

RESOLUTION  
ACCEPTING THE SPRINGFIELD MAIN-MCVAY TRANSIT STUDY  
AND RECOMMENDATIONS  
BY THE BOARD OF DIRECTORS OF LANE TRANSIT DISTRICT

**WHEREAS**, the stated Main-McVay Transit Study problem statement, prepared by the Stakeholder Advisory Committee and approved by the Governance Team (on September 4, 2014), is that the Main-McVay Corridor is an L-shaped Corridor extending from 69th Street on Main Street to Lane Community College on McVay Highway, is composed of the Main Street Segment and the McVay Highway Segment which are major transit corridors that connect at Franklin Boulevard and McVay Highway and with other transit service at the Springfield Transit Station; and while part of an overall corridor, have differing issues and concerns that were addressed in the study; and

**WHEREAS**, on the Main Street Segment, transit Service on Main Street is hindered by overcrowded buses, increasing transit travel time and operating costs caused by signal and passenger boarding delays, and safety and security issues for passengers accessing buses at transit stops that are poorly lit and not located at signalized street crossings, which, if not addressed, these issues are anticipated to worsen in the future as the corridor's population, employment, and transit ridership increase; and

**WHEREAS**, on the McVay Highway Segment, transit service on McVay Highway is hindered by poor pedestrian access, service demand primarily limited to the school season and weekdays, rider security and safety concerns for passengers accessing buses at transit stops that are poorly lit and not located at signalized street crossings, and the unfunded need to improve the congested I-5 interchange, which, if not addressed, these issues are anticipated to worsen in the future and the transit system in this segment will not be positioned to handle the higher density development within and adjacent to the McVay Highway Segment planned for in the recently adopted Glenwood Refinement Plan; and

**WHEREAS**, the stated purpose of the Main-McVay Transit Study, prepared by the Stakeholder Advisory Committee and the Governance Team, reviewed by the Springfield City Council (on July 7, 2014) and the LTD Board of Directors (on July 16, 2014), and approved by the Governance Team on September 4, 2014, is to identify a range of transit improvements in the Main-McVay Corridor that provide improved mobility and transportation choices to residents, businesses, visitors, and commuters, which are consistent with regional plans and the community's long-term vision and goals for the area and result in improved regional connectivity and equitable transit access to destinations such as employment, educational institutions, shopping, appointments, and recreational opportunities for area residents; and

**WHEREAS**, the stated purpose of any project improvements is to strive to enhance the safety and security of the Corridor; improve the integration of walkers, cyclists, transit riders, autos, and freight along and through the Corridor; and improve connections to and from adjacent neighborhoods; to support local, regional, and state plans and goals for land use and transportation; to support efforts in the Main-McVay Corridor aimed at encouraging economic revitalization and land use redevelopment; and to support plans and programs to create Main Street and McVay Highway identities and improve aesthetics on the Corridor, making it an attractive place to live, work, and shop; and

**WHEREAS**, stated objectives of the Main-McVay Transit Study include improving corridor transit service; meeting current and future transit demand in a cost-effective and sustainable manner; supporting economic development, revitalization and land use redevelopment opportunities for the corridor; enhancing the safety and security of the corridor; and enhancing other modes of travel; and

**WHEREAS**, this project was partially funded by a grant from the Federal Transit Administration (FTA); and

**WHEREAS**, on June 7, 2013, the Board entered into an agreement with the Springfield City Council to conduct the Main-McVay Transit Study; and

**WHEREAS**, between June and September 2013, the City of Springfield ("City") and Lane Transit District ("LTD") conducted stakeholder and public outreach, including community conversations, to seek input from the community on issues to be addressed in the study and transit options that could solve those problems; and

**WHEREAS**, between June 2013 and May 2015, the City and LTD sought to engage the community through regularly provided Study information to more than 500 members of the public through electronic mail updates, participating in events for other Main Street projects, presenting at civic organizations, and accepting written comments at committee meetings and through the Study website; and

**WHEREAS**, the City and LTD formed a Stakeholders Advisory Committee(SAC) intentionally composed of individuals with a wide range of backgrounds, geographic diversification, and interest in the Committee's charge, including citizens at large, businesses, property owners, advocacy groups, seniors and people with disabilities, trucking and freight, education, bicycle and pedestrian representatives, and public agencies; and

**WHEREAS**, the stated role of the SAC was to engage in informed discussion on topics as assigned by the Governance Team (GT); recommend a Problem Statement, Purpose & Need Statement, and Goals and Objectives and related evaluation criteria; review all technical supporting documents on the range of corridor transit options; allow for all points of view to be expressed in SAC meetings and to give serious consideration to the wide ranging opinions of others while evaluating the merit of differing points of view to develop well-reasoned advice to the GT; come well prepared to every meeting; and recommend to the GT a draft range of mode options, a draft range of alignment options, and a narrowed range of most promising transit solutions to be studied further; and

**WHEREAS**, between May 2014 and February 2015, the SAC held 10 meetings to consider Study information and make recommendations to the GT; and

**WHEREAS**, the Governance Team (GT) is made up of leadership from the City of Springfield, Lane Transit District, and the Oregon Department of Transportation; and

**WHEREAS**, it is the stated role of the GT to appoint the SAC membership; set the project schedule and outcomes; consider the Study's technical information, the SAC's recommendations and minority views, and community input in making Study decisions; and advance major Study elements to the Springfield City Council and LTD Board of Directors for final decisions; and

**WHEREAS**, the Study team conducted data collection, field work, and analysis to prepare the Main-McVay Transit Study Baseline Existing and Future Conditions Report, which summarized transportation and environmental background information for 17 transportation, land use, and environment topics and identified opportunities and constraints for transit improvements in the Main-McVay Corridor; and was used by the Study team, SAC, and GT in developing conceptual transit solutions for evaluation and consideration; and

**WHEREAS**, the SAC and GT determined that the Study should consider fixed-route bus, enhanced bus, and bus rapid transit (BRT) modes and eliminate from consideration rail-based transit modes based on studies that concluded BRT was a more cost effective high capacity transit mode than urban rail modes for the Eugene-Springfield metro area; and

**WHEREAS**, between the summer of 2014 and fall of 2014, the SAC and GT developed a range of transit solutions in the Main-McVay Corridor for consideration in the Study; 25 transit solutions included variations on fixed-route service, enhanced bus service and BRT for service, lane configurations, routing, termini and station locations; and

**WHEREAS**, the Study team conducted a screening-level evaluation of the 25 proposed transit solutions in the Main-McVay Corridor with the purpose of gauging whether a transit solution addressed the Study's Purpose and Need and Goals and Objectives using 19 evaluation criteria, and documenting the findings in the Main-McVay Transit Study Tier I Screening Evaluation Report; on September 30, 2014, the SAC recommended that 7 transit solutions be eliminated from further study and that 18 transit solutions be advanced to the next level of evaluation; and on October 9, 2014, the GT concurred with the SAC recommendation to advance 18 transit solutions for further study; and,

**WHEREAS**, the Study team conducted a more in-depth evaluation of the 18 transit solutions advanced for further study to determine how well each of the transit solutions addressed the Study's Purpose and Need and Goals and Objectives using 19 evaluation criteria and documenting the findings in two separate reports, the Main-McVay Transit Study Tier II Screening Evaluation Report - Part A and Part B; on October 28, 2014, the SAC made recommendations related to BRT station spacing, BRT routing on the eastern end of Main Street and the eastern terminus, and BRT routing on the downtown section of Main Street; on November 18, 2014, the GT reviewed the SAC's progress in developing a most promising range of transit solutions; and

**WHEREAS**, on December 9, 2014, based on the more in-depth evaluation of the 18 transit solutions advanced for further study and documented in the Main-McVay Transit Study Tier II Screening Evaluation Report - Part A and Part B, the SAC made recommendations related to Enhanced Bus options, BRT routing on the southern section of McVay Highway, BRT service options, and BRT lane configurations;

**WHEREAS**, the Study team combined the various transit solution elements recommended by the SAC on October 28 and December 9, 2014, to prepare a draft range of most promising transit solutions; the SAC considered the draft range of transit solutions in December 2014 and January 2015; and on January 27, 2015, the SAC recommended a range of most promising transit solutions for Main Street and McVay Highway including a No Change option for the Corridor; and

**WHEREAS**, the GT reviewed the technical studies, the SAC recommended range of most promising transit solutions for Main Street and McVay Highway including a No Change option for the Corridor, and community input and, on February 19, 2015, the GT recommended to the Council a range of most promising transit solutions for further study in the Main-McVay Corridor; and

**WHEREAS**, the Main-McVay Transit Study is a screening-level evaluation of transit options to aid the Council in determining if there are promising transit solutions for the Main-McVay Corridor warranting further study; and

**WHEREAS**, if the LTD Board of Directors and the Springfield City Council ("Council") determine there are promising transit solutions warranting further study, the Main-McVay Transit Study would be the first phase in a multi-phase study to determine the preferred transit solution for the Main-McVay Corridor; and

**WHEREAS**, Main Street is the "heart" of the Springfield community, and five projects have been planning concurrently about the future of Main Street collectively called "Our Main Street"; and

**WHEREAS**, the Main-McVay Transit Study is one of those five projects and developed short-term and long-range goals for transportation choices on Main Street between McVay Highway and 69th Street and on McVay Highway between Franklin Boulevard and the Lane Community College campus that are coordinated with the other four "Our Main Street" projects; and

**WHEREAS**, the Main-McVay Transit Study considered the Main Street Corridor Vision Plan's activity nodes and redevelopment opportunity sites that are mutually supportive of potential future transit system improvements, consistent with Springfield Comprehensive Plan Residential Land Use and Housing policies; and

**WHEREAS**, the vision identified in the Main Street Corridor Vision Plan is a source of broad public input to inform the Main-McVay Transit Study and subsequent design of potential transit improvements in the Main-McVay Corridor; and

**WHEREAS**, while the Main-McVay Transit Study recommendations identify a range of most promising transit solutions, the Main-McVay Transit Study is not binding on Council but rather will provide information to aid Council in determining whether to advance a range of transit solutions for further study; and

**WHEREAS**, the potential projects suggested in the Study do not represent any decisions by LTD or the City of Springfield to fund or participate in projects, programs, and redevelopment projects; and

**WHEREAS**, the City Council of the City of Springfield passed a resolution on May 18, 2015, to advance the GT's recommended range of most promising transit solutions in the Main-McVay Corridor for further study.

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Lane Transit District Board of Directors adopts the draft Main-McVay Transit Study reports attached hereto as Exhibit A; and
2. The Lane Transit District Board of Directors accepts the Governance Team's recommended range of most promising transit solutions and associated recommendations attached hereto as Exhibit B; and
3. This Resolution shall take effect upon its adoption by the LTD Board of Directors.
4. The LTD Board thanks the project management team, Stakeholder Advisory Committee, and the consultant team for working with the community to prepare the Main-McVay Transit Study.

**ADOPTED** by the Board of Directors of the Lane Transit District this 20th day of May, 2015, with a vote of \_\_\_\_ For and \_\_\_\_ Against.

  
LTD Board President