to base performance measures.

Mr. Yeh commended the draft Vision Zero Action Plan and said the SPC could have additional feedback as it was implemented.

Mr. Eyster summarized that the SPC recommended to the Board that LTD staff continue to work with the City of Eugene on its Vision Zero initiative.

**Main-McVay Transit Study** — Ms. Hoell announced that the Springfield City Council conducted a work session on November 20 that included a discussion of the Main-McVay Transit Study. She said the study, which was being done jointly by the city and LTD, had been paused while Springfield conducted a safety project funded through the Oregon Department of Transportation's (ODOT) All Roads Transportation Safety (ARTS) program. The project would study the possibility of medians on Main Street as a safety measure for pedestrians. LTD would continue to coordinate with Springfield on the transit study.

Ms. Moore said businesses along Main Street were concerned about the impacts of a median and ODOT's funds would pay for an extensive public outreach campaign. She said reaching out to the community and obtaining feedback would be a lengthy process, but essential to a successful outcome.

In response to a question from Mr. Vobora, Ms. Hoell said the transit study was being funded by four grants and sufficient funds remained to support the project.

Mr. Eyster suggested inviting Springfield staff to make a presentation to the SPC about the status of their safety project, coordination with the transit study and revised timelines.

Ms. Brindle said ODOT had a responsibility to spend the ARTS funding quickly to address serious injuries and fatalities in the corridor and while the Main Street safety project's planning and public process would take at least a year to complete, it might be possible to do some interim improvements.

Ms. Reid said that business owners along the corridor seemed confused about which entities were conducting the two projects and how they were connected. She urged clear communications with the public about both projects.

Mr. Eyster asked whether there should be closer communications between LTD and Springfield transportation planning staff. Mr. Schwetz said LTD staff was heavily involved in the development of Springfield's TSP in 2014 and the current plan was an update and did not involve any changes to key language that tied the development of the city's road system to LTD frequent transit network policies. He said there were no plans to decrease LTD's staff involvement.

**Santa Clara Community Transit Center** — Mr. Schwetz provided a brief overview of the project that involved the purchase of approximately eight acres along River Road between Hunsaker Lane and Green Lane for the purpose of constructing a new transit center. LTD was required to complete a planned unit development (PUD) in order to move forward with the project. He said the City of Eugene had expressed an interest in purchasing some parkland on the site and the PUD process was on hold while those details were discussed and staff conducted outreach in the neighborhood to determine the community's interests.

Mr. Schwetz said the process LTD was going through for the property was tied to a number of other activities in the area, including the city's reconstruction of the intersection at River Road, Hunsaker Lane and Irving Road; Lane County's Beaver Street/Hunsaker Lane plan; update of

the River Road/Santa Clara neighborhood plan; MovingAhead; and the River Road Community Implementation Plan. All of those would require extensive coordination.

**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.

Ms. Hoell announced that the public comment period on the Springfield TSP 2035 would extend through the spring of 2018. She encouraged interested SPC members to provide comments at the January 23, 2018, public hearing.

Future topics:

- Presentation on Springfield Transportation System Plan 2035
- Launch of the COA process
- Future of transit/Uber/Lyft/micro transit
- Impact of 2021 World Championship Games on prioritization of projects
- Micro transit
- Presentation on fare management system
- 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
- Integrated community health planning

## **ADJOURNMENT**

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

*(Recorded by Lynn Taylor)*

# 20-Minute Neighborhood Walkability Analysis for the Eugene-Springfield Metropolitan Area

*Regional Transportation Options*

## Presentation Outline

- How did we get here? & Why this analysis?
- What has been done?
- What could be improved?
- How can it be used? & What more might be gained?

Presented to the MPO CAC September 20, 2012



*Prepared by Lane Council of Governments*

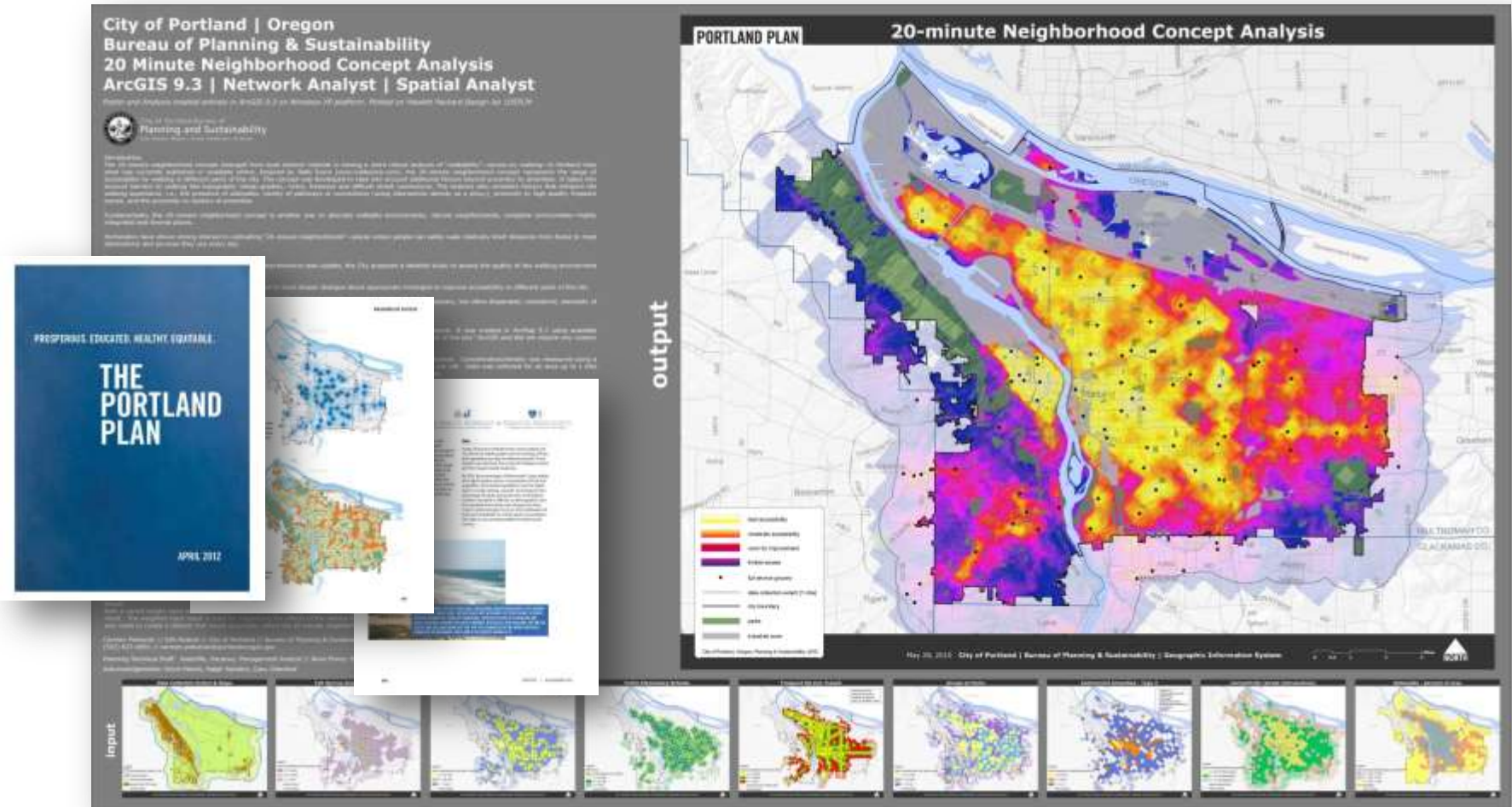
David Richey, GIS Analyst

LTD BOARD STRATEGIC PLANNING COMMITTEE MEETING

February 3, 2018 Page 13 of 51

# 20-Minute Neighborhood Walkability Analysis

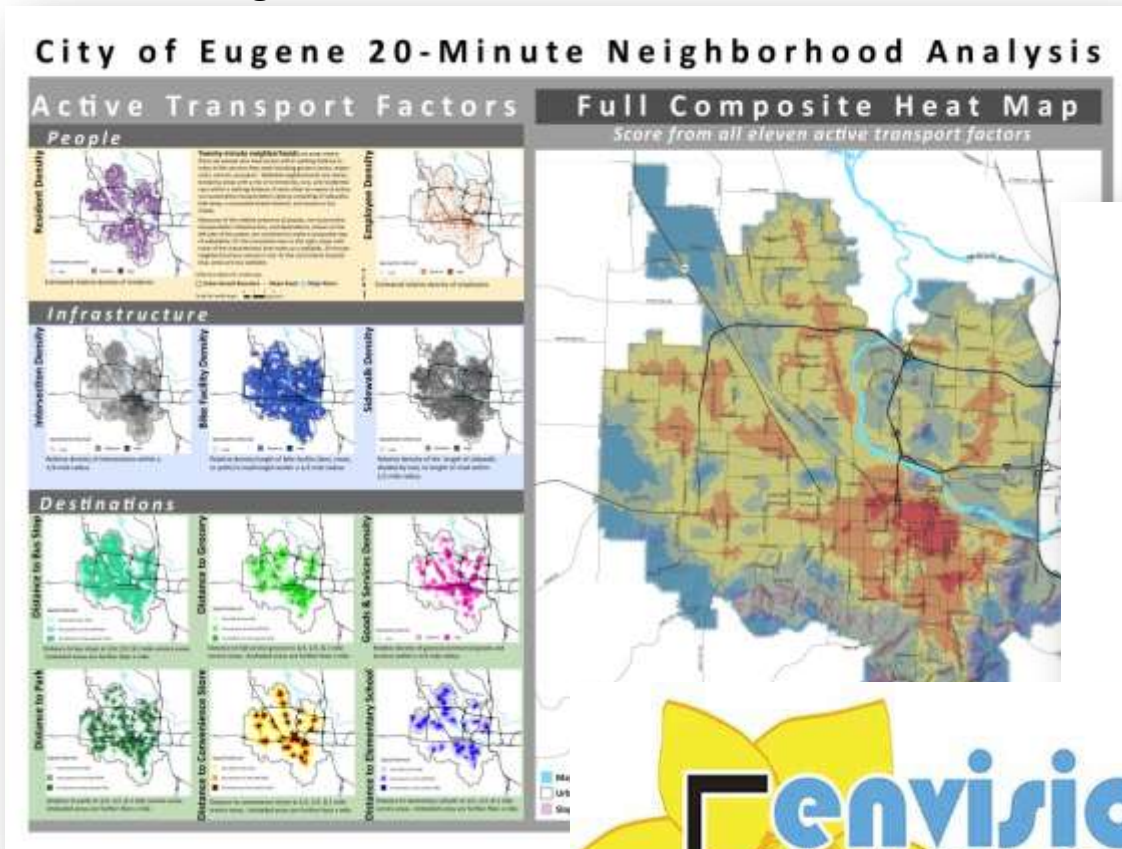
*Previous studies*



# 20-Minute Neighborhood Walkability Analysis

Eugene Climate & Energy Action Plan  
Envision Eugene

*Previous studies*



# 20-Minute Neighborhood Walkability Analysis

## *Previous studies*

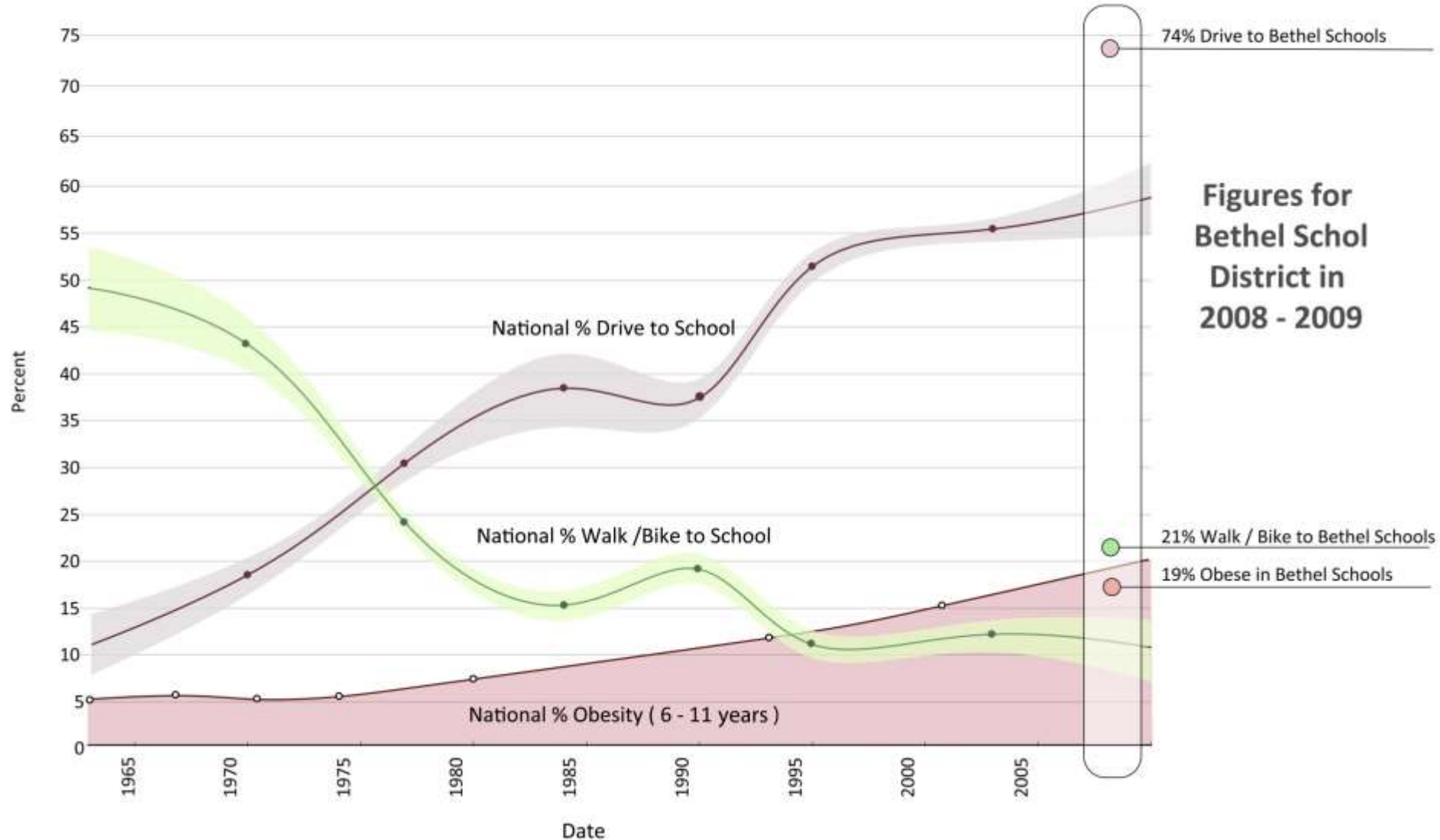
## Why this analysis?

Increasing active transportation is a promising approach to counteract issues at the forefront of both public health and transportation:




- the obesity and inactivity epidemics,
  - growing [automotive] congestion,
  - and air and noise pollution.
1. Winters, M , Brauer, M, Setton E M, and K Teschke Built Environment Influences on Healthy Transportation Choices: Bicycling versus Driving. J Urban Health. 2010 December; 87(6): 969–993
  2. Does the built environment influence physical activity?: examining the evidence. Washington, DC: National Academies of Sciences; 2005.
  3. Frumkin H, Frank LD, Jackson R. Urban sprawl and public health: designing, planning and building for healthy communities. Washington, DC: Island; 2004.



# National Trends in Childhood Obesity and Ride Share 1960 and 2000

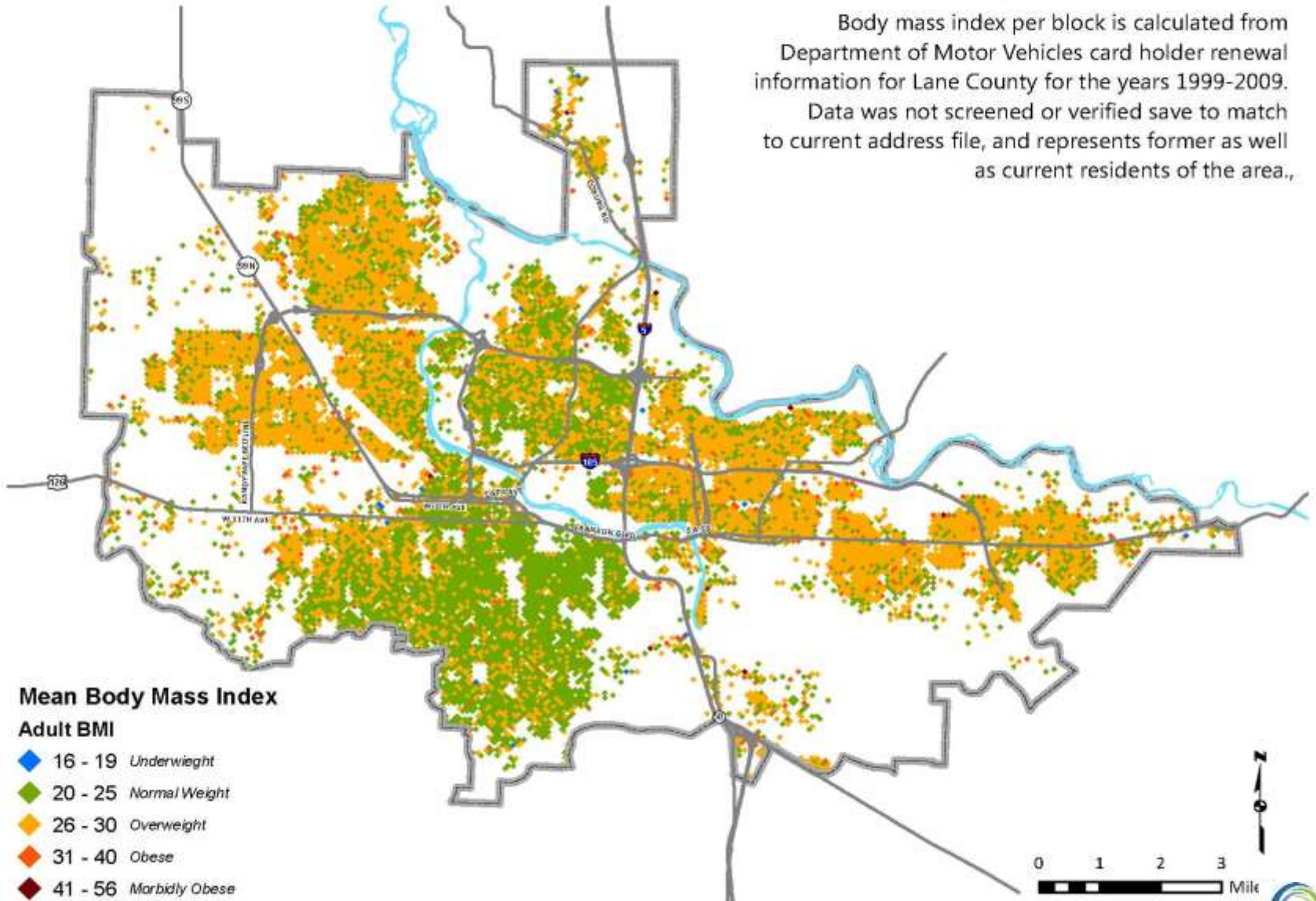


# 20-Minute Neighborhood Walkability Analysis

Major Rivers  Major Roads  Transportation Management Area 

## Mean Adult Body Mass Index 2009

Body mass index per block is calculated from Department of Motor Vehicles card holder renewal information for Lane County for the years 1999-2009. Data was not screened or verified save to match to current address file, and represents former as well as current residents of the area.,



### Mean Body Mass Index

#### Adult BMI

-  16 - 19 *Underweight*
-  20 - 25 *Normal Weight*
-  26 - 30 *Overweight*
-  31 - 40 *Obese*
-  41 - 56 *Morbidly Obese*

## What has been done?

# 20-Minute Neighborhood Walkability Analysis

## *Definition*

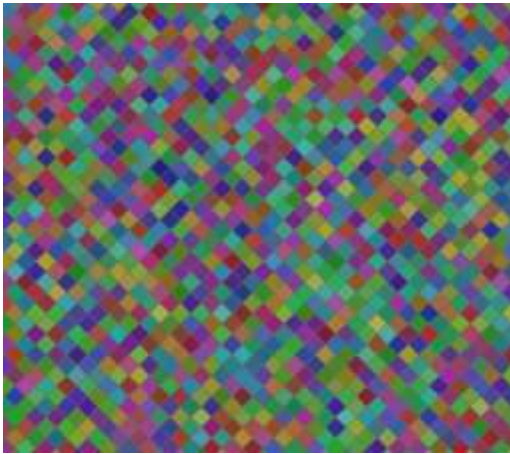
Walkability is the extent to which the built environment is friendly to the presence of people living, shopping, visiting, enjoying or spending time in an area.

This study is modeled on the Portland 20-Minute Neighborhood analysis; walkability is defined by indices that can be measured quantitatively. The measures include the following factors:

People	Density	Destinations
<i>Observed Variable</i>	<i>Provision of Infrastructure</i>	<i>Goods and Services</i>
Residents	Bicycle Facilities	Full Service Grocery
Employees	Sidewalks	Convenience Stores
	Intersections	Elementary Schools
	Retail Goods and Services	Parks
		Bus Stops

# 20-Minute Neighborhood Walkability Analysis

## 330' Tile Grid



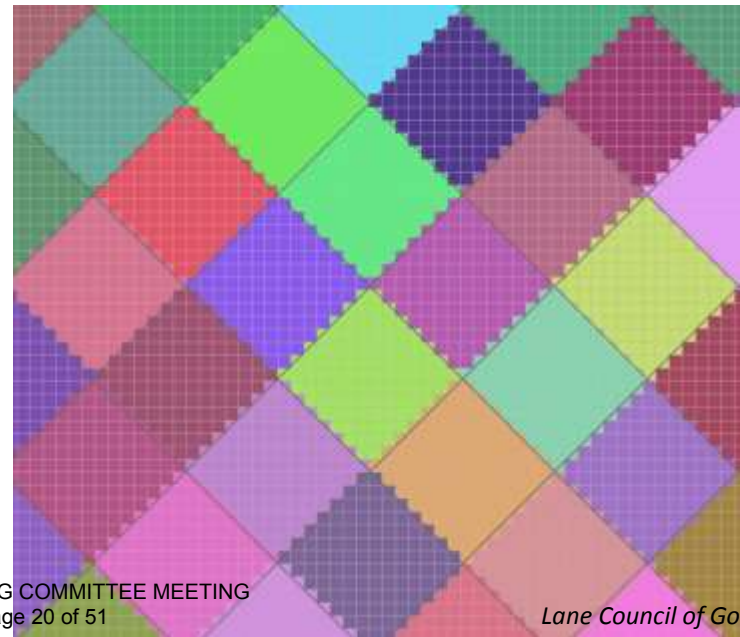
## *Analysis Framework*

A grid of polygonal square tiles (40,000) is laid over the urban landscape and used to collect a series of metrics regarding the qualities of that landscape in terms of the presence of people and the presence of urban services in a walking and bike context. Collection of some of these attributes uses finer-scale, 33', geometries that are aggregated to the 330' tile. The lattice structure is tilted 45d to better capture network distances

## 33' ESRI GRID



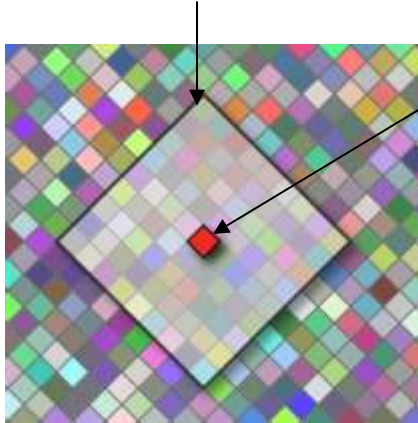
## 33' Polygonal Grid



# 20-Minute Neighborhood Walkability Analysis

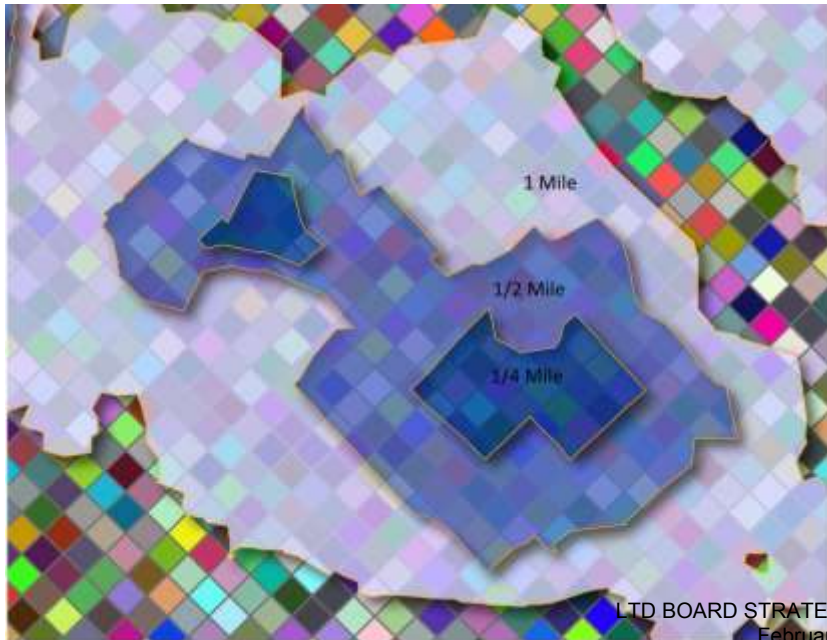
## Measurement Methods

Density calculations are made using the GRID Neighborhood function with a kernel file, and then summarized to the 330' tile with Zonal Statistics.



People are tabulated at the 330' tile level.

Distance calculations are a 300' tile-based area-weighted average.



**People** are aggregated to the 330' tile.




**Density** measures are calculated for a ¼-mile Euclidean area.

**Destinations** are calculated based on ¼, ½, and 1-mile service areas. Service areas are calculated on a “flat” road network, with slopes over 20% excluded, and travel allowed in either direction along all roadways except limited access highways.

All **measures** are indexed to a 0-100 scale: distances are assigned a value of 99 for ¼ mile, 66 for ½ mile, and 33 for 1 mile, all other measures are divided by their maximum value to produce an **indexed** scale.

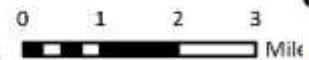
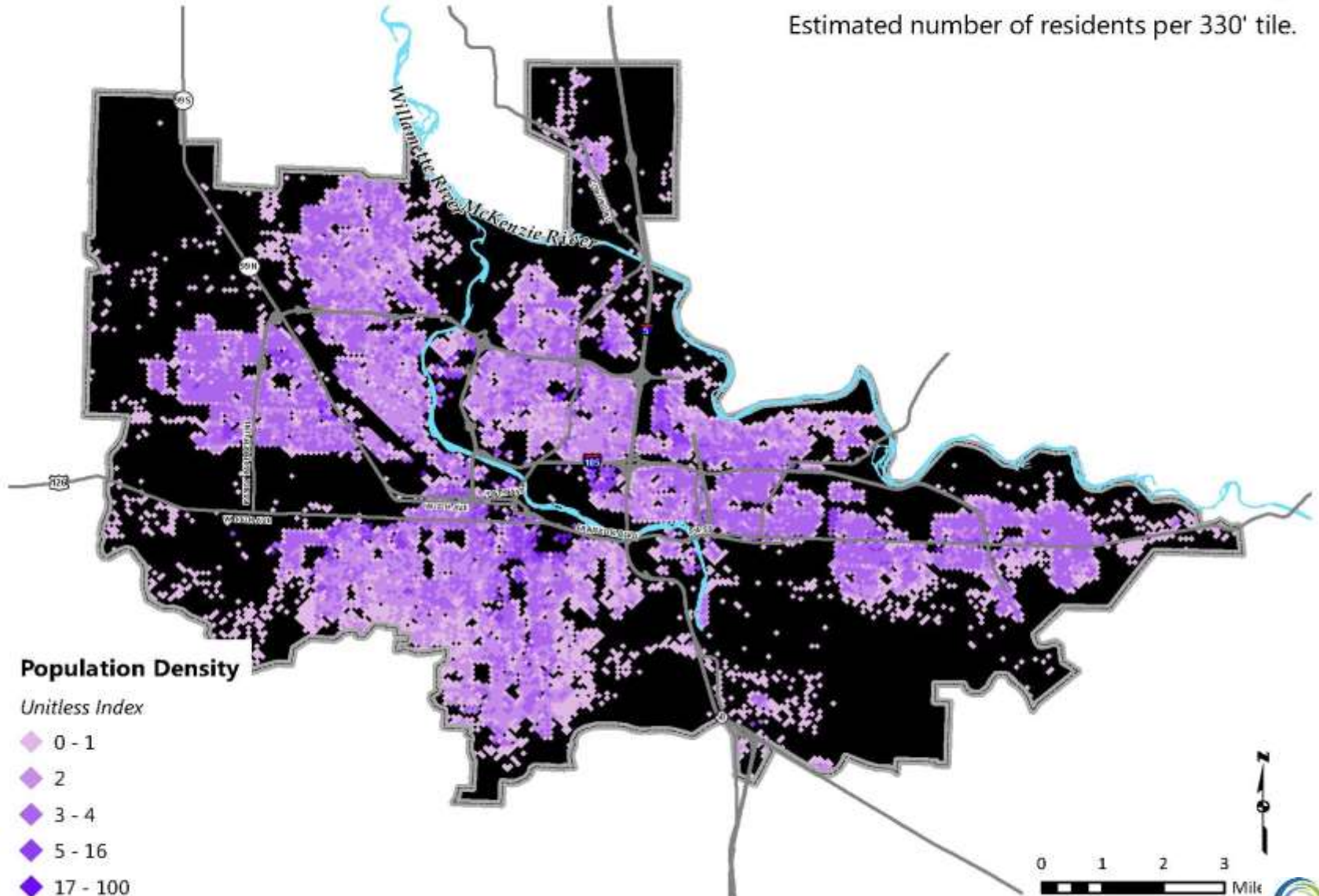
# 20-Minute Neighborhood Walkability Analysis

**People**

Major Rivers  Major Roads  Transportation Management Area 




## Resident Density

Estimated number of residents per 330' tile.




# 20-Minute Neighborhood Walkability Analysis

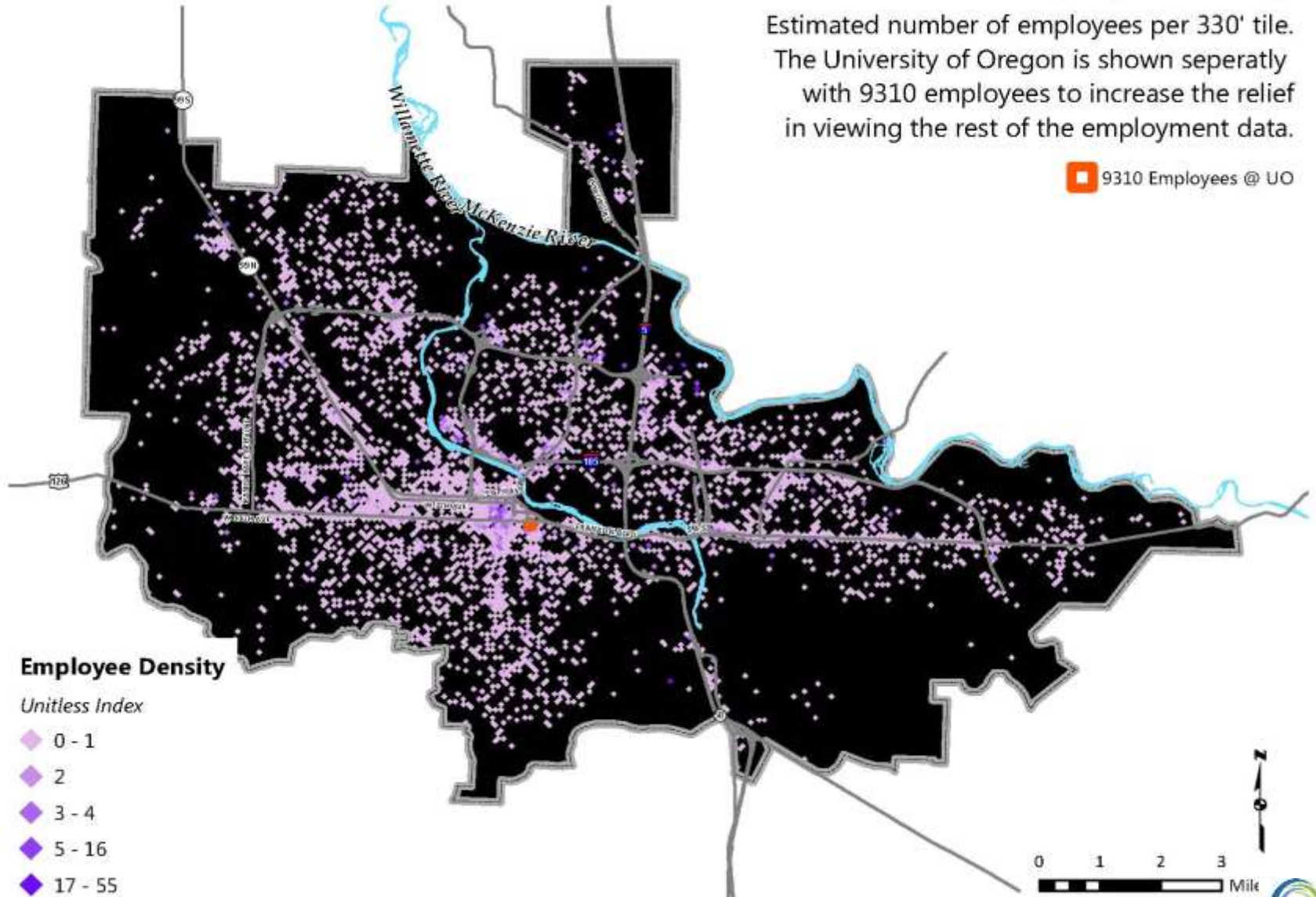
**People**

Major Rivers  Major Roads  Transportation Management Area 

## Employee Density

Estimated number of employees per 330' tile. The University of Oregon is shown separately with 9310 employees to increase the relief in viewing the rest of the employment data.

 9310 Employees @ UO



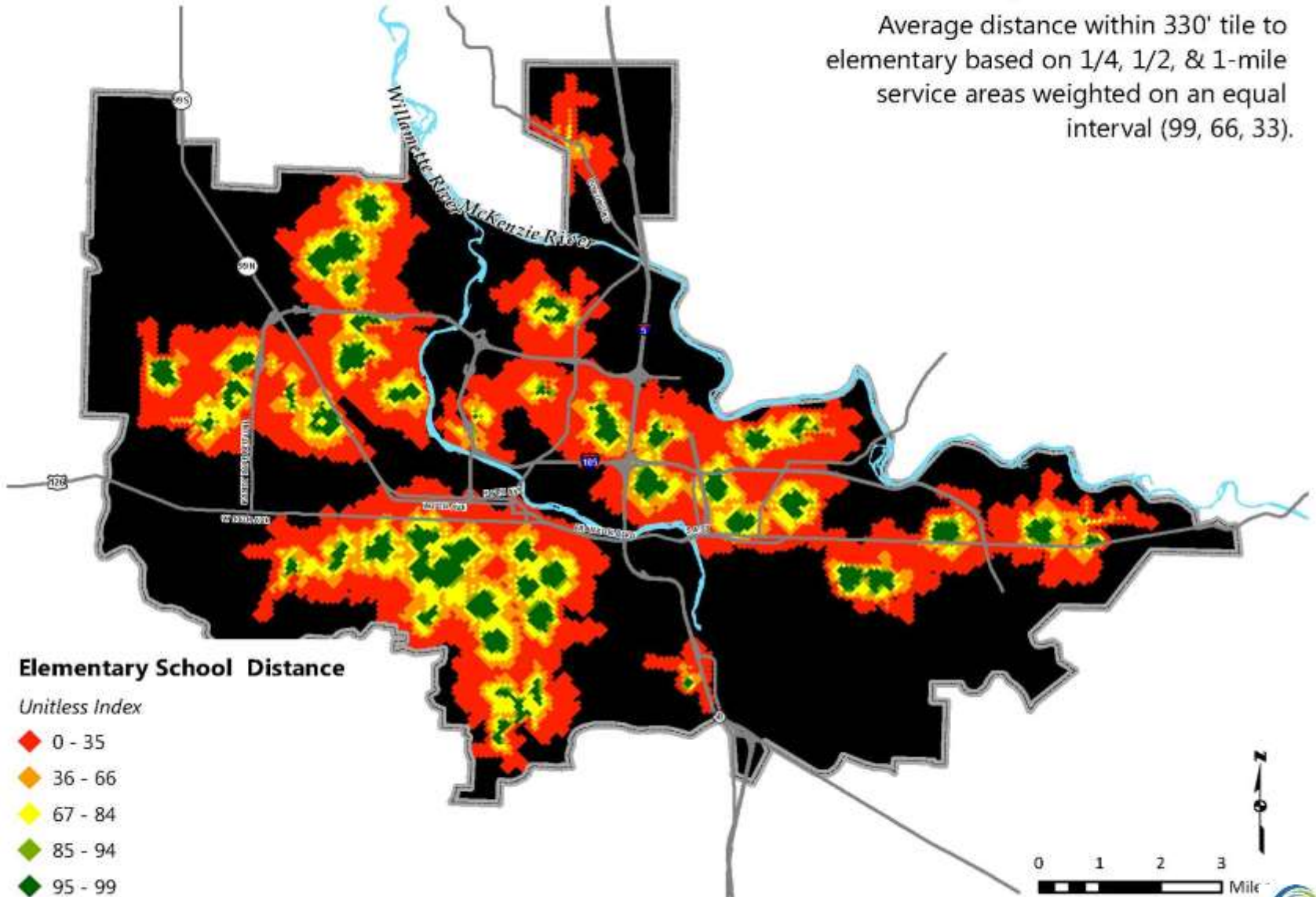
# 20-Minute Neighborhood Walkability Analysis

## Destinations

Major Rivers Major Roads Transportation Management Area

### Elementary School Distance




Average distance within 330' tile to elementary based on 1/4, 1/2, & 1-mile service areas weighted on an equal interval (99, 66, 33).





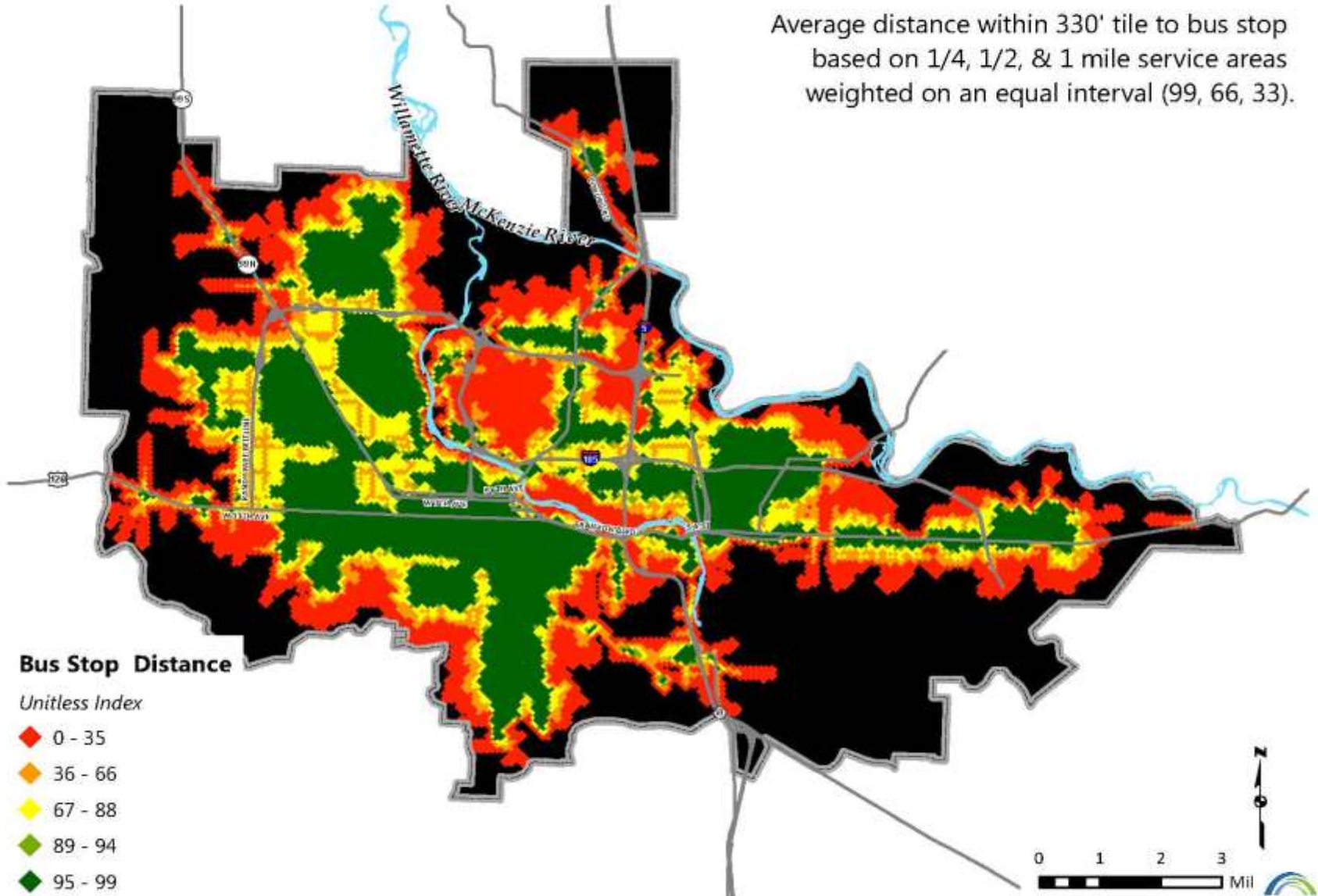
# 20-Minute Neighborhood Walkability Analysis

**Destinations**

Major Rivers  Major Roads  Transportation Management Area 






## Bus Stop Distance

Average distance within 330' tile to bus stop based on 1/4, 1/2, & 1 mile service areas weighted on an equal interval (99, 66, 33).



### Bus Stop Distance




Unitless Index

-  0 - 35
-  36 - 66
-  67 - 88
-  89 - 94
-  95 - 99



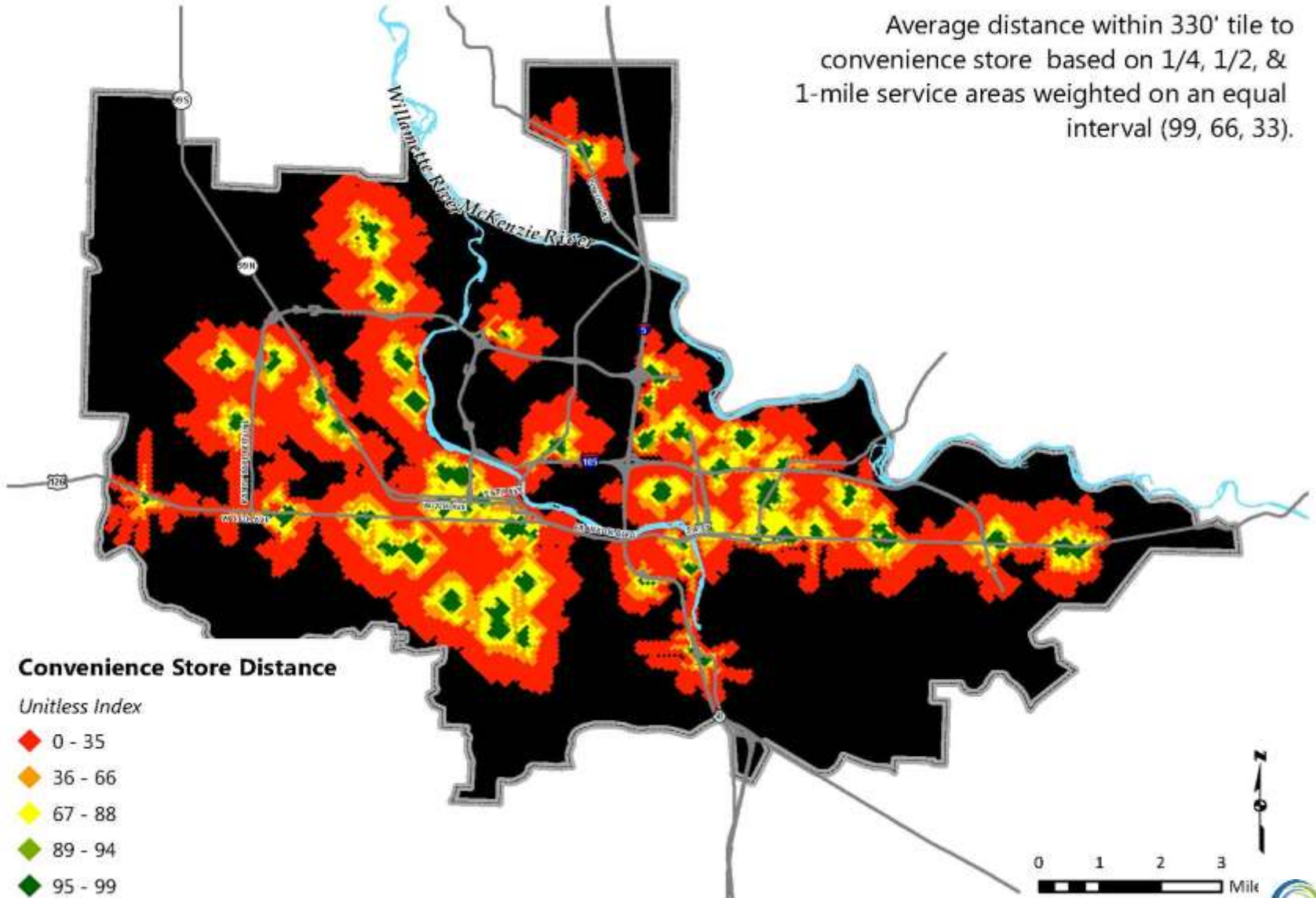
# 20-Minute Neighborhood Walkability Analysis

## Destinations

Major Rivers  Major Roads  Transportation Management Area 






## Convenience Store Distance

Average distance within 330' tile to convenience store based on 1/4, 1/2, & 1-mile service areas weighted on an equal interval (99, 66, 33).



### Convenience Store Distance

Unitless Index

-  0 - 35
-  36 - 66
-  67 - 88
-  89 - 94
-  95 - 99

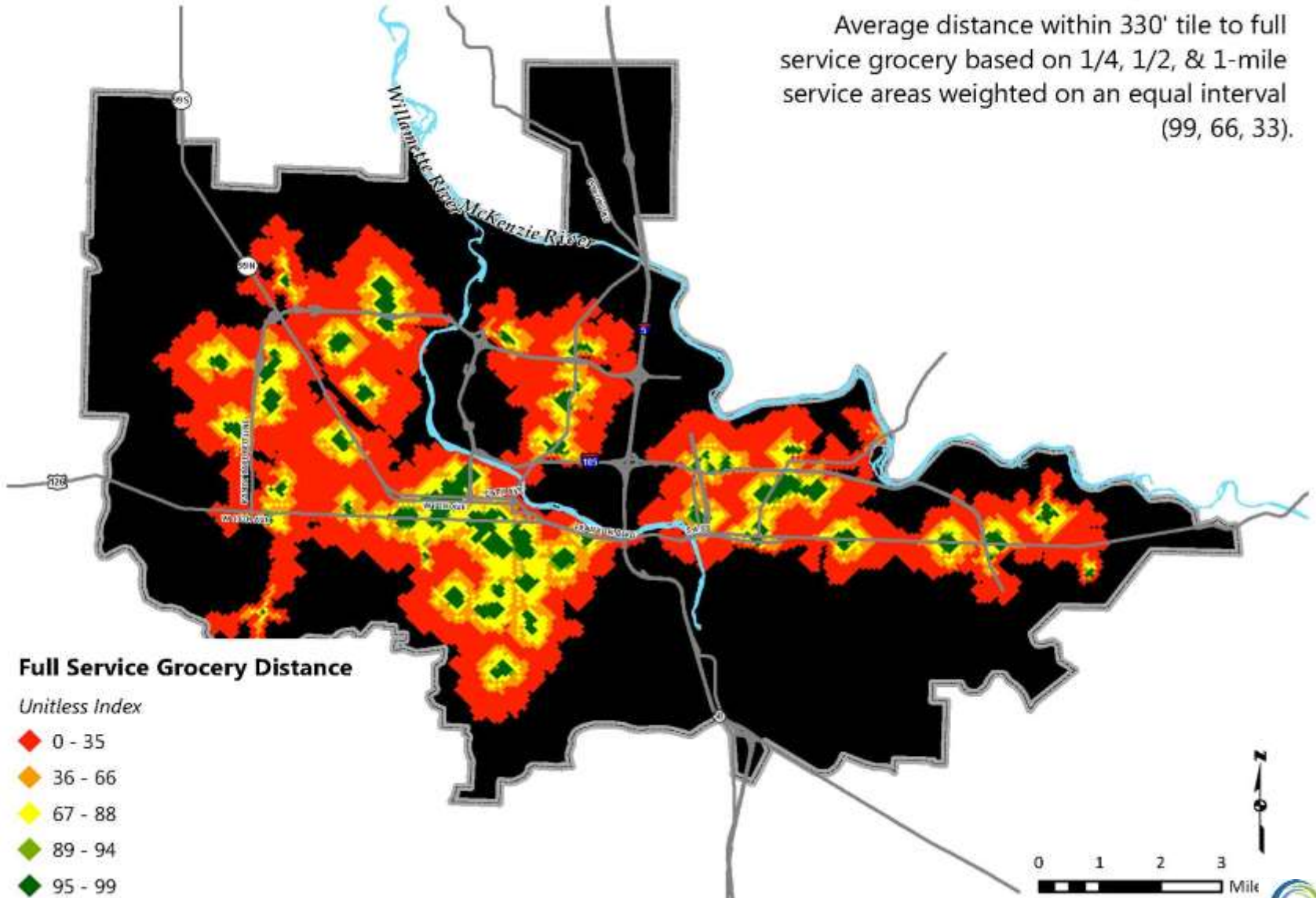
# 20-Minute Neighborhood Walkability Analysis

## Destinations

Major Rivers Major Roads Transportation Management Area

### Full Service Grocery Distance

Average distance within 330' tile to full service grocery based on 1/4, 1/2, & 1-mile service areas weighted on an equal interval (99, 66, 33).



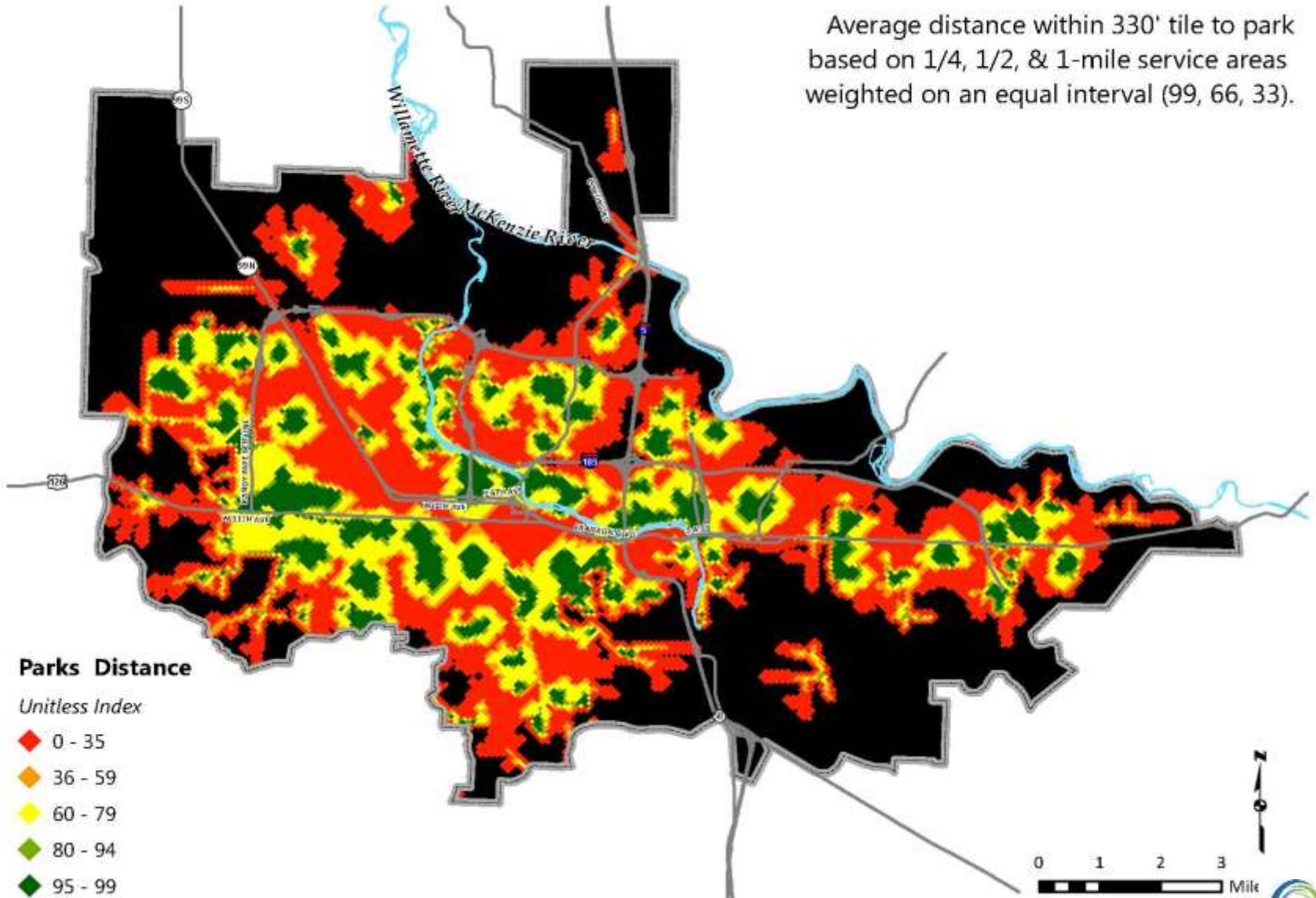
# 20-Minute Neighborhood Walkability Analysis

## Destinations

Major Rivers Major Roads Transportation Management Area

## Park Distance

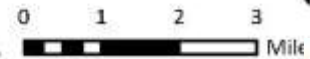
Average distance within 330' tile to park based on 1/4, 1/2, & 1-mile service areas weighted on an equal interval (99, 66, 33).



### Parks Distance




Unitless Index

- 0 - 35
- 36 - 59
- 60 - 79
- 80 - 94
- 95 - 99



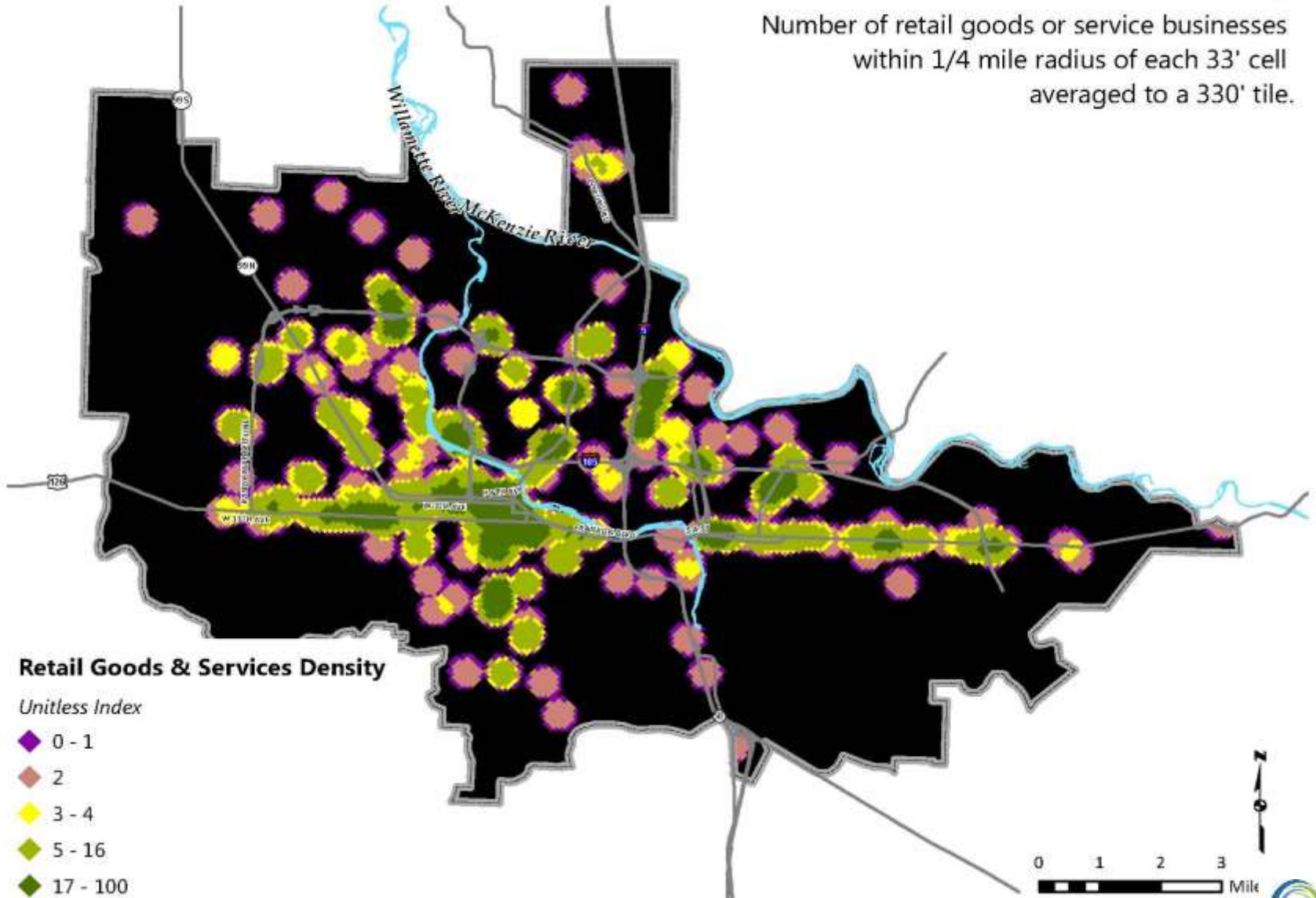
# 20-Minute Neighborhood Walkability Analysis

**Density**

Major Rivers  Major Roads  Transportation Management Area 

## Retail Goods and Services Density

Number of retail goods or service businesses within 1/4 mile radius of each 33' cell averaged to a 330' tile.



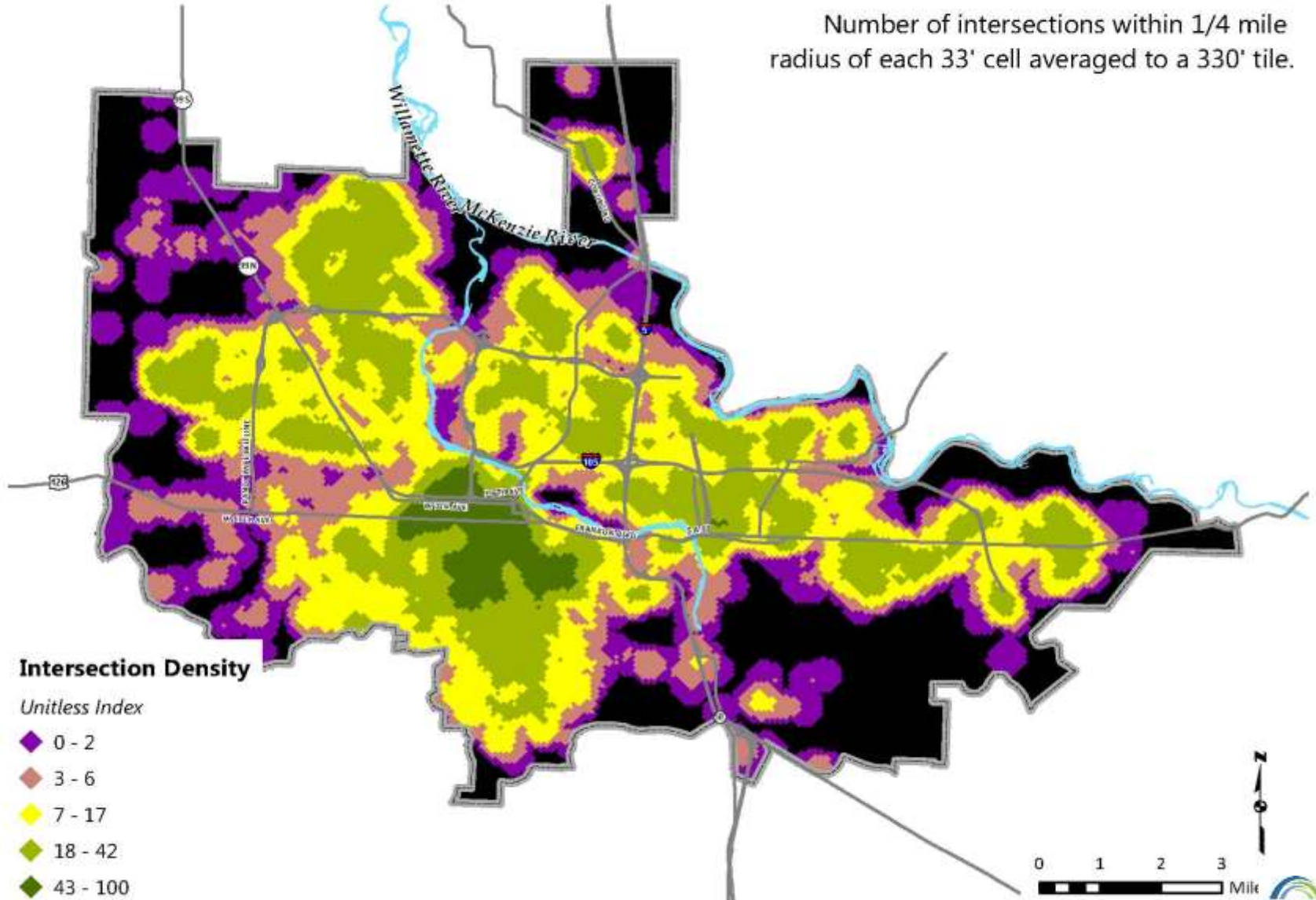
# 20-Minute Neighborhood Walkability Analysis

Density

Major Rivers Major Roads Transportation Management Area

## Intersection Density

Number of intersections within 1/4 mile radius of each 33' cell averaged to a 330' tile.



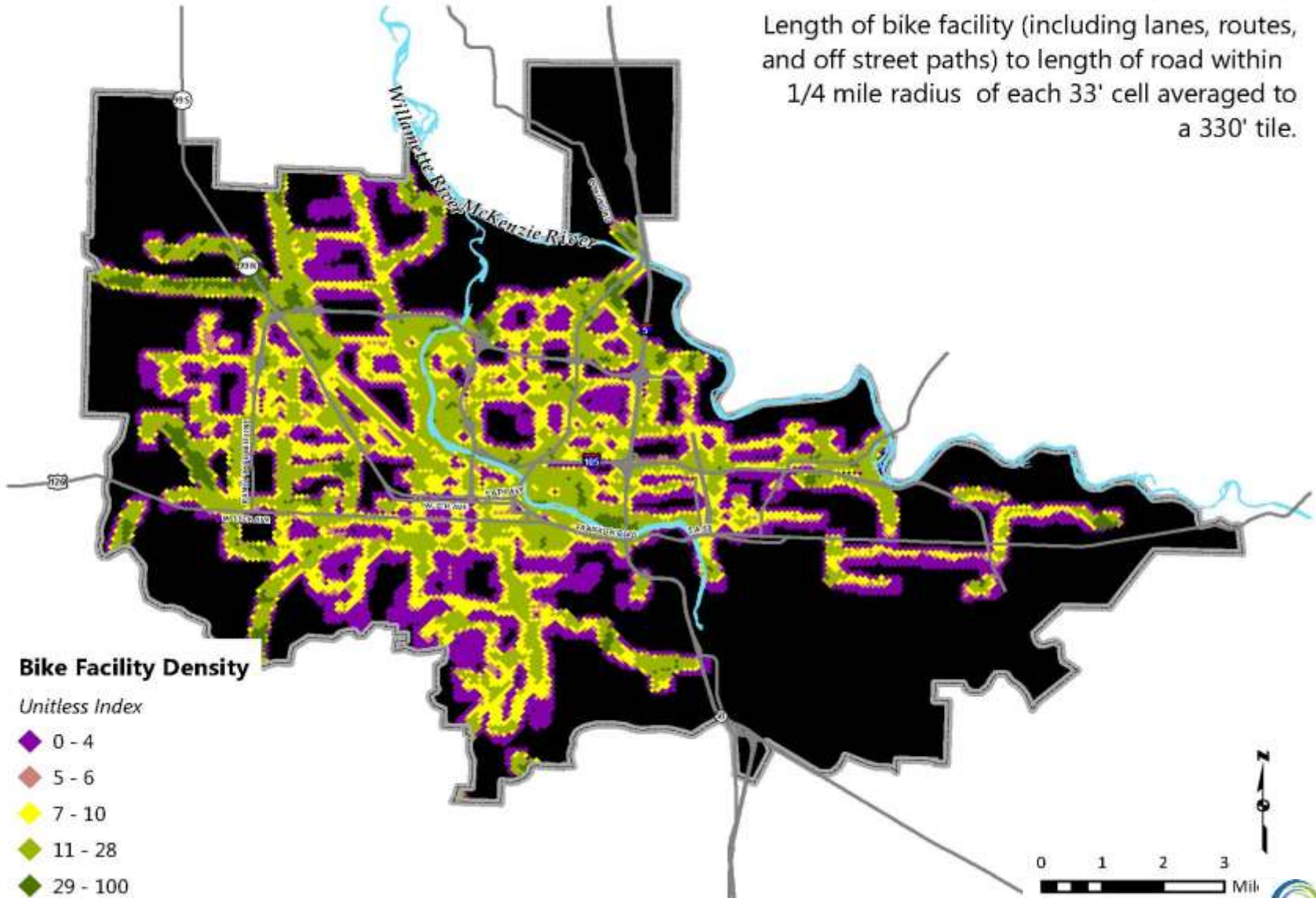
# 20-Minute Neighborhood Walkability Analysis

**Density**

Major Rivers ■ Major Roads — Transportation Management Area □

## Bike Facility Density

Length of bike facility (including lanes, routes, and off street paths) to length of road within 1/4 mile radius of each 33' cell averaged to a 330' tile.






### Bike Facility Density

Unitless Index

- 0 - 4
- 5 - 6
- 7 - 10
- 11 - 28
- 29 - 100

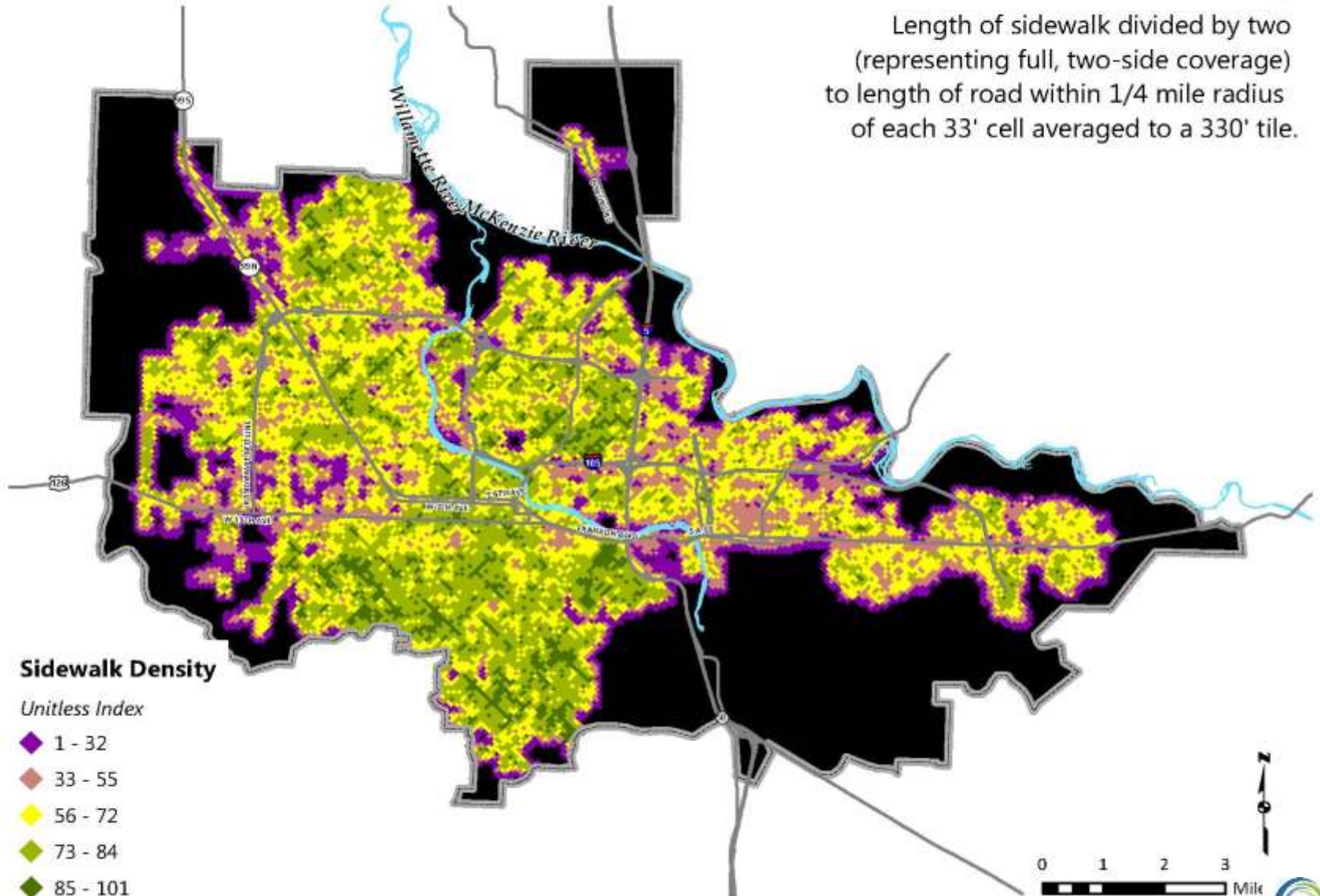
# 20-Minute Neighborhood Walkability Analysis

**Density**

Major Rivers  Major Roads  Transportation Management Area 






## Sidewalk Density

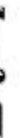
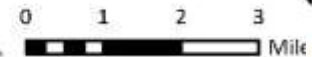
Length of sidewalk divided by two (representing full, two-side coverage) to length of road within 1/4 mile radius of each 33' cell averaged to a 330' tile.



### Sidewalk Density

Unitless Index

-  1 - 32
-  33 - 55
-  56 - 72
-  73 - 84
-  85 - 101





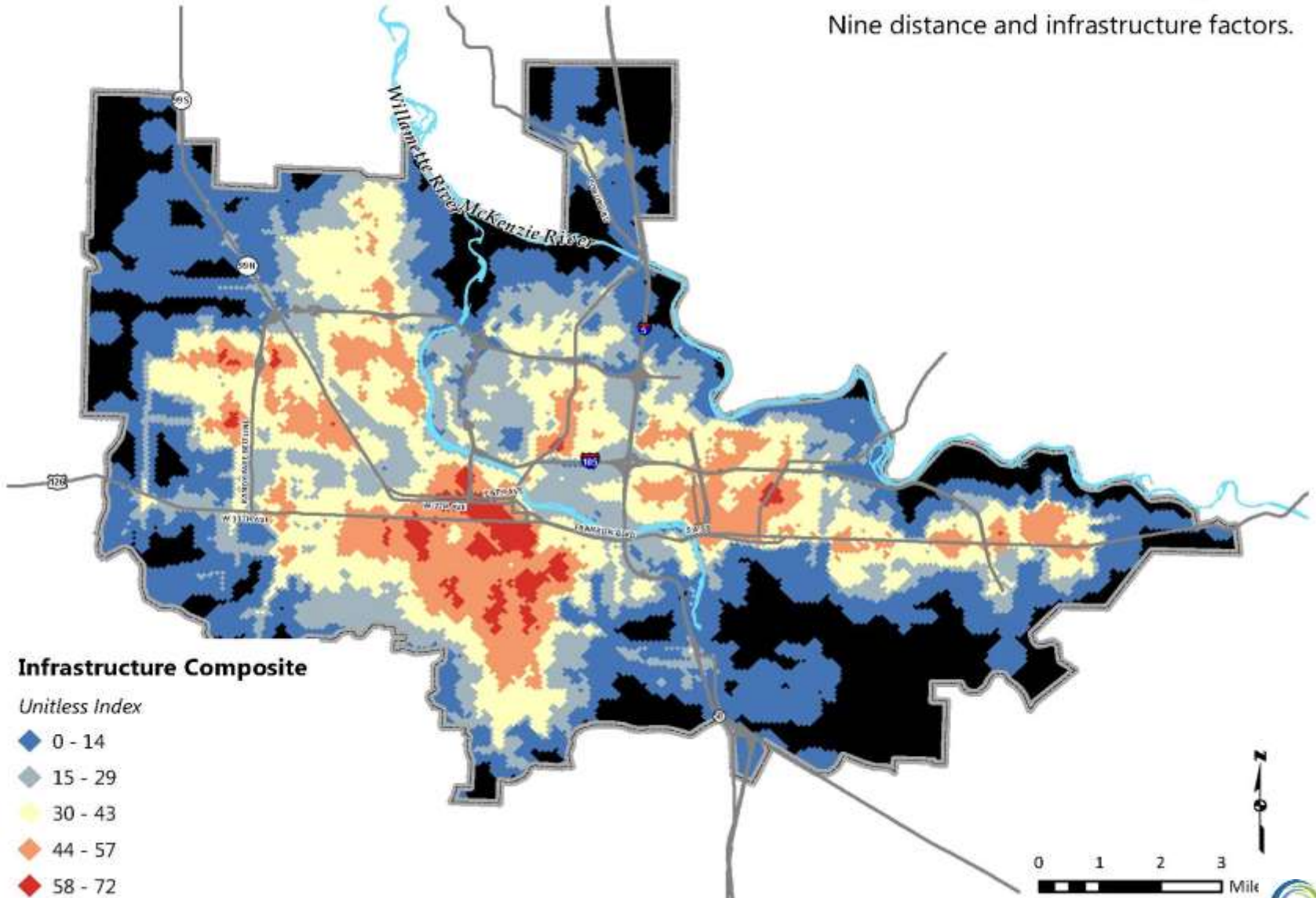
# 20-Minute Neighborhood Walkability Analysis

**Composites**

Major Rivers Major Roads Transportation Management Area


## Infrastructure Composite

Nine distance and infrastructure factors.



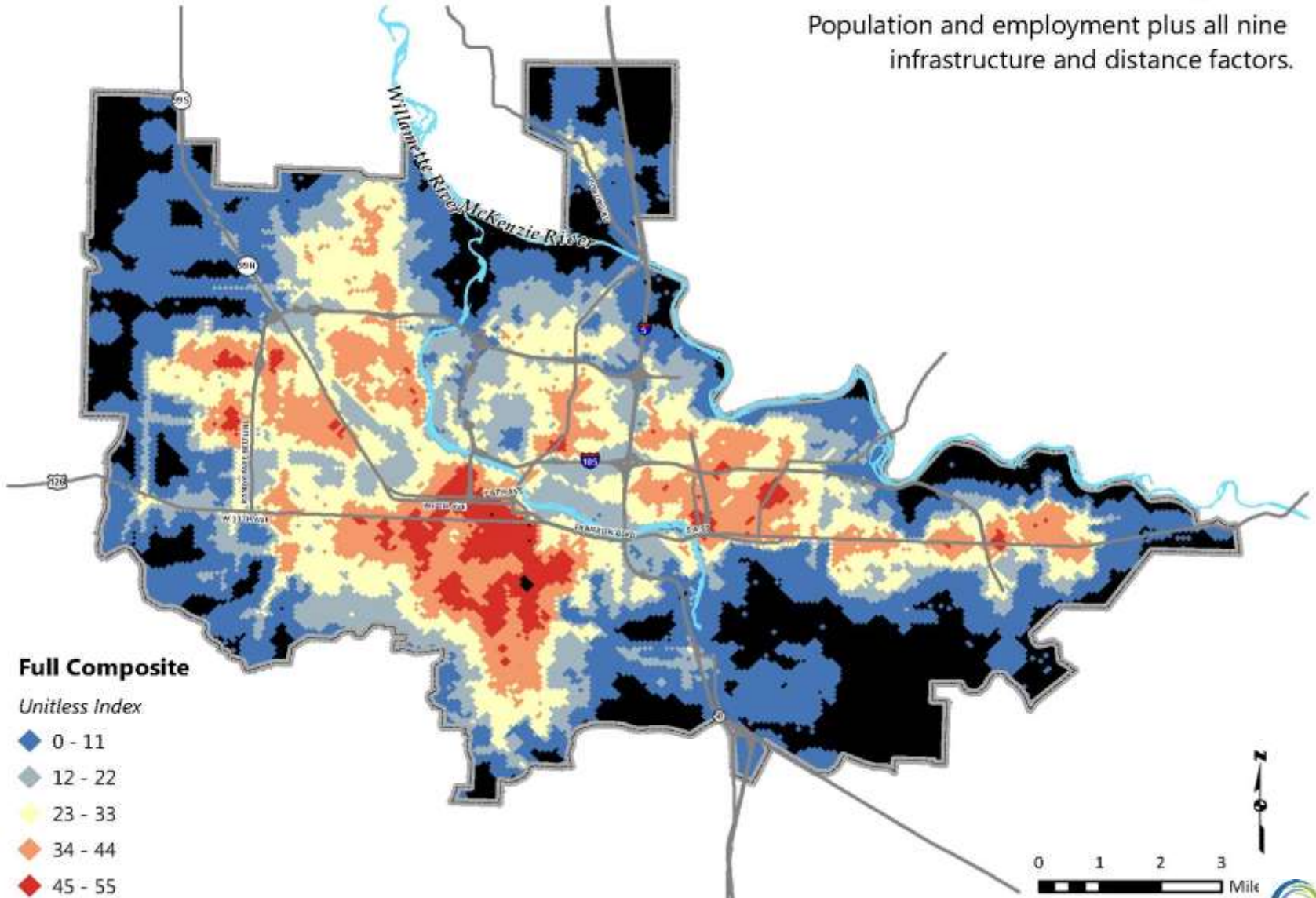
# 20-Minute Neighborhood Walkability Analysis

**Composites**

Major Rivers  Major Roads  Transportation Management Area 

## Full Composite

Population and employment plus all nine infrastructure and distance factors.



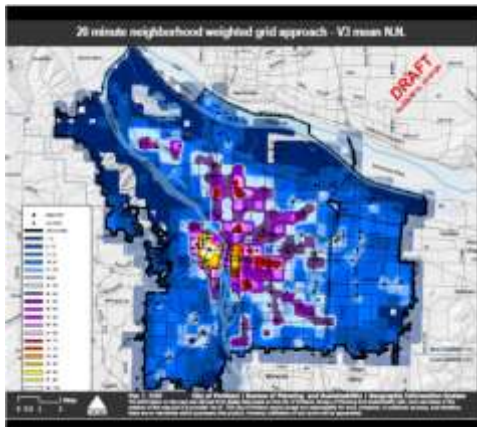
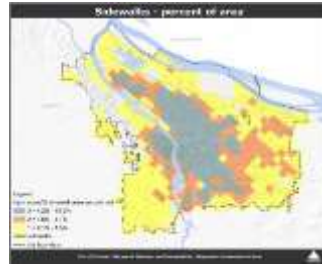
# 20-Minute Neighborhood Walkability Analysis

## Portland

Population density  
(sightline.org)

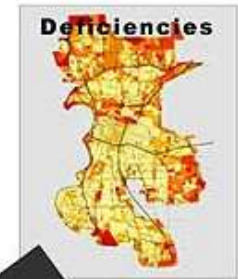
Distance to Grocery (e.g. \* #)

Sidewalk density (e.g. \* #)



“By overlaying and weighing the three factors, we were able to identify where areas had more or less 20-minute neighborhood characteristics.”

## Sacramento



“The premise of this Plan is that areas lacking land use patterns that would support walking should be addressed through policy actions that would create walking demand. The City’s scarce resources for improving Pedestrian environments should be targeted to areas with supportive land uses (that is, there are potential walkers) but lacking sidewalks and crosswalks.”



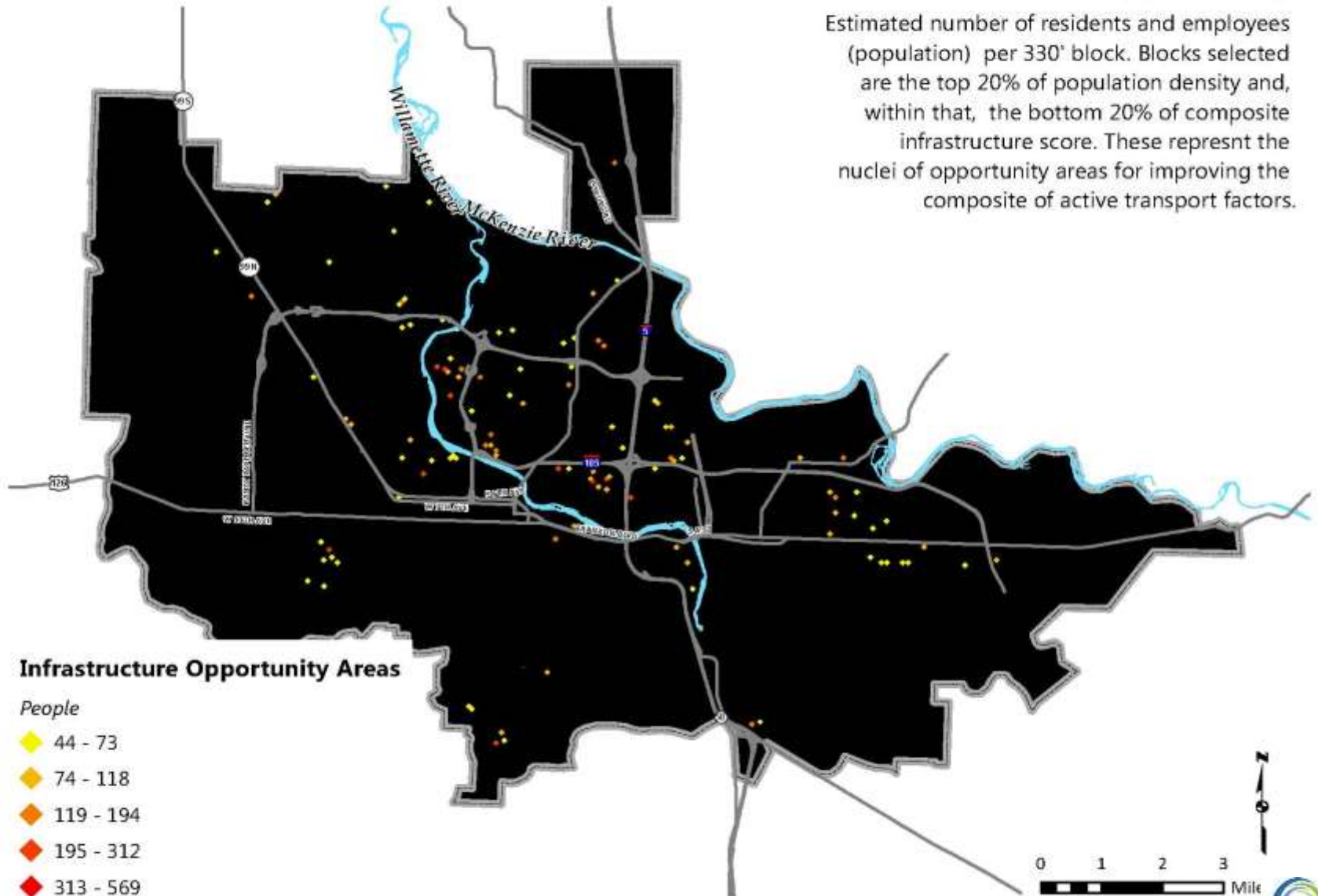
# 20-Minute Neighborhood Walkability Analysis

**Composites**

Major Rivers  Major Roads  Transportation Management Area 

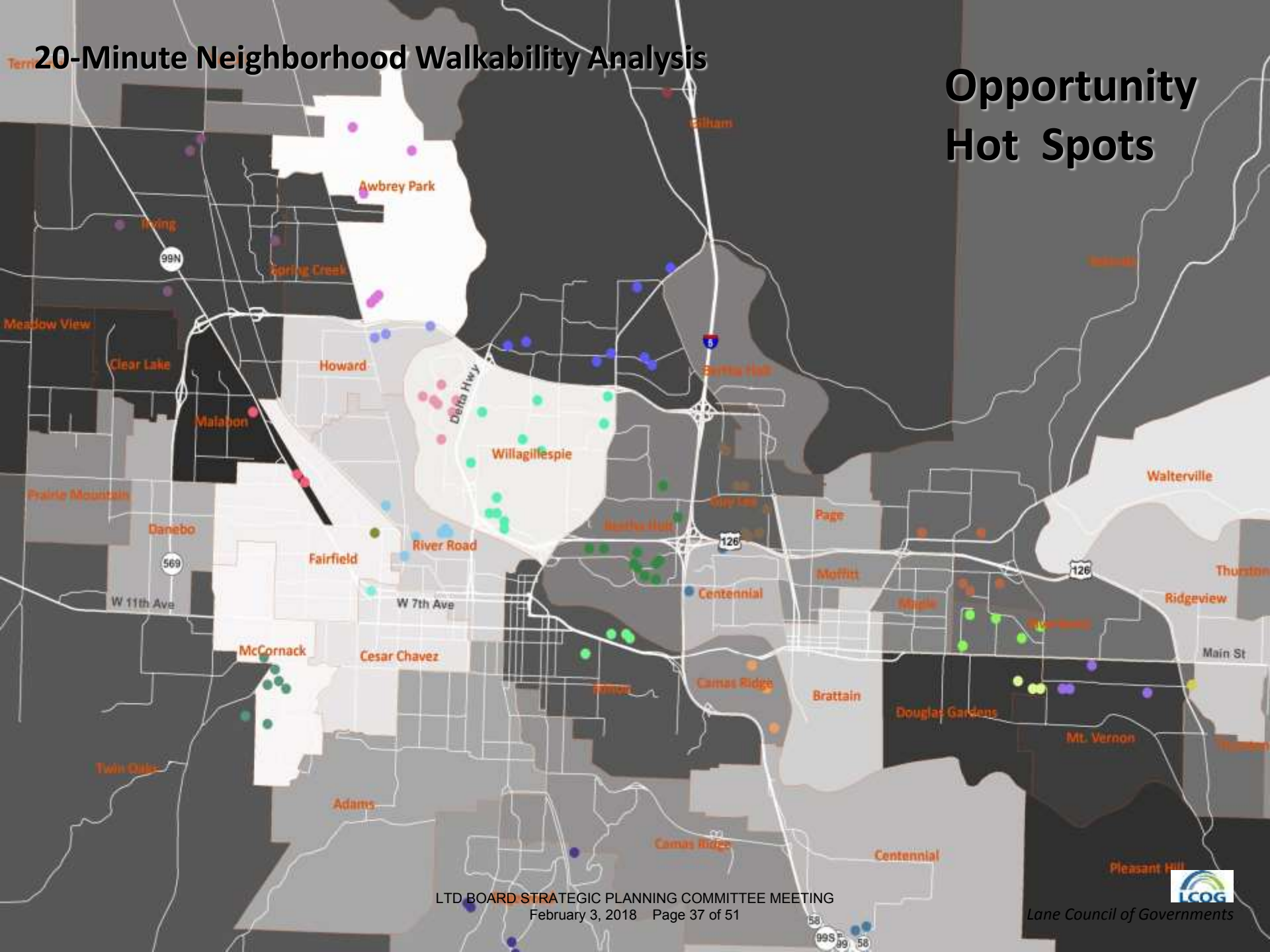
## Infrastructure Opportunity

Estimated number of residents and employees (population) per 330' block. Blocks selected are the top 20% of population density and, within that, the bottom 20% of composite infrastructure score. These represent the nuclei of opportunity areas for improving the composite of active transport factors.



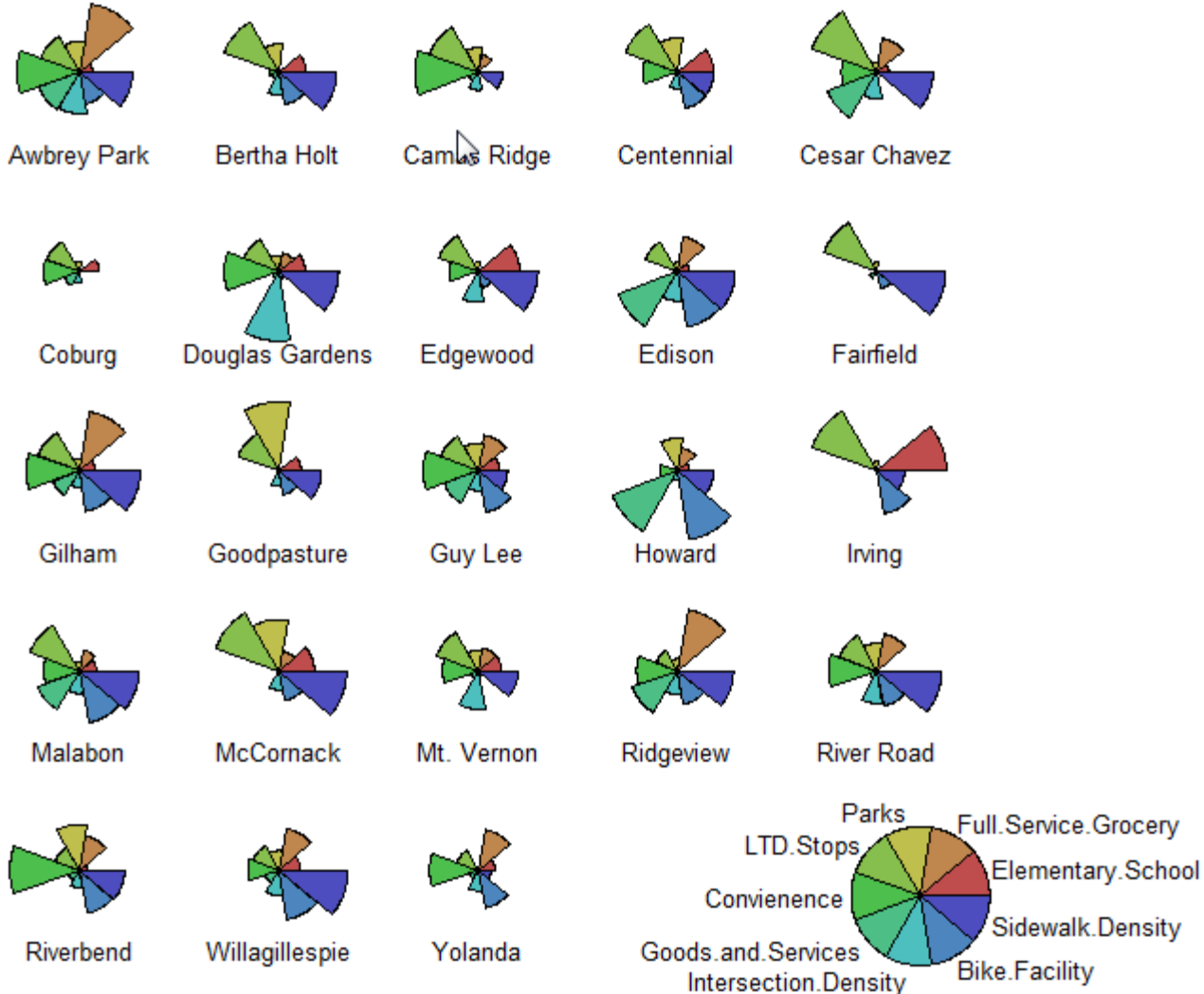
# 20-Minute Neighborhood Walkability Analysis

## Opportunity Hot Spots



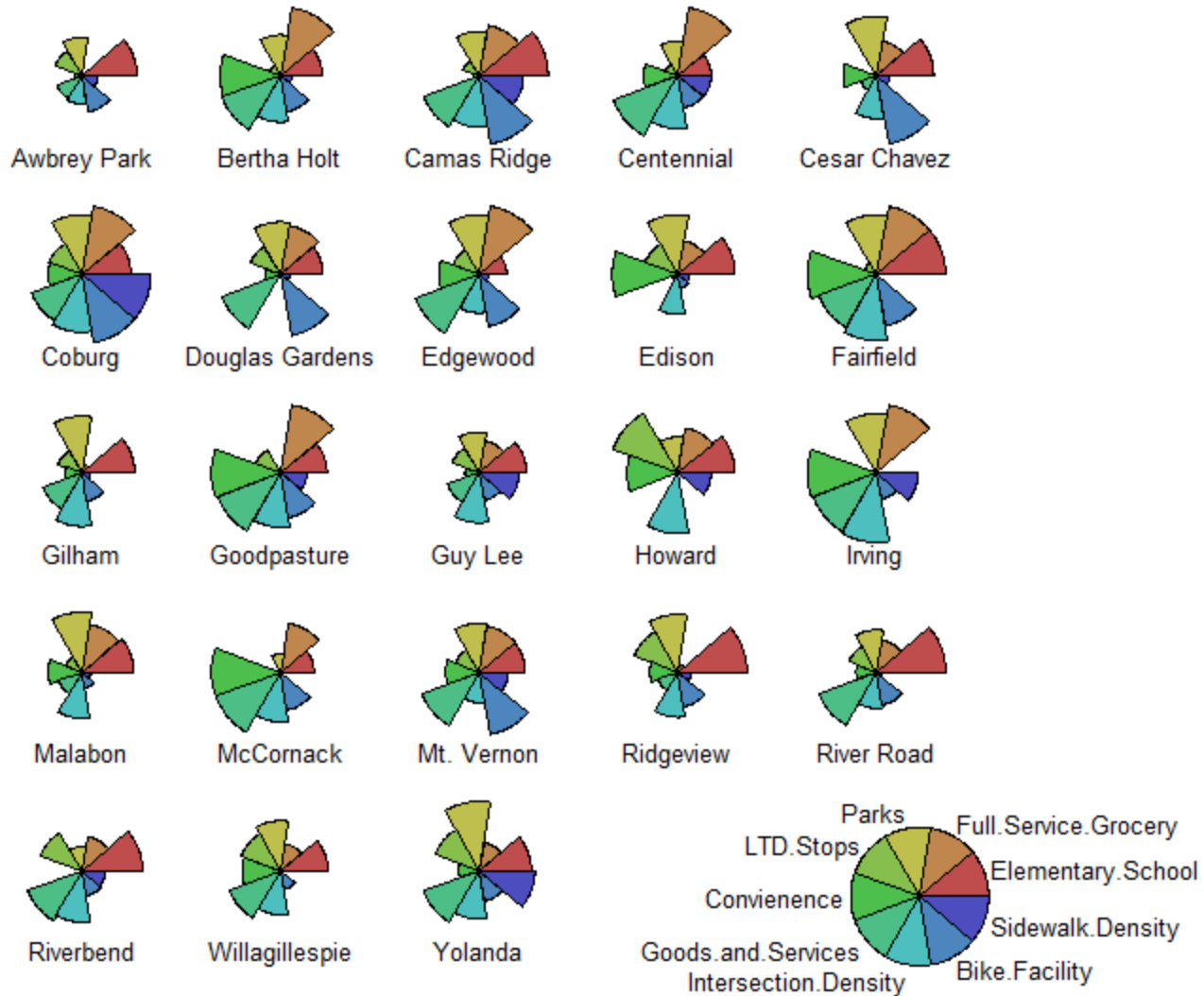
# 20-Minute Neighborhood Walkability Analysis

## Average Opportunity Area Infrastructure Scores



# 20-Minute Neighborhood Walkability Analysis

## Inverted Average Opportunity area Infrastructure Scores



# 20-Minute Neighborhood Walkability Analysis for the Eugene-Springfield Metropolitan Area

*Regional Transportation Options*

## Presentation Outline

- How did we get here? & Why this analysis?
- What has been done?
- **What could be improved?**
- How can it be used? & What more might be gained?

September 6, 2012



## 20-Minute Neighborhood Walkability Analysis

### Improvements to the Model: Towards a Density, Diversity, & Design (3-D) Framework

- Contextualize parameters by performing a predictive factor analysis to identify those attributes of populations and environments that are locally relevant. This would be done using travel survey data.
- Apply Multi-Modal Level of Service (MM-LOS) ratings to street segments as a cost when calculating service areas for destinations.
- Calculating a continuous service area on the network as opposed to the ¼, ½, & 1-mile breaks.
- Applying an attractiveness (diversity, entropy) factor to business based on the business diversity context in which they occur.
- Specifying the effect on particular areas or demographic populations through area analysis and a small area population model.

# 20-Minute Neighborhood Walkability Analysis

## Improvements to the Model: Predictors

Predictors of walking & biking in order of significance:

1. Large block size in context to origins discourage walking/biking
2. Areas with more higher valence intersections (4-5 segment junctions) are positively bike-walk associated
3. Land-use diversity in housing and employment, and areas with high employment and largely employed populations are positively walk-bike associated.

“To a significant extent, density attributes of neighborhoods are captured in what we are calling the *design and diversity factors*, that is, neighborhoods with small blocks, grid street patterns, and mixed uses also tend to be fairly dense.”

Cervero, R , and M Duncan. "Walking, Bicycling, and Urban Landscapes: Evidence From the San Francisco Bay Area" Am J Public Health. 2003 September; 93(9): 1478–1483.

<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1447996/>

<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1447996/table/t2/>

<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1447996/table/t3/>

# 20-Minute Neighborhood Walkability Analysis

## Improvements to the Model: Predictors

### Exogenous factors > Built Environment Factors

(topography, darkness, and rainfall > well-connected streets, small city blocks, mixed land uses, and close proximity to retail activities)

### Demographic characteristics of trip makers > Built Environment factors

Urban design exerts a greater influence on biking than walking.

Walking increases with increased land use diversity of origin.

Biking is equally influenced by density, diversity, and design.

Cervero, R , and M Duncan. "Walking, Bicycling, and Urban Landscapes: Evidence From the San Francisco Bay Area" Am J Public Health. 2003 September; 93(9): 1478–1483

# 20-Minute Neighborhood Walkability Analysis

## Improvements to the Model: Predictors (biking)

“This study found that the built environment had a significant influence on the decision to use the active mode of transport, bicycling, instead of driving. For utilitarian travel, features of the physical environment—the road network, bicycle-specific facilities, and land use—were all associated with the likelihood of cycling, even after accounting for personal characteristics and trip distance.

The following features promoted cycling:

- less topographical variation,
- traffic calming and cyclist-activated traffic lights along bicycle routes,
- higher route connectivity (intersection density),
- local roads instead of highways and arterials,
- higher population density, and
- neighborhood commercial, educational, and industrial land uses.”

### Route characteristics > Origin or Destination Characteristics

<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3005092/figure/Fig2/>

**Built Environment Influences on Healthy Transportation Choices: Bicycling versus Driving** Meghan Winters, Michael Brauer, Eleanor M. Setton, and Kay Teschke J Urban Health. 2010 December; 87(6): 969–993

# Street Results



Streets that **lacked a sidewalk** were **6.8** times more likely to feel unsafe.

Streets that **had turn lanes** were **6** times more likely to feel unsafe.

Streets that **lacked street trees** were **1.8** times more likely to feel unsafe.

# Walking Path Results



Streets where the walking path **wasn't wheel-chair accessible** were **6** times more likely to feel unsafe.

Streets where the walking path **was narrow** were **3** times more likely to feel unsafe.

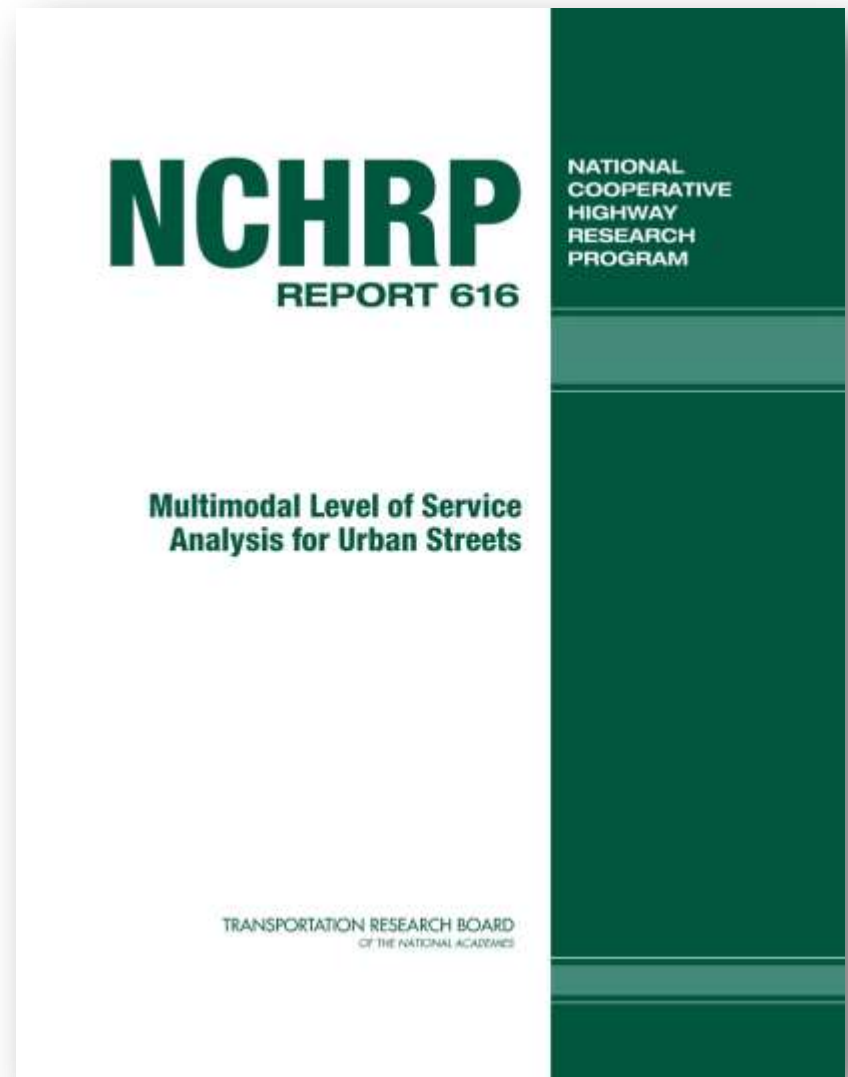
Streets where the walking path **had a bad walking surface** were **2.7** times more likely to feel unsafe.

Streets where the walking path was blocked by obstacles were **1.9** times more likely to feel unsafe.

## 20-Minute Neighborhood Walkability Analysis

### Improvements to the Model: Route characteristics

The LOS models are ideal for evaluating the benefits of “complete streets” and “context sensitive” design options because the models quantify the interactions of the modes sharing the same street right-of-way. The models enable the analyst to test the tradeoffs of various allocations of the urban street cross section among autos, buses, bicycles, and pedestrians.



# 20-Minute Neighborhood Walkability Analysis for the Eugene-Springfield Metropolitan Area

*Regional Transportation Options*

## Presentation Outline

- How did we get here? & Why this analysis?
- What has been done?
- What could be improved?
- **How can it be used? & What more might be gained?**



# **20-Minute Neighborhood Walkability Analysis for the Eugene-Springfield Metropolitan Area**

## *Regional Transportation Options*

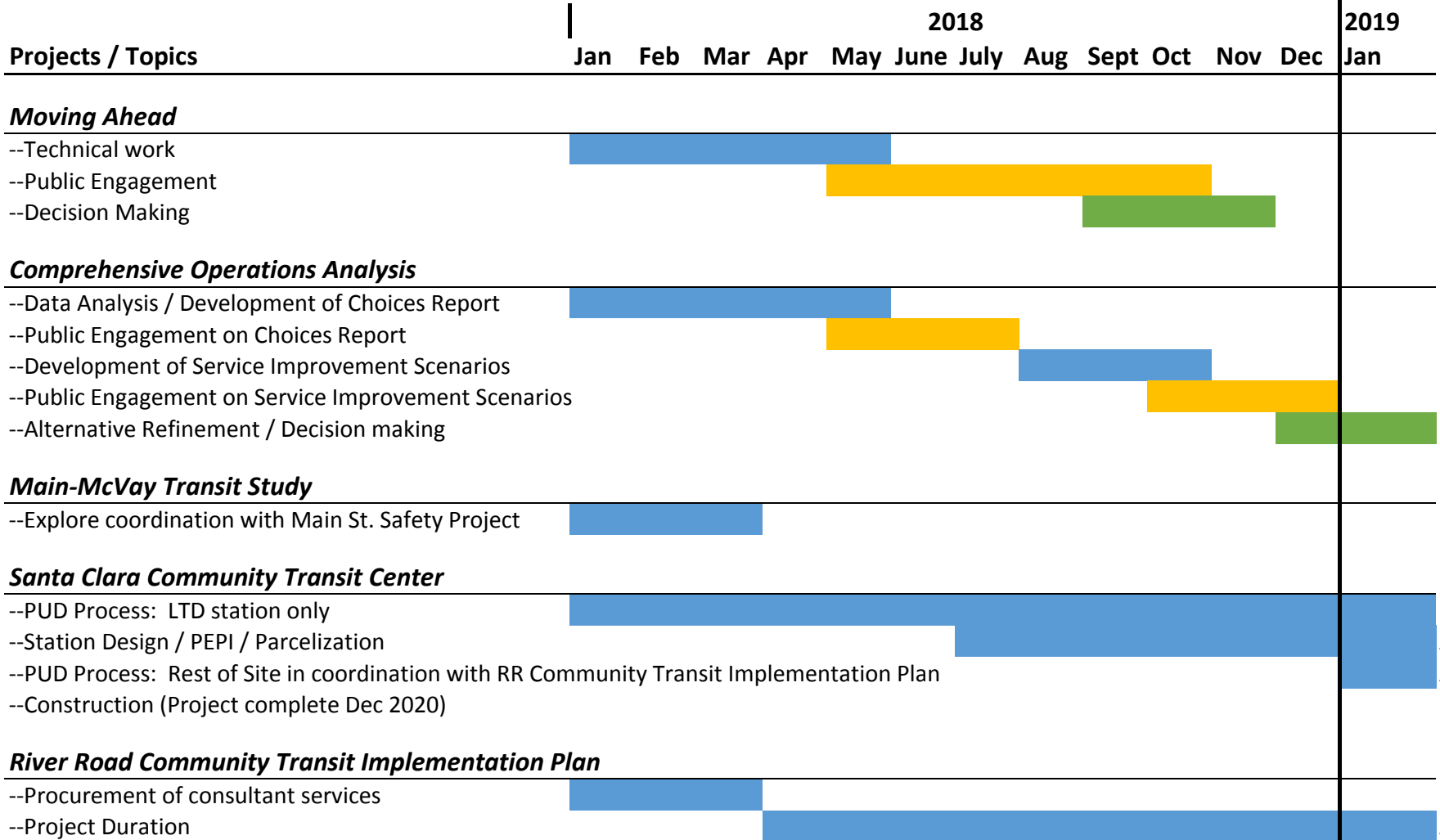
### **What more might be gained?**

- Investigate health-related questions and outcomes and form new connections between Planners those in the Public Health field.
- Evaluate how public policies could be revised to support 20-minute neighborhood and similar livability goals.
- Target specific areas for intervention based on identified opportunities.
- Use as a communication tool to engage neighbors in conversations about topics such as key community assets, individual choices and behavior changes, and mobility.
- Evaluate social equity considerations and identify key avenues to improve access to AT opportunities.

LTD Strategic Planning Committee Work Plan, 2018–19 (Draft 1/30/18)

<p><b>February: 4/06/2018</b></p> <ul style="list-style-type: none"> <li>• Youth Pass</li> <li>• COA Kickoff</li> <li>• City of Eugene Bike Share: sponsor</li> <li>• Electric Bus Roll-Out</li> <li>• Main-McVay – Coordination w/ Safety Project</li> <li>• MovingAhead</li> <li>• System Ridership report</li> </ul>	<p><b>March: 3/06/2018</b></p> <ul style="list-style-type: none"> <li>• Bylaws Update</li> <li>• City of Eugene Bike Share: Launch update</li> <li>• 2021 World Championships</li> <li>• Quarterly Vision Zero Progress Report</li> <li>• MovingAhead</li> <li>• Santa Clara Community Transit Center</li> </ul>	<p><b>April: 4/03/2018</b></p> <ul style="list-style-type: none"> <li>• HB 2017 Update</li> <li>• Fare Management</li> <li>• Future of Transit: Uber/Lyft/AVs/MicroTransit</li> </ul>
<p><b>May: 5/01/2018</b></p> <ul style="list-style-type: none"> <li>• COA Choices Report</li> <li>• Electric Bus Roll Out</li> </ul>	<p><b>June: 6/05/2018</b></p> <ul style="list-style-type: none"> <li>• Quarterly Vision Zero Progress Report</li> </ul>	<p><b>July: Recess due to Independence Day</b></p>
<p><b>August: 08/07/2018</b></p> <ul style="list-style-type: none"> <li>• COA: Results of Public Engagement</li> </ul>	<p><b>September: 09/04/2018</b></p> <ul style="list-style-type: none"> <li>• Quarterly Vision Zero Progress Report</li> </ul>	<p><b>October: 10/02/2018</b></p> <ul style="list-style-type: none"> <li>• COA Service Improvement Scenarios</li> <li>• System Ridership report (Annual)</li> </ul>
<p><b>November: 11/06/18</b></p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p><b>December: 12/04/2018</b></p> <ul style="list-style-type: none"> <li>• Quarterly Vision Zero Progress Report</li> </ul>	<p><b>January: 1/08/2019</b></p> <ul style="list-style-type: none"> <li>•</li> </ul>

**LTD PROJECT ESTIMATED TIMELINES** - Draft 1/30/18



# MAIN STREET SAFETY PROJECT

Status Update  
& Check-In

# WHY ARE WE DEVELOPING A FACILITY PLAN FOR MAIN STREET?

- **2011:** Council direction to improve safety on Main Street
- **2012:** ODOT & City complete Main Street Safety Study
- **2012 – 2018:** ODOT & City crossing improvements
- **2016:** ARTS award for median & ODOT planning pledge
- **2017:** Project coordination & scope development

# FUNDING & STAFFING

- Funding

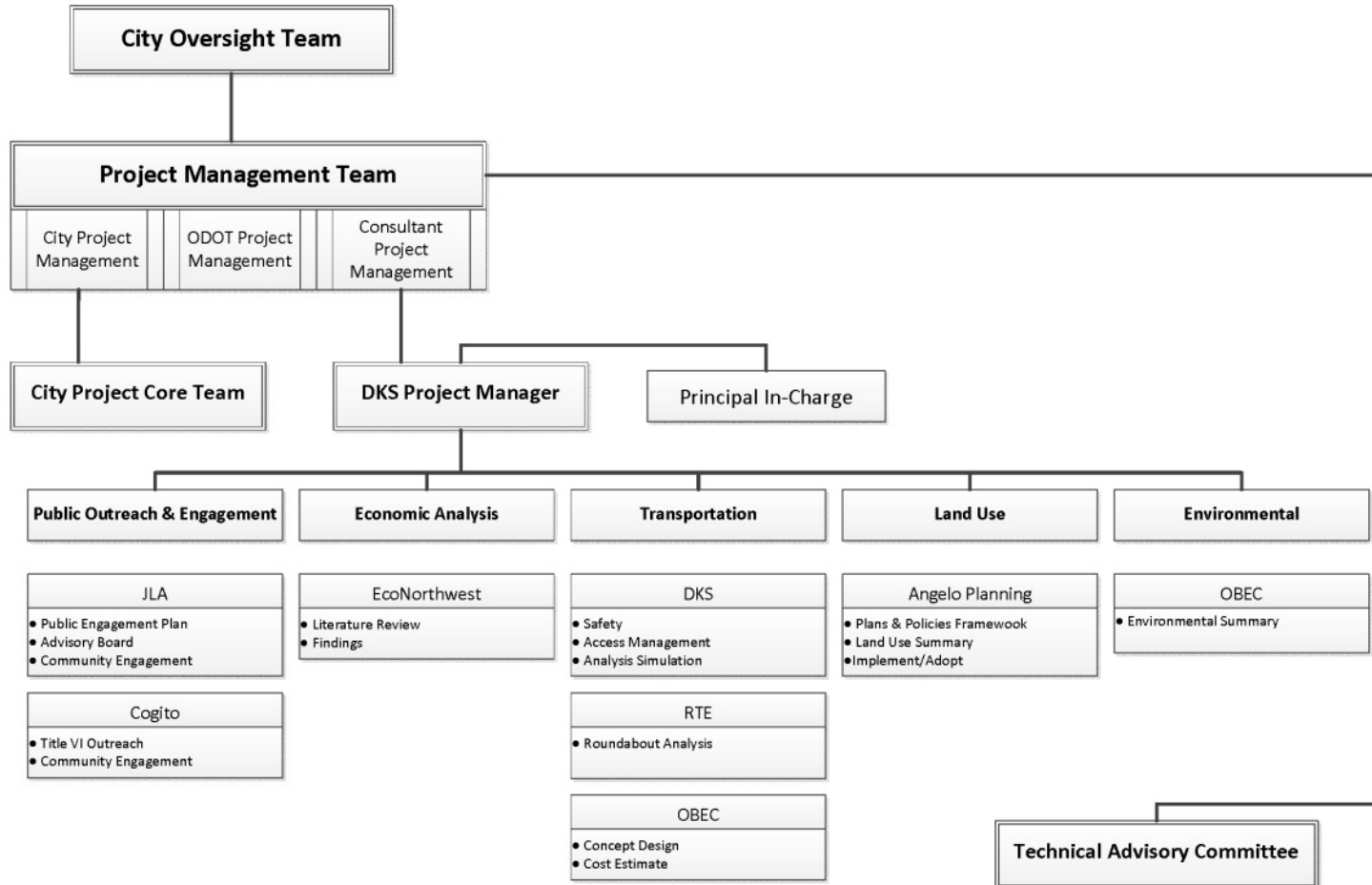
- ODOT
- City

- Staffing

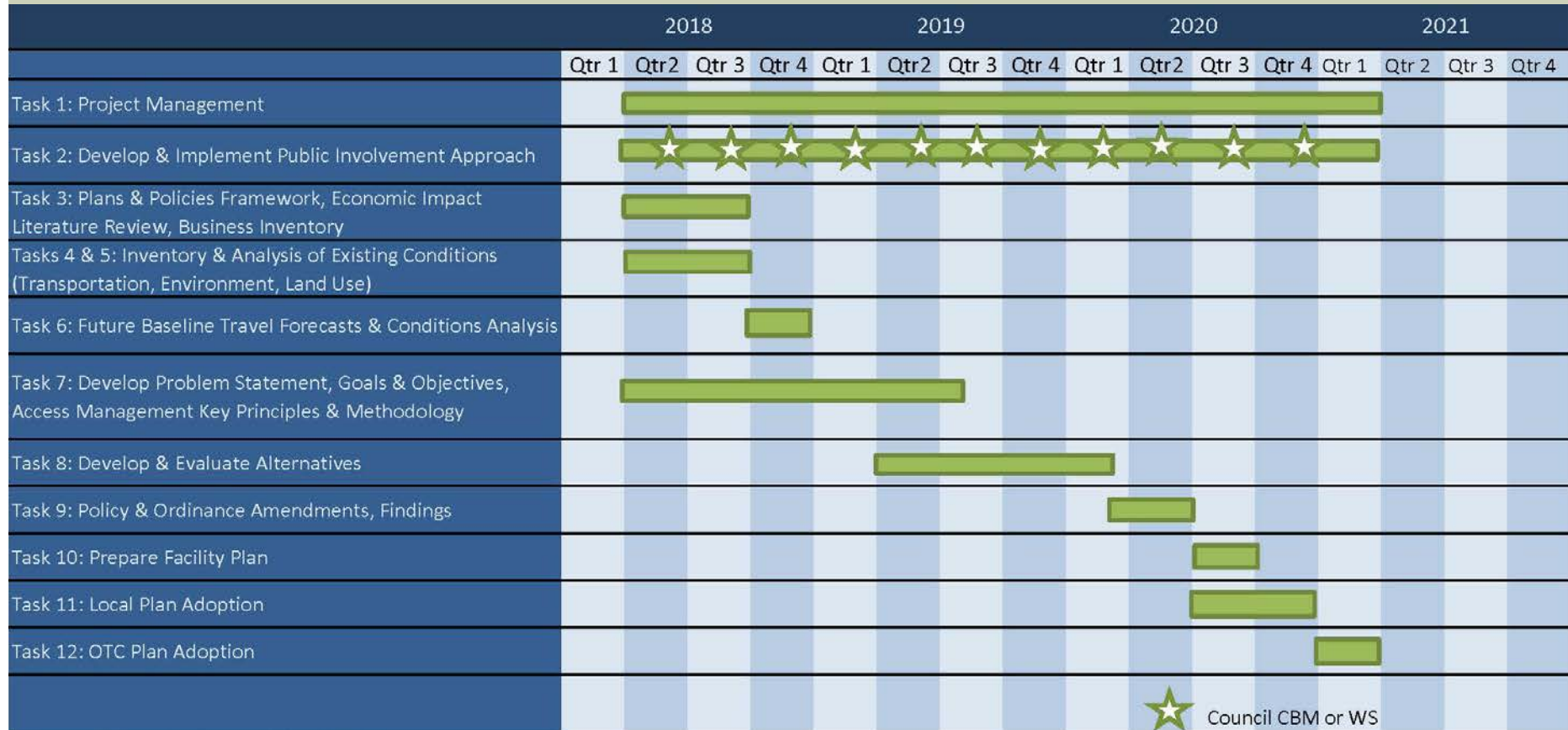
- Consultant team
- City staff
- ODOT staff



# FUNDING & STAFFING



# WORK PROGRAM





# WORK PROGRAM TASKS

## ■ Task 1:

- Coordination & review of assignments, monitoring of schedule & budget, provision of recommendations & decisions.

## ■ Task 2:

- Conduct research and develop Public Outreach & Engagement Plan to guide outreach.
- Implement public process to gain input throughout project.

## ■ Task 3:

- Plan & Policy Framework
- Economic Impact Literature Review
- Business Inventory



# WORK PROGRAM TASKS

- **Task 4:**
  - Inventory existing transportation conditions & analyze existing traffic conditions.
  
- **Task 5:**
  - Identify land use & environmental constraints to understand potential issues to address in greater detail during Plan implementation.
  
- **Task 6:**
  - Forecast future traffic volumes & analyze 'No Build' future transportation conditions.

# WORK PROGRAM TASKS

- **Task 7:**
  - Develop Problem Statement, Goals and Objectives.
  - Develop Key Principles & Methodology to address evaluation of highway access during/after Plan implementation.
  
- **Task 8:**
  - Develop & evaluate transportation system alternatives and facilitate selection of preferred alternative.

# WORK PROGRAM TASKS

- **Task 9:**
  - Policy & Ordinance Amendments, Findings
  
- **Task 10:**
  - Prepare Facility Plan documenting findings of work performed.
  
- **Task 11:**
  - Local agency Plan adoption process
  
- **Task 12:**
  - OTC Plan adoption process

# STAKEHOLDER INVOLVEMENT

## ■ Public Input

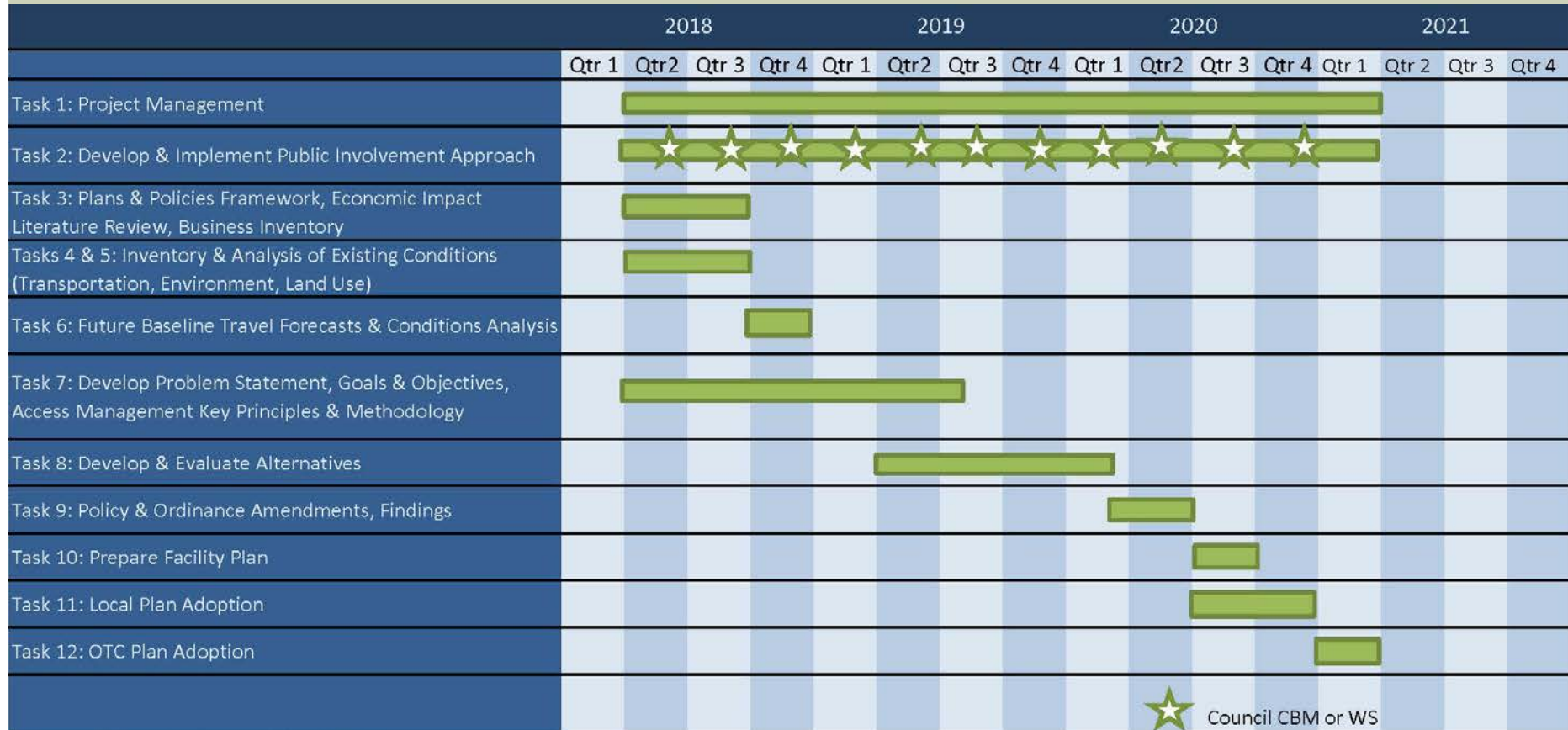
- Outreach & Engagement Plan will include:
  - ✓ Advisory & Governance Bodies
  - ✓ Community Engagement
  - ✓ Stakeholder Outreach
  - ✓ Public Information



## ■ Technical Input

- Technical Advisory Committee: provides technical input for Plan, ensures consistency with adopted plans & current planning efforts
- ODOT, City, LTD, District #19, SUB, DLCD

# PROJECT SCHEDULE



# NEXT STEPS

- Complete ODOT procurement process
- Finalize IGA with ODOT
- ODOT Notice to Proceed
- Formally launch project



# QUESTIONS ???

