

## **Sounding Board #1 Summary**

May 4, 2015

### **Attendance**

Alexis Biddle: EmX Steering Committee

Rick Satre: EmX Steering Committee

Bill Randall: Planning Commission

John Barofsky: Planning Commission

Carolyn Stein: Sustainability Commission

Sue Wolling: Sustainability Commission

Edward Goehring: Human Rights Commission

Eliza Kashinsky: BPAC

Seth Sadofsky: BPAC

Brian Johnson: Lane County Public Health

Peter Barron: LTD Accessible Transportation

Tim Shearer: LTD Accessible Transportation

Staff:

Chris Henry, City of Eugene

Terri Harding, City of Eugene

Sasha Luftig, LTD

Kristin Hull, CH2M

### **1. Introductions and welcome – Luftig**

Sasha welcomed the Sounding Board and asked member to introduce themselves and tell the group what part of MovingAhead excited them most.

- Sasha: Integrating investments in biking, walking and transit
- Terri: Tangible example of integrating land use and transportation plans
- Alexis: System-wide approach
- Tim: Communities working together to develop accessible transportation options
- Carolyn: More options for getting people out of their cars
- Bill: Integrate all modes
- Pete: Plan for all modes – rolling, biking, busing
- Seth: Get consistency in the system
- Sue: More new people that recognize that there are alternatives to driving alone
- Rick: Thinking big picture and long term

- John: Integration of land use and transportation plans and looking across modes
- Eliza: Realistic transportation options
- Brian: Improve health by planning for active modes
- Edward: Planning for all users including those using mobility devices and an aging population
- Chris: Build infrastructure that creates safe, accessible communities for the future
- Kristin: Work with community to develop options that serve your needs and are supported by community members

## 2. Overview – Luftig/Henry

Sasha began by providing an overview of the project. She explained that the MovingAhead process provides efficiency by including a system-level NEPA review. She said that MovingAhead build on other plans and that the Frequent Transit Network refers to transit routes with 15 minute or shorter headways. Terri explained that Envision Eugene Key Corridors are places identified for compact development. As Chris reviewed the decision structure, he noted that Springfield is not a formal decision maker in this process.

Sasha described the fatal flaw screening process and reviewed the 7 corridors to be studied in MovingAhead. A Sounding Board member asked why Highway 99 ended at Barger Road rather than continuing to Beltline Highway. Sasha responded that the Barger Road area had more transit demand. Another Sounding Board member confirmed that, in his experience as a taxi driver, the Barger Road area was a more important destination. A Sounding Board member asked why Beltline Highway was included noting that it is different than the other corridors. Sasha explained that it would serve as a connector and may function differently than other corridors. Chris noted that LTD may reconsider the hub/spoke system in the future.

Sasha reviewed the timeline and outcomes for MovingAhead and said that this project would be complete in summer 2016.

At the conclusion of the presentation, Kristin asked the Sounding Board for comments and questions.

- Be careful to include ADA in the discussion of modes.
- Like that this sounds like a discussion of nodal communities.
- Transit on Beltline Highway could connect nodes.
- How was LTD's frequent transit network developed? Why is Willamette Street excluded?
  - Chris explained that the community felt that Willamette Street was not a good place for EmX during the South Willamette Street process.
- The process should look at future ridership – not just current ridership.

## 3. Charge and protocols – Hull

Kristin reviewed the charge and protocols. Committee members agreed that the proposed protocols made sense.

## 4. Multimodal toolbox – Luftig/Henry

Sasha reviewed the spectrum of transit modes including fixed route service, enhanced corridors and EmX. A member asked what keeps LTD from increasing headways on fixed route service (as compared

to enhanced corridors or EmX). Sasha explained that cost is the limiting factor because it takes more buses to maintain the same headways as corridors become more congested. Another member noted that transit corridors generally accommodate pedestrians but not cyclists.

Chris reviewed the cross sections and mid-block crossing concepts. He noted that this process will help us explore which modes are most important in each corridor. A member asked if multiway boulevards might be considered. Chris responded that multiway boulevards are not off the table but that he did not see a good place for one right now. Another member noted that it looks like the process is constrained to looking only at existing right-of-way.

## **5. Outreach**

Kristin briefly reviewed outreach tools and discussed the May workshops. She asked Sounding Board members for ideas about outreach for the workshops. Several members agreed to distribute leave behind cards and to post information to social media. A member asked that LTD create FaceBook event pages for each workshop. Other groups suggested included:

- Our Money Our Transit
- GreenLAne
- Home Builders Association
- Eugene Chamber Greeters

## **6. Next meeting**

The group discussed meeting dates and asked LTD to send a Doodle Poll for June 22, 23 and 29 since there was not a date that worked for everyone.