

Sounding Board #3 Summary

September 1, 2015

Attendance

Sounding Board Members:

Jeff Mills, Planning Commission

Bree Nicoletto, Planning Commission

Rick Satre, EmX Steering Committee

Eliza Kashinsky, BPAC

Renee Mulligan, Lane County Public Health

Tim Shearer, LTD Accessible Transportation

Peter Barron, LTD Accessible Transportation

John Jaworski, Planning Commission

Alexis Biddle, EmX Steering Committee

Philip Carrasco, Human Rights Commission

Seth Sadofsky, BPAC

Staff:

Chris Henry, City of Eugene

Terri Harding, City of Eugene

Sasha Luftig, LTD

Kristin Hull, CH2M

Ellen Currier, LTD

1. Introductions and welcome – Hull

Kristin welcomed the Sounding Board and reviewed the agenda.

2. Project update – Luftig

Sasha told the Sounding Board that the Centennial Boulevard portion of the Martin Luther King, Jr. Boulevard/Centennial Boulevard corridor has been set aside because City of Springfield does not have the resources available to consider transit enhancements on Centennial Boulevard at this time. She told the group that MovingAhead will only develop EmX and Enhanced Corridor options within the City of Eugene. She also noted that improvements to bus service on Martin Luther King, Jr. Boulevard may result in increased service frequencies on Centennial Boulevard depending on service planning decisions.

3. Public outreach to date -- Currier

Ellen reviewed the public outreach to date. She explained that the project team had attended community events throughout July and August to gather input and encourage people to complete the online survey. Kristin told the group that response to the online survey had been strong, particularly after the article on the project in the *Register Guard* last week. She said that River Road and Coburg Road corridors had the most completed surveys. Ellen encouraged the group to help publicize the September 14 open house and online comment opportunity.

4. Screening results and Sounding Board input – Hull

Kristin reviewed the EmX and Enhanced Corridor options for the 6 study corridors. She said that these concepts were developed based on public input and are examples only; design for any EmX corridor is likely to combine elements of exclusive bus lanes, business access and transit lanes and mixed traffic.

The group discussed the Coburg Road Corridor and wondered if there was really room for an EmX lane between I-105 and Harlow Road. Kristin said that this was in the realm of possibility though it would likely require right-of-way acquisition. Sounding Board members generally agreed that EmX on Coburg Road would be ideal and suggested that narrowing travel lanes might help to fit more in the right-of-way.

The group discussed the Martin Luther King, Jr. Boulevard Corridor. One Sounding Board member asked if it would be possible to look at some improvements for days when there were events at Autzen Stadium in conjunction with an Enhanced Corridor. Another member said that she did not think EmX made sense with the truncated corridor, but was disappointed since EmX on Martin Luther King, Jr. Boulevard would serve multifamily housing.

When discussing the evaluation matrix, the group discussed the transit ridership numbers. Kristin explained that the ridership numbers are based on model forecasts not existing ridership. A member asked if the team could do an analysis of land values and redevelopment potential. A member noted that populations in the Highway 99 corridor have worse health outcomes than in other parts of the city, so service to that area might be particularly important.

The group discussed the costs and benefits of EmX as compared to Enhanced Corridor. A member noted that LTD could implement Enhanced Corridors in all corridors for the same investment as one EmX line. Sasha explained that EmX has other benefits including the creation of a permanent transit route that can spur other investment, more reliable travel times, more frequent headways, and the ability to leverage federal funding. A Sounding Board member noted that the branding associated with EmX matters to people and impacts choices like where to buy a house. Another member noted that people using mobility devices have an easier time using EmX than fixed route transit.

The group discussed bike access on EmX. Sasha explained that new buses have the same bike capacity as existing buses. She explained that LTD is trying to address issues related to carrying bikes on buses with a regional bike parking strategy and partnering to bring bike share to the region.

When the group discussed input to provide to the Oversight Committee, they agreed that:

- River Road, Coburg Road, 30th Avenue-Lane Community College, and Highway 99 were the most important corridors to advance. Several members noted that Highway 99 was particularly important to advance because of social equity concerns.
- Martin Luther King, Jr. Boulevard should be advanced as an Enhanced Corridor as part of MovingAhead if possible.
- It is important to look how to “right size” travel lanes in each corridor. In some cases, narrower lanes might allow more room for transit, bike or pedestrian facilities.

5. Next meeting

LTD will follow up with a doodle poll for the next meeting date.