

# Memorandum

**Date:** December 30, 2010  
**To:** Joint Locally Preferred Alternatives Committee  
**From:** John Evans, Lane Transit District  
Lynda Wannamaker, Wannamaker Consulting  
**Re:** Overview of Remaining Work Sessions

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The following is an overview of our anticipated efforts during your remaining three work sessions. If, after reviewing this memo, you have any concerns about the process and suggested modifications or other information important to the process, please contact us right away.

## Work Session #3

The majority of our time during the January 6, 2011 work session will be spent on beginning the process to develop a locally preferred alternative (LPA). In preparation for the meeting, the following is a summary of the process we will use during the work session. Included in this memo are several work sheets that you may use to prepare for the upcoming work session, if desired.

## Alternatives Recommendations and Advice (Work Session #3, Agenda Item 2)

The project team will review with you any LPA recommendations or advice received since the last meeting on December 2. We have advice from the WEEE Corridor Committee regarding relative values of the Measures of Effectiveness (MOEs); this advice is summarized in a memo included with your pre-meeting information package emailed to you on December 17. Also sent to you on December 17 are a recommendation from the Eugene Chamber and a letter from the West Eugene Collaborative regarding considerations for West Eugene.

The EmX Steering Committee will be meeting on January 5<sup>th</sup>, the day before our work session #3. The Steering Committee is expected to develop an LPA recommendation for the LTD board as part of their meeting. The results of the Steering Committee meeting will be reported to the Joint LPA Committee during work session #3. It also is our understanding that several other organizations and committees will be submitting recommendations or advice in mid January 2011 (prior to Work Session #4), including the WEEE Project Manager Group and the City's CLUTAC.



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### **Public Comments (Work Session #3, Agenda Item #3)**

In your December 17 meeting package, you received copies of public comments and questions. Because of time limitations, during the work session the project team will address several key comments and questions received and the remaining comments and questions are addressed in a memo included with your meeting package. If you are receiving comments or questions that you would like for us to prepare a response to, please let us know as soon as possible so that we can conduct any necessary research and be prepared to share the results and information with the Committee.

### **Weighting, Ranking and Trade-Offs (Work Session #3, Agenda Item #4)**

During this period in the work session, we will have just over two hours to develop mitigated alternatives for consideration as the preliminary LPA. In order to be most efficient with your time, at the end of this memo, we have provided a list of considerations to help you prepare for the work session.

### ***Mitigation Concepts and Data Review***

Per your direction at the December 2 work session (#2), the project team has further developed mitigation of two BRT alternatives and analyzed these two mitigation concepts. The project team will review the resulting updates to the “Key Results” data based on additional modeling and mitigation concept refinement. Updated figures will also be reviewed and discussed. The two mitigation concepts are:

- Alt #3 MC – This mitigation concept is based on Alt #3 (W 13<sup>th</sup>/11<sup>th</sup> with Frontage Alley Design Option)
- Alt #5 MC – This mitigation concept is based on Alt #5 (W 6<sup>th</sup>/7<sup>th</sup> with Charnelton Two-Way, Reassign-A-Lane Design Options)

Because there are continuing questions about the TSM option, part of this time will include a review of the TSM option (what it is and why we have it in the analysis).

### ***Mode***

At the December 2 work session, there was a request to review the Mode decision. The project team will briefly review the historical efforts leading to the decision to implement BRT as part of the regional transportation strategy, the continuing affirmation of this decision through adoption of the regional transportation plans, and FTA’s review of this decision. The project team will also briefly discuss recent consideration of adding another mode to enhance economic development opportunities and the robustness of our transit system.

### ***Eliminating and Advancing Alternatives (1)***

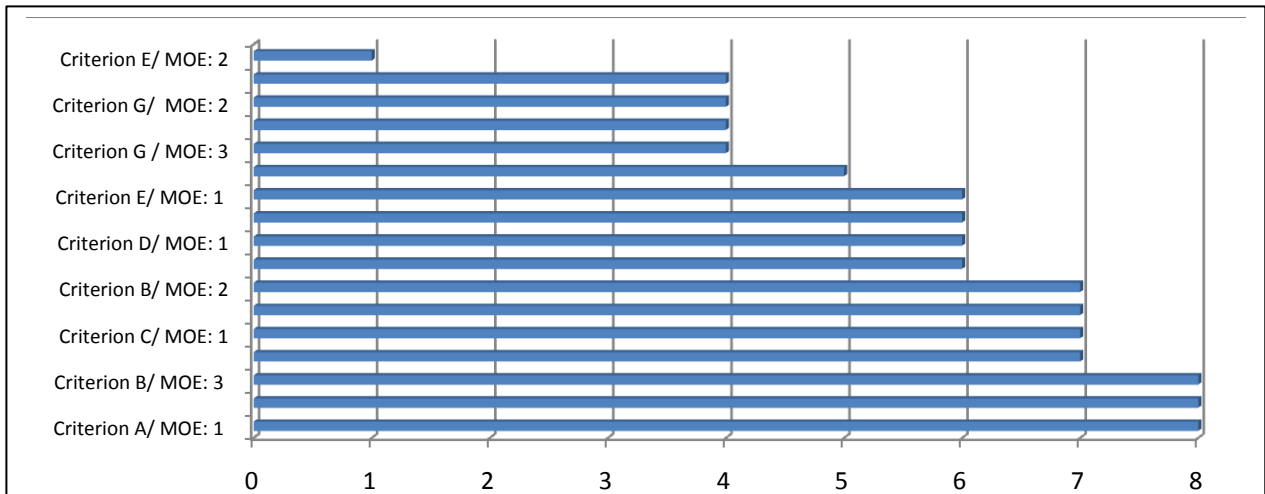
- You will be asked if, based on the review of the mitigation concepts and updated “Key Results” data, there are any alternatives that you can unanimously eliminate from further consideration.
- Alternatives not eliminated will be advanced to the next discussion – “Weighting MOEs and Ranking Alternatives”.
- Because the No-Build Alternative is required in the environmental review, the project team will ask you to consider advancing the No-Build Alternative to the environmental review and eliminating it from further discussion in the worksession.

### Weighting MOEs and Ranking Alternatives

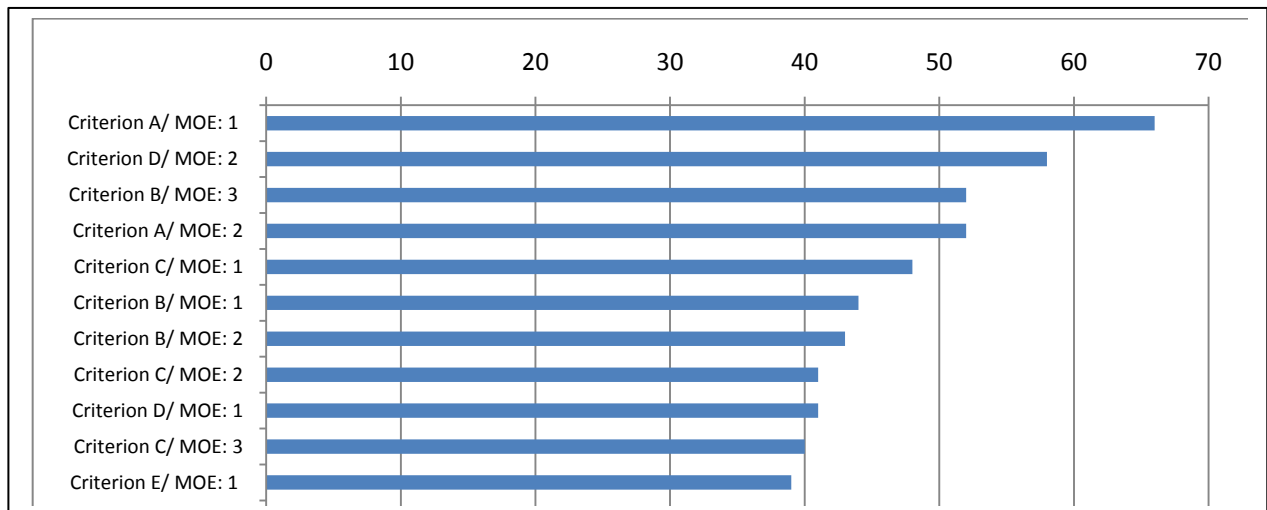
- You will be asked to assign a relative value to the MOEs, based on a scale of High, Medium and Low, indicating the relative importance of the MOEs. At the end of this memo, worksheets are provided for your use.
- The project team will tabulate and sum your scores and present the information back to you in several different ways:
  - Distribution of raw scores** – indicating the total number of “Low”, “Medium” and “High” relative values assigned to each MOE.

Criterion / MOE	Low	Medium	High	L+M+H
Criterion 1: Improve customer convenience / MOE: Round trip transit travel time between select origins and destinations	X	Y	Z	8
Criterion 1: Improve customer convenience / MOE: Ridership	A	B	C	8
Criterion 2: Improve operating and other efficiencies / MOE: Cost Per Boarding	X	Y	Z	8
Criterion 2: Improve operating and other efficiencies / MOE: Operating hours of regular service replaced by EmX within Corridor	A	B	C	8
Criterion 2: Improve operating and other efficiencies / MOE: Ability to support overall BRT System Plan	X	Y	Z	8
Criterion 3: Support planned land use / catalyst for planned transit-oriented development / MOE: Vacant and redevelopable land near alignment	A	B	C	8
Criterion 3: Support planned land use / catalyst for planned transit-oriented development / MOE: Number of mixed use centers (land use nodes) served by	V	V	Z	8

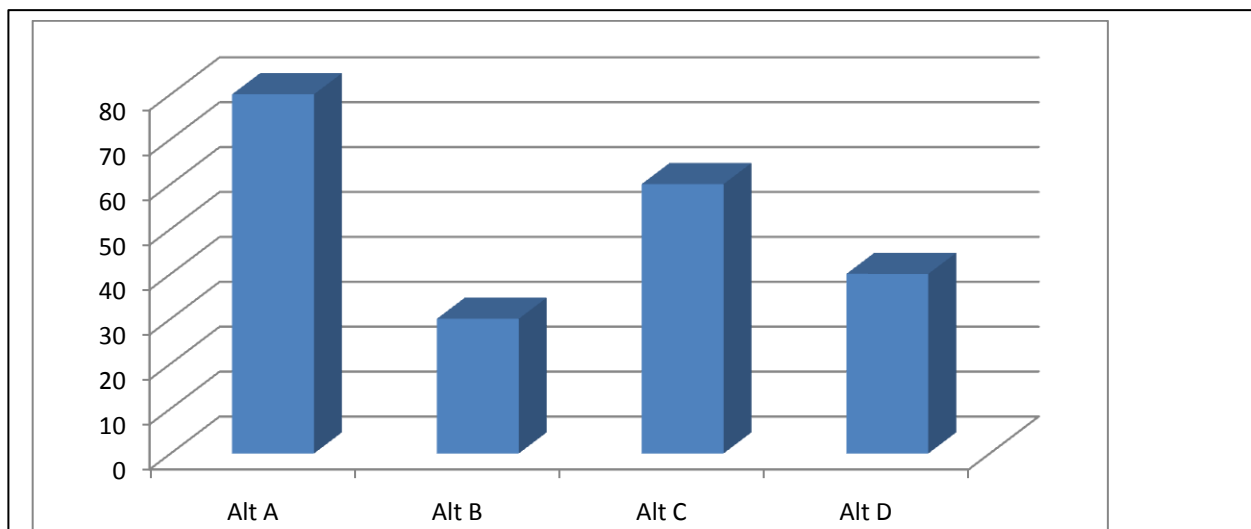
**Ordered sum of MOEs by “High” raw scores** – one indication of which MOEs have the highest relative importance. Using the totals from above, order the MOEs from those receiving the greatest number of “High” scores to those receiving the fewest number of “High” scores.



- Weighted sum of MOEs** – another indicator of which MOEs have a higher relative importance. Using the raw score data, the project team will assign a weight to each relative value to further differentiate the relative values between MOEs. A factoring scale of 1 to 5 will be used where a “High” value will be multiplied by 5, a “Moderate” value will be multiplied by 3 and a “Low” value will be multiplied by 1. Once multiplied by the factor, all of the scores will be summed and the MOEs will be ordered by total weighted sum. This alternative method can result in a different order of relative importance.



- Ranking of alternatives by relative values** – applying the unweighted relative importance values to the ratings from the technical team will result in a ranked order of the alternatives based on your rating the relative importance of the MOEs.

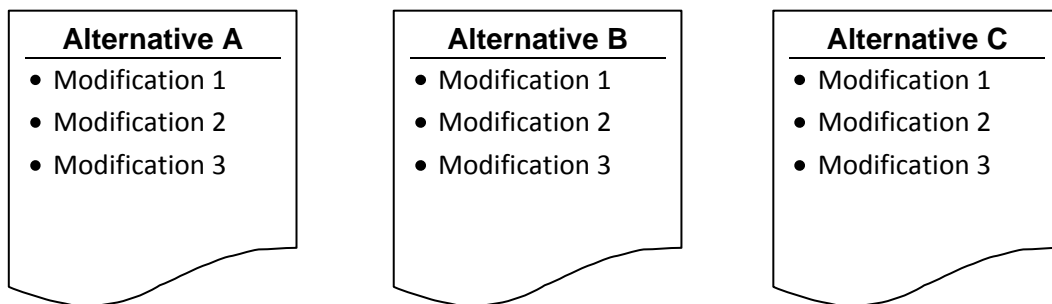


### ***Eliminating and Advancing Alternatives***

- You will be asked if, based on the results from the relative values weighting, there are any alternatives that you can unanimously eliminate from further consideration.
- Alternatives not eliminated will be advanced to the next discussion – “Trade-Offs of Benefits and Impacts”.
- If the No-Build Alternative is still being considered at this point in the discussion, the project team will again ask you to consider advancing the No-Build Alternative to the environmental review and eliminating it from further discussion in the worksession.

### ***Determining Most Viable LPA Options (Trade-Offs of Benefits and Impacts)***

- For each of the remaining alternatives, you will be asked to identify what must be modified or mitigated for you to select that alternative as the LPA.
- You will also be asked to identify any alternatives that, *regardless of mitigation*, you cannot advance as an LPA. You will also be asked to describe why you cannot advance the alternative as the LPA. This will allow us to focus on the issues requiring solutions.



- In advance of the work session, the project team will identify modifications or mitigation that the public has requested we consider; the trade-off chart (below) will be completed and this information will be reviewed with you.
- Several project team members will be available to discuss the trade-offs of the modifications (based on the lists you develop during the work session) and provide information for you to determine if the benefits of the modifications outweigh any potential adverse effects of the modifications. Committee members will be asked if the modifications should remain, be changed or be eliminated.
- This process will be repeated for each alternative until the Committee determines that an alternative should be eliminated from further consideration or that the mitigated alternative should be advanced for refinement.

<b>Trade-Offs Chart: Alternative A</b>				
What is needed to make this alternative an LPA?	Can it be done?	Trade-Offs	Given the trade-offs, is this an acceptable modification?	
			Yes	No
Modification 1	Yes / No	<ul style="list-style-type: none"> <li>Trade-off 1</li> <li>Trade-off 2</li> </ul>	# Yes's	#No's
Modification 2	Yes / No	<ul style="list-style-type: none"> <li>Trade-off 1</li> </ul>	# Yes's	#No's
Modification 3	Yes / No	<ul style="list-style-type: none"> <li>Trade-off 1</li> <li>Trade-off 2</li> <li>Trade-off 3</li> </ul>	# Yes's	#No's

### **Next Steps (Work Session #3, Agenda Item #4)**

- After this work session, based on the agreed upon mitigation measures, the project team will refine the alternatives advanced for consideration and update key data.
- Prior to your work session #4 (scheduled for January 31), the project team will provide to you a package containing the refined mitigated alternatives, trade-off summary, and resulting effects on the following key factors:
  - Year 2031 Systemwide Boardings
  - Year 2031 Estimated Transit Travel Time
  - Capital Costs
  - Year 2031 Operating Costs
  - Year 2031 Systemwide Operating Cost per Boarding
  - Potential Property Acquisitions
  - Transit Priority Lanes
  - On-Street Parking Potentially Displaced
  - Number of Trees Potentially Removed
  - Other key factors identified by the Committee

### **Work Session #4**

- At work session #4, the project team will review with you the refined mitigated alternatives, trade-off summary, and resulting effects on key factors.
- Based on these results, you will be asked if
  - Any alternatives can unanimously be eliminated from further consideration?
  - Any alternative can unanimously be selected as the preliminary LPA?
- If there is more than one alternative remaining for consideration, we will begin the process to determine additional modifications and trade-offs to reach a unanimous selection of the preliminary LPA.

## Public Hearing

- The preliminary LPA you have developed will be published for public review.
- LTD, the City of Eugene and the MPC will host two open houses; one several days before, and one on the day of (and just prior to) the public hearing. *We are structuring the format of these open houses as an opportunity for Joint LPA Committee members to have an informal dialogue with the community prior to the public hearing.*
- The joint public hearing will be structured to take public input about the preliminary LPA. All members of the LTD Board, the Eugene City Council and the MPC will be asked to participate in the joint public hearing on the preliminary LPA.
- All public feedback will be compiled and provided to you for your consideration.

## Work Session #5 (Final Work Session)

- Prior to your work session #5, the project team will provide to you a package containing a summary of modifications to the preliminary LPA suggested during the public review process, an assessment of the effects and trade-offs of any suggested modifications to the preliminary LPA, and resulting effects on key factors (previously identified in this memo).
- At work session #5, the project team will review the feedback and the assessment of the effects and trade-offs of suggested modifications.
- Based on the public feedback and assessment of suggested modifications, you will be asked:
  - What additional modifications must be made to the LPA to advance it to the deciding bodies?
- The No-Build Alternative will be advanced to the environmental review.

## Principles We Will Use in the Next 3 Work Sessions

To be most effective during these work sessions, we must all agree to:

- Be problem solvers
- Be partners in seeking a mutually acceptable transit solution
- Strive to determine the best possible and practicable solution that will improve the current and projected conditions in the West 11<sup>th</sup> Avenue Corridor
- Focus on developing modifications that resolve identified problems or issues
- If we become stuck, help identify what it will take to become “unstuck” and reach a mutually acceptable solution

## **What We Need from You**

- Consider the relative importance of the criteria and be prepared to indicate the relative importance at the Measure of Effectiveness level.
- For each alternative, consider
  - What issues must be resolved for you to select this alternative as the LPA?
  - What trade-offs between benefits and impacts are you willing to consider?
  - What modifications do you suggest that will solve the issues while balancing the trade-offs between benefits and impacts?
- Included with this memo, we have provided worksheets for you to use prior to the meeting, if you so choose.

**Relative Importance of Criteria at Measure of Effectiveness Level**

Criterion / MOE	Relative Importance		
	Low	Medium	High
Criterion 1: Improve customer convenience / MOE: Round trip transit travel time between select origins and destinations			
Criterion 1: Improve customer convenience / MOE: Ridership			
Criterion 2: Improve operating and other efficiencies / MOE: Cost Per Boarding			
Criterion 2: Improve operating and other efficiencies / MOE: Operating hours of regular service replaced by EmX within Corridor			
Criterion 2: Improve operating and other efficiencies / MOE: Ability to support overall BRT System Plan			
Criterion 3: Support planned land use / catalyst for planned transit-oriented development / MOE: Vacant and redevelopable land near alignment			
Criterion 3: Support planned land use / catalyst for planned transit-oriented development / MOE: Number of mixed-use centers (land use nodes) served by alignment			
Criterion 4: Accommodate future growth in travel / MOE: Population and employment density near alignment			
Criterion 4: Accommodate future growth in travel / MOE: Transportation mode shift			
Criterion 5: Consider mobility and safety needs / MOE: Interface with pedestrian, bicycle and vehicle facilities			
Criterion 6: Provide for fiscally stable system / MOE: Effect on fiscal stability of public transportation system			
Criterion 6: Provide for fiscally stable system / MOE: Overall cost effectiveness			
Criterion 7: Sensitive to natural and built resources / MOE: Potential for acquisitions and / or displacements of residents, businesses and parking			
Criterion 7: Sensitive to natural and built resources / MOE: Potential impact to street and landscape trees			
Criterion 7: Sensitive to natural and built resources / MOE: Likelihood of adverse impact to environmentally-sensitive natural resources			
Criterion 8: Support sustainability and efforts to reduce GHG / MOE: Ability to support sustainability policies			
Criterion 8: Support sustainability and efforts to reduce GHG / MOE: Potential to increase public transportation's share of trips			
These criteria were developed from the project's adopted Purpose and Need and Goal and Objectives. The MOEs were developed to assess the alternatives' consistency with the criteria, and some criteria have more MOE's than others (to better gauge effectiveness).			

**TSM Alternative**

What issues must be resolved for you to select this alternative as the LPA?	What trade-offs between benefits and impacts are you willing to consider?	What modifications do you suggest that will solve the issues while balancing the trade-offs between benefits and impacts?

**W13th Ave – W 11th Ave Alternative**

What issues must be resolved for you to select this alternative as the LPA?	What trade-offs between benefits and impacts are you willing to consider?	What modifications do you suggest that will solve the issues while balancing the trade-offs between benefits and impacts?

**W 6th / 7th Ave – W 11th Ave Alternative**

What issues must be resolved for you to select this alternative as the LPA?	What trade-offs between benefits and impacts are you willing to consider?	What modifications do you suggest that will solve the issues while balancing the trade-offs between benefits and impacts?

**W 6th / 7th Ave – W 7th PI Alternative**

What issues must be resolved for you to select this alternative as the LPA?	What trade-offs between benefits and impacts are you willing to consider?	What modifications do you suggest that will solve the issues while balancing the trade-offs between benefits and impacts?