



Public notice was given to
The Register-Guard for publication
on Friday, September 30, 2016

**LANE TRANSIT DISTRICT
EmX STEERING COMMITTEE MEETING
Tuesday, October 4, 2016
5:30 p.m. to 7:30 p.m.**

Please note meeting location:

LTD Board Room
3500 E. 17th Avenue, Eugene
(Off Glenwood Boulevard in Glenwood)

AGENDA

I. CALL TO ORDER

ROLL CALL

- | | | | |
|---|---|--|--------------------------------------|
| <input type="checkbox"/> Carl Yeh (Chair) | <input type="checkbox"/> Alexis Biddle | <input type="checkbox"/> Frannie Brindle | <input type="checkbox"/> Mike Eyster |
| <input type="checkbox"/> Gerry Gaydos | <input type="checkbox"/> Gary Gillespie | <input type="checkbox"/> Julie Grossman | <input type="checkbox"/> Dave Hauser |
| <input type="checkbox"/> Sid Leiken | <input type="checkbox"/> George Poling | <input type="checkbox"/> Rick Satre | <input type="checkbox"/> Sheri Moore |
| <input type="checkbox"/> Josh Skov | | | |

II. CHAIR'S COMMENTS (2 minutes)

III. AGENDA REVIEW (3 minutes)

IV. MINUTES (Action) (2 minutes)
Minutes from the August 4, 2016, meeting are attached for the Committee's review and approval.

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. EMX STEERING COMMITTEE RE-CHARTERING (35 minutes)

Staff will provide a summary of the work of the Re-chartering Subcommittee that was formed at the Steering Committee's last meeting. Subcommittee members will describe their work to develop a framework for the full Steering Committee's discussion of a new scope. Materials are attached summarizing the work of the Subcommittee as well as background on the Steering Committee's history.

VII. MAIN STREET – UPDATE (25 Minutes)

Phase 2 of the Main-McVay Transit Study seeks to identify a locally preferred solution to implement transit and safety investments along Main Street and McVay Highway. Funding has been allocated to a Main Street safety project that would explore the possibility of a raised center median. City of Springfield staff presented

details about the funding allocation to the City Council at its September 26 work session and discussed the implications for the Main-McVay Transit Study. At the Steering Committee Meeting, project staff from the City of Springfield and LTD will provide an overview of the City Council work session and discuss next steps for the Main-McVay Transit Study.

VIII. MOVINGAHEAD – UPDATE (25 minutes)

Project staff will provide an update of their work with stakeholders in determining if there are additional data needs for the MovingAhead performance measures evaluated as part of the project’s tradeoff analysis. Committee members will be encouraged to provide any additional feedback and direction at this time. Staff also will review the overall project schedule, the specific decisions that will come before the LTD Board and Eugene City Council, coming community engagement efforts, and the role of the EmX Steering Committee in coming project milestones.

IX. UPDATE ON CURRENT EmX OPERATIONS AND PROJECTS (10 minutes)

This packet includes an update on operation of the existing EmX service. Staff will provide brief progress reports on two activities that the EmX Steering Committee has been tracking:

- 1) Vision Zero
- 2) Eugene Bike Share

X. NEXT MEETING AND FUTURE MEETING AGENDA ITEMS (10 minutes)

The next meeting is scheduled for Tuesday, December 6, 2016. Possible topics for this and future meetings include the following:

Topics

XI. 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).

MINUTES OF MEETING
LANE TRANSIT DISTRICT
EmX STEERING COMMITTEE

Tuesday, August 2, 2016

Pursuant to notice given to *The Register-Guard* for publication on July 29, 2016, and distributed to persons on the mailing list of the District, the EmX Steering Committee for the Lane Transit District held a meeting on Tuesday, August 2, 2016, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

EmX Steering Committee

Present: Carl Yeh, Chair, LTD Board
Alexis Biddle, At Large
Frannie Brindle, ODOT
Mike Eyster, At Large
Gerry Gaydos, At Large (arrived 5:40 p.m.)
Gary Gillespie, LTD Board
Dave Hauser, Chamber of Commerce
Sid Leiken, Lane County Board of Commissioners
Sheri Moore, Springfield City Council
George Poling, Eugene City Council
Rick Satre, At Large (arrived 5:40 p.m.)
Josh Skov, At Large

Absent: Tammy Fitch, At Large
Julie Grossman, LTD Board
Sid Leiken, Lane County Board of Commissioners

LTD Staff A.J. Jackson, General Manager (via teleconference)
Tom Schwetz, Planning and Development Manager
Sasha Luftig, Transit Development Planner
Dan Tutt, Marketing Representative
Ashley Ziert, Administrative Assistant
Lisa VanWinkle, Project Communications Coordinator
Jeanne Schapper, Executive Office Manager/Clerk of the Board

Guests Gary Wildish, LTD Board
Rob Zako, BEST
Emma Newman, City of Springfield
Chris Henry, City of Eugene
Zack Galloway, City of Eugene
Bill Johnston, ODOT

I. CALL TO ORDER/ROLL CALL

Mr. Yeh called the meeting to order and called the roll.

II. CHAIR'S COMMENTS

There were no comments.

III. AGENDA REVIEW

There were no changes to the agenda.

IV. MINUTES

MOTION: Mr. Poling, seconded by Mr. Skov, moved to approve the June 2, 2016, meeting minutes as submitted.

VOTE: The motion passed unanimously, 10:0.

V. AUDIENCE PARTICIPATION

Mr. Yeh explained the procedures for offering comments to the Steering Committee.

Rob Zako, Eugene, representing Better Eugene-Springfield Transit (BEST), said that the EmX Steering Committee had been formed when bus rapid transit was a new technology; now it is no longer about the technology as EmX was a means for moving riders. He encouraged the Committee to focus on how LTD was serving riders and ways to improve that service. He commended the staff's report to the LTD Board on Vision Zero. He said that Portland's TriMet system had conducted a pedestrian network analysis, and the outcome identified 10 corridors in the Portland area where there were the most opportunities to improve safety for pedestrians. He said that similar information should be collected on LTD's system through the Vision Zero process in order to identify corridors where the most improvements could be made.

VI. BROADENING EMX STEERING COMMITTEE ROLES AND RESPONSIBILITIES

Mr. Schwetz said that this item was the continuation of the Steering Committee's discussion of LTD's 10-year implementation plan that was under development. He said the plan affected more than just EmX; it was many other things that were key to LTD's future success, including moving from a hub-and-spoke configuration to create more connectivity with the regular service. He said that the LTD Board had passed a motion directing staff to develop a broader range of responsibilities to better align the EmX Steering Committee collaboratively with the organization's needs.

Mr. Yeh encouraged an open discussion about the topic. He said that the Board was very interested in the evolution of the Steering Committee's role and the opportunity to utilize its strengths and possibly expand membership to further diversify community representation, particularly from riders.

Mr. Satre and Mr. Gaydos arrived at 5:40 p.m.

Mr. Skov agreed that the Steering Committee's composition could be diversified to include more segments of the community.

Mr. Hauser asked if broadening the Steering Committee's focus meant expanding beyond EmX and thinking more broadly about how to improve transit service generally. Ms. Jackson replied that the Board Service Committee reviewed the deployment of service on an annual basis. She said the Board was interested in a group that looked at the functions of the entire system, including EmX, and how they connected with the community. She said that the group should be inclusive and have key stakeholders/constituents at the table, including elected officials, businesses, and riders.

Mr. Hauser said that a broader involvement for the Steering Committee seemed a logical progression of its role and put the Committee in a position to think more holistically about the system and transit's role in the community.

Mr. Gillespie agreed that a broader role for the Steering Committee was appropriate. He hoped to see future discussions of connected routes and next steps to achieve future connectivity. He felt that taking a holistic approach to the system would re-energize the Committee.

Ms. Moore asked what representation from specific groups would be considered if Steering Committee membership was expanded. She said that sometimes a larger committee was not as effective, and she suggested that various members of the Committee could be assigned to obtain feedback from specific groups in the community. She asked if current members provided reports or feedbacks about the needs and concerns of the populations they represented, such as students or riders.

Mr. Eyster said that the Steering Committee's purpose should be to provide assistance and be of value to the LTD Board as a decision-making body. He cited the Budget Committee as an example of a group that recommended a budget to the Board for approval.

Mr. Skov suggested that the LTD Board members consider what additional advisory functions they would like to see the Steering Committee undertake. He said it was also essential to clarify what information would be communicated to the Board and how it would be conveyed. He liked the idea of broadening the Committee's role to consider transit more broadly and agreed with Mr. Hauser's comments. He added that the Steering Committee could explore a more clearly defined relationship with BEST and riders.

Mr. Satre questioned how representation could be diversified. He noted that the Committee was already a large group. With respect to broadening the Committee's role, he said that perhaps the role could mature and evolve with the system--although if it was no longer the EmX Steering Committee and became a steering committee for the whole array of transit, that could mean a loss of focus and effective input to the Board. There was still significant EmX planning occurring.

Mr. Yeh asked if there was interest in expanding Steering Committee membership.

Mr. Skov said that a major consideration was the division of labor with the Board. He said there could be issues that the Board did not have time for, and perhaps some of those could be handed off to the Steering Committee. He stressed the importance of clearly defining the process for communication between the Board and Committee.

Mr. Yeh pointed out that the Steering Committee had demonstrated its ability to independently generate issues and bring them to the Board's attention. He saw the relationship as one in which the Board could refer issues to the Committee and the Committee could also raise issues it felt the Board should consider.

Mr. Biddle suggested that the Steering Committee's meetings could be better timed sequentially with Board meetings.

Mr. Hauser remarked that as the Steering Committee's role and responsibilities were better defined, it would be easier to determine if the current membership was appropriate or expansion was required. He asked if a broader committee role might include providing advice on development of the 10-year implementation plan. Ms. Jackson said that would be an ideal starting point as the Steering Committee represented key community stakeholders and could engage in an exchange of ideas. Instead of expanding the Committee with more permanent members, she said that including other perspectives could occur when needed by inviting people to participate in Steering Committee discussions of specific issues as system development moved forward. Those additional

perspectives could help inform the Committee's advice to the Board on various matters and assure that all community interests affected by a particular decision were heard.

Mr. Gillespie said that most of his district was within the West Eugene EmX area. He added that he was a transit-dependent person, and he was in favor of Committee diversification. He noted that LTD was the highest ranked transit district for its size in the country and had completed three successful EmX routes in operation. He said there had been four different Board members on the Steering Committee over the years, and it had primarily been the Committee that questioned its value, not the Board.

Ms. Brindle said she had struggled with the role of the Steering Committee during her membership-especially with respect to what occurred in a jurisdiction when it was grappling with the issue of EmX service, such as what was occurring in Springfield with Main Street. She questioned if the Committee was silent too often when cities were struggling with EmX issues and receiving feedback mostly from concerned businesses who were not the only stakeholders. She said that perhaps it was a role of the Steering Committee to advocate or recommend on those issues and try to influence outcomes.

Ms. Moore thanked LTD for its involvement in the Olympic Trials and doing a wonderful job of moving people around the area. As a new member of the Steering Committee, she had initially questioned why there had been a presentation on Eugene's bike rental program; but upon reflection, she realized that the transit system involved all modes, and making those connections was part of growing the transit system. She commented that the title "EmX Steering Committee" seemed somewhat limiting when actually the Committee looked at a wide range of transportation-related issues such as bikes and pedestrian safety.

Mr. Skov asked what additional role LTD saw for the Steering Committee under a 10-year implementation plan. Ms. Jackson said that the District hoped to engage community members in a continuous discussion of transportation needs throughout the region, along with development of a sustainable 10-year plan that would evolve along with regional needs. She said the plan would address transportation needs through a connectivity and system approach. She envisioned the Committee as part of that strategy as it represented many community interests.

Mr. Eyster questioned the intent of the discussion when the Board had not asked the Steering Committee for help. Mr. Skov agreed that the Board should be decide how the Committee could be of assistance.

Mr. Hauser commented that the Board did direct the Steering Committee to consider broadening its focus, which he felt indicated an interest in having the Committee focus more at the system level, rather than limiting itself to EmX.

MOTION: Mr. Skov, seconded by Mr. Eyster, moved to establish a subcommittee composed of EmX Steering Committee and Board members to develop a specific proposal regarding the Committee's future role.

Mr. Satre said the subcommittee could be charged with bringing a proposal to the Steering Committee's October meeting for discussion and refinement by all members.

In response to Mr. Yeh's call for volunteers to serve on the subcommittee, the following members agreed to serve: Brindle, Gillespie, Hauser, Skov, and Biddle.

VOTE: The motion passed unanimously, 12:0.

VII. MOVINGAHEAD UPDATE AND EVALUATION CRITERIA

Mr. Schwetz said that the mandated planning process was geared toward selecting a locally preferred alternative (LPA) and structured to stimulate a robust public discussion. He said it was essential that performance measures reflect the values and priorities that were important to the community.

Ms. Luftig briefly summarized the intent of MovingAhead as a process to develop a capital investment program for biking, walking, and transit on the most important street; and once EmX or other transit improvements were identified, it was a system-level approach to completing required environmental documentation to advance those projects to construction. She said the agenda packet included MovingAhead goals and objectives and evaluation criteria, as well as summary findings from the Level 1 screening process. She said the Level 2 alternatives analysis had begun. Some of the items that would be considered:

- acquisition and displacement
- air quality
- capital costs
- cultural resources
- ecosystem
- energy and sustainability
- financial analysis

Mr. Henry noted that the items represented federal requirements that had to be addressed, but other local issues could be included in the process.

Ms. Luftig said some of the goals and objectives were not included in the Level 1 evaluation but would be captured in Level 2 and help to inform the trade-offs analysis.

Mr. Skov said it was important to be aware that the federal requirements did not always include issues that were meaningful to the local community, and those should be incorporated in the process.

Mr. Eyster asked if reduction of vehicle miles traveled (VMT) was a goal. Mr. Schwetz indicated that it was a state goal for reduced reliance on the automobile; the MovingAhead goals were driven largely by federal requirements.

Ms. Brindle commented that multi-modal included not only bicycle and pedestrian, but also could include car/transit such as park and ride facilities.

Mr. Galloway showed how data from the technical analysis would be used to demonstrate the beneficial properties of EmX and translated into tangible and meaningful benefits to the community, such as how connectivity would make transit more convenient for users.

Ms. Luftig said staff were working with an ad hoc group of community members on what was being measured and how that data would be used to communicate with the public and decision-makers, as well identify any gaps in that information. The results of that work would be presented to the Steering Committee for feedback. Staff were also identifying opportunities for the Steering Committee to weigh in on projects. She reviewed the schedule of Level 2 activities and the Committee's points of involvement. She clarified that the Steering Committee would be making recommendations to the LTD Board on selection and prioritization of the LPAs based on the

alternatives analysis results and community input. She said that she hoped to bring a report back to the Committee at its October meeting.

In response to a question from Mr. Biddle, Ms. Luftig said that staff did not intend to weight the evaluation criteria; the information would be presented to decision makers so they could consider multiple important factors.

Mr. Hauser said that the federal process asked for an evaluation of the corridors, but the Steering Committee had discussed how to build a system and evaluate connectivity, which greatly enhanced the system's efficacy. He asked if it was possible as part of the MovingAhead process to consider connectivity and system impact, such as whether certain pairs of corridors might bring greater value to the system. Mr. Schwetz said new tools were available to help measure connectivity and increased accessibility.

Mr. Skov stated that his concern with the focus on an LPA for each of four different corridors was that ultimately it would result in a jurisdiction selecting its preference when the community at large was interested in the increment of investment in the transit system. MovingAhead was designed to fast track corridor development and perhaps build two corridors concurrently instead of having a five- to ten-year gap between them. But the federal process requires an LPA for each corridor. He stated his concern that the federal process would not encourage the best local discussions.

Mr. Schwetz said that the current process to determine LPAs at the corridor level did not prevent pairing corridors in a funding proposal.

Mr. Henry commented that funding was the roadblock to building out the system. He noted that Eugene deliberated at length about which should be the next corridor; and if multiple corridors could not be built concurrently, with possibly five to 10 years between corridor completions, then the choice had to be based on what corridor would most benefit the community.

Mr. Schwetz said that "five to ten years" was based on previous experience developing corridors. The MovingAhead process of simultaneously finding LPAs for multiple corridors was intended to shorten that time. LTD corridors were typically four to five miles in length; Portland was considering a 15-mile corridor. The strategy would be to pair corridors in such a way as to present the most competitive package. He said that he hoped the Steering Committee would have more in-depth discussions about how to build the system and about the available resources.

In response to a question from Mr. Biddle, Ms. Luftig said the environmental analysis did have a shelf life, but elements could be easily updated for future use instead of going through the entire process again.

Mr. Gillespie said MovingAhead was initiated to reduce the timeline for corridor development from eight to ten years, to closer to five years. He said that the Beltline loop corridor on which transit time could have been most enhanced was dropped at the beginning of the process. Ms. Luftig said it was dropped because it was a different type of connectivity investment; it was more a service investment than a bus rapid transit investment.

Ms. Brindle said that expansion of capacity on routes under various transit enhancement scenarios was return-on-investment information that should be provided to decision makers.

Mr. Skov felt there was some danger in not being clear about the changes that the community would see in the medium- and long-range implementation of corridors. Ms. Luftig said that

developing a 10-year implementation plan would help to clarify some of those issues and identify what steps were necessary to reach community transit goals.

Mr. Hauser asked if the federal process would provide information that could be used for the public narrative about return on investment. It was important to be able to convey that to the community.

VIII. MAIN STREET UPDATE AND SCHEDULE

Ms. Luftig said that the City of Springfield had been awarded All Roads Transportation Safety (ARTS) funding for the proposed median down the center of Main Street. She said that design solutions work with fronting businesses along the corridor under the Main-McVay Transit Study had been paused while the City and Oregon Department of Transportation determined how best to move forward with that grant and how it would be incorporated with the study.

In response to a question from Mr. Eyster, Ms. Newman said that the Governance Team had directed staff to look at a median in a context-sensitive approach. A median was still being explored, concerns from property owners and businesses were being taken into consideration, and no decision had been made. Ms. Newman emphasized that the ARTS funding would be used to study a Main Street median, not build it. Ms. Luftig added that LTD's position with respect to a median was to follow the City's lead.

Ms. Brindle described the dangers to pedestrians trying to cross Main Street and how a median could improve safety along the route. She said ARTS funding could also be used for improved lighting for pedestrians. She added that the Governance Team, in response to concerns from stakeholders along the corridor, had dropped the 116-foot right-of-way option and was looking at the narrowest possible right-of-way that would accommodate the necessary enhancements.

Mr. Eyster submitted that many people in the community understood that there would be no median on Main Street.

Ms. Moore agreed that the City would like to see a median to improve safety, but convincing the community of its benefits would be difficult and require extensive individual outreach to business and property owners.

IX. PROGRESS REPORT ON LTD BOARD RESOLUTION SUPPORTING VISION ZERO

Mr. Schwetz distributed a document titled *Progress Summary on Implementation of LTD Board Resolution 2016-012* and briefly reviewed implementation actions and status of each of the six provisions. The City of Eugene had requested an LTD Board member to serve on the City's Vision Zero Task Force, and Mr. Yeh has been appointed, with Ms. Jackson as his alternate. Mr. Schwetz distributed a copy of the City of Eugene's *Resolution No. 5143 Establishing an Official Vision Zero Policy and Goal*.

Mr. Skov commended staff for the progress report. He asked the internal team to determine how it could connect with other local data collection and tracking efforts. He reported that the City of Eugene's Budget Committee would be reviewing the capital improvement plan over the winter, and it would be useful for that group to have information about LTD's plan and how the City and LTD's investments could compliment each other.

X. UPDATE ON CURRENT EMX OPERATIONS AND PROJECTS

This item was postponed to the next meeting.

XI. NEXT MEETING AND FUTURE MEETING AGENDA ITEMS

Mr. Yeh asked Committee members to contact staff with suggestions for future agenda items.

XII. ADJOURNMENT

Mr. Yeh adjourned the meeting at 7:30 p.m.

(Recorded by Lynn Taylor)

AGENDA ITEM SUMMARY

DATE OF MEETING: July 19, 2016

ITEM TITLE: BROADENING EmX STEERING COMMITTEE ROLES AND RESPONSIBILITIES

PREPARED BY: Tom Schwetz, Planning and Development Manager

ACTION REQUESTED: Discuss potential broadening of the EmX Steering Committee's roles and responsibilities; provide direction to staff.

BACKGROUND:

The LTD Board of Directors formed the EmX Steering Committee (initially titled the "BRT Steering Committee") back in 1998. The Board's original charge to the Committee was as follows:

The Bus Rapid Transit (BRT) Steering Committee is charged with providing oversight on LTD's proposed BRT project. BRT is, in essence, using buses to emulate the positive characteristics of a rail system. Steering Committee members have two basic responsibilities:

- 1) *Participate in the review and formulation of recommendations regarding the development of the BRT system.*
- 2) *Provide two-way communication links with the group the member represents.*

At its August 13, 2014, meeting, the EmX Steering Committee reviewed an updated set of charges proposed by LTD Board Member Carl Yeh. Steering Committee members generally agreed with these charges and suggested that further description of each charge be added. These directives were discussed and approved by the LTD Board at its October 19, 2014, meeting:

- 1) Develop specific strategies to improve existing EmX (e.g., more dedicated lanes and station/path adjustments, more effective transit signal priority, etc.).
- 2) Build on lessons learned from previous corridors; develop recommendations for public and stakeholder engagement to be used in the development of future corridors.
- 3) Build/maintain relationships with EmX partners and riders.
- 4) Other EmX Steering Committee goals determined by the Committee.

The attached document provides further description of the charges adopted by the Board, additional background on the original formation of the EmX Steering Committee, and recent changes.

The Board's original charge to the Committee was largely focused on participation in, and guidance on, what was then termed the "BRT pilot corridor." The Board's intent in the formation of the Committee was centered on the realization that, at the time, there was no real "on the ground" experience with bus rapid transit, and that it was going to take a partnership with partner agencies and the business community to effectively implement the BRT system concept that had been adopted by LTD and its partners.

The context around the implementation of the EmX system has changed significantly over the 18 years the Committee has been in existence. With two corridors successfully in operation and a third nearing completion, the issues and opportunities associated with the implementation of EmX are better understood. In addition, important lessons have been learned about the relationship between EmX and other parts of LTD's service, as well as how it relates to other transportation modes and how it can impact growth and development along a given corridor.

Delivering improvements to the transit system today is, therefore, a much more nuanced process, requiring direct collaboration with partner agencies to ensure that the broader range of community-level goals are met. Achieving "multimodal systems" and "integrated land use-transportation" solutions requires close coordination with agency partners both in the development of plans and in the formulation of funding strategies.

For these reasons, the strong community leadership that makes up the Steering Committee membership provides the LTD Board with the opportunity to engage the Committee's advice on a broader range of coming decisions that it will be facing. Staff are asking the Board to consider broadening the scope and responsibilities of the EmX Steering Committee to better align its efforts with the needs of the organization generally and the Board in particular.

The process of transitioning the Committee to a broader role should involve consideration of articulating the Board's charge for the Committee, its membership, and if there might be a need to have the Committee meet more often (for example, moving from six meetings per year to nine). The next meeting of the Committee is scheduled to be held on August 2. The draft agenda includes an item related to the Committee's roles and responsibilities.

ATTACHMENT: Background on Original Formation of EmX Steering Committee and Recent Changes

PROPOSED MOTION: Resolution No. 2016-07-19-026:

Be it resolved that the LTD Board of Directors directs staff to develop a broader range of responsibilities of the EmX Steering Committee to better align its efforts with the needs of the organization collaboratively with the existing EmX Steering Committee.

Q:\Reference\Board Packet\2016\July\July 19 Special Mtg\Broadening EmX Steering Committee Roles and Responsibilities 071916 AIS_TBS.doc

Background on Original Formation of EmX Steering Committee and Recent Changes

The LTD Board of Directors first established a Bus Rapid Transit Steering Committee in early 1998. The first meeting of the Committee was held on May 14, 1998. The Committee's name changed to "EmX Steering Committee" in April 2006. The original Committee members included:

- Rob Bennett, LTD Board, Committee Chair
- Kirk Bailey, LTD Board
- Mary Murphy, LTD Board
- Peter Sorenson, Lane County Board
- Don Ehrich, ODOT
- Maureen Maine, Springfield City Council
- Scott Meisener, Eugene City Council
- Dave Jewett, At-Large
- John Lively, At-Large

The original charge of the Committee was as follows:

The Bus Rapid Transit (BRT) Steering Committee is charged with providing oversight on LTD's proposed BRT project. BRT is, in essence, using buses to emulate the positive characteristics of a rail system. Steering Committee members have two basic responsibilities:

- 1) *Participate in the review and formulation of recommendations regarding the development of the BRT system*
- 2) *Provide two-way communication links with the group the member represents*

The Steering Committee will be involved in all aspects of the BRT Pilot Corridor project. Significant issues to be addressed by the Committee include the following:

- Determination of the specific alignment for the pilot corridor
- Location of bus stops along the corridor
- The design of BRT stations and amenities to be provided at bus stops
- Determination of transit priority techniques to be used
- Use of a transit signal priority system
- Determination of bus type to use on BRT corridor
- Determination of possible use of bus guideway system
- Design of feeder bus routes tying into the pilot BRT corridor
- Review of ridership and cost estimates for the pilot corridor
- Recommendation on whether or not to proceed with the implementation of BRT on the pilot corridor

As noted in a staff memo from June 5, 2001:

"From a staff perspective, the BRT Steering Committee has achieved these goals. The Committee provided recommendations to the LTD Board, the cities, and the county on all key aspects of the Phase 1 Project. Discussions by the Steering Committee helped guide staff efforts on the project and appeared to have a significant influence on decisions by the LTD Board, as evidenced by the fact that every recommendation from the Steering Committee was approved by the Board. The two-way communication between Steering Committee members and the groups they represent was, in most cases, achieved."

That memo continued with recommending that the Steering Committee continue, given the ongoing work with the Franklin corridor and work beginning on the Pioneer Parkway (Gateway) corridor.

The Committee continued to meet more or less quarterly beginning in 2006. In 2014 the Committee began discussion around how to improve its engagement. At its June 17, 2014, meeting, the EmX Steering Committee discussed the results of a survey of the Committee membership. The general themes of the Committee's discussion are as follows:

- 1) ***There has been a growing disconnect between the Board and the Committee*** - Those members who have been on the Committee for a number of years contrasted the Committee's fairly intense engagement in the development of the Franklin and Gateway projects with the relatively high level and disconnected engagement in the West Eugene project and the planning work completed to date on the Main Street project.
- 2) ***The Committee members see themselves as "keepers of the flame,"*** but need direction from the LTD Board as to what that means and how the members can be of best use to the Board. This could include playing a more effective role as a conduit of information.
- 3) ***Committee members provided a number of specific proposals for changing the process of their engagement,*** including restructuring the agenda as follows:
 - a. Long-range planning issues
 - b. Current operations status
 - c. Key points of communication to represented groups
 - d. Reports from Committee members relative to transit in general and EmX specifically

With respect to developing direction to the Committee from the Board, LTD Board Member Carl Yeh developed the following draft directives for consideration by the Board:

- 1) Develop specific strategies to improve existing EmX (e.g., more dedicated lanes, station/path adjustments, more effective transit signal priority, etc.).
- 2) Building on lessons learned from previous corridors, develop recommendations for public and stakeholder engagement to be used in the development of future corridors.
- 3) Build/maintain relationships with EmX partners and riders.
- 4) Other EmX Steering Committee goals determined by the Committee.

At its August 13, 2014, meeting, the EmX Steering Committee reviewed an updated set of charges proposed by LTD Board Member Carl Yeh. Steering Committee members generally agreed with these charges and suggested that further description of each charge be added. The draft directives and descriptions are as follows:

- 1) **Develop specific strategies to improve existing EmX (e.g., more dedicated lanes and station/path adjustments, more effective transit signal priority, etc.).**

Description: There is an ongoing need to monitor the performance of each EmX line. As development occurs along a line, and as LTD gains operational experience with EmX, additional investment and strategies to improve current operations may be needed. This could involve further investments in the short term (transit signal priority, passenger boarding improvements, station area development), as well as investments in the longer term (higher frequency service, preservation of travel time) as additional segments of the EmX system become operational.

- 2) **Build on lessons learned from previous corridors; develop recommendations for public and stakeholder engagement to be used in the development of future corridors.**

Description: Each new line added to the operational system brings new lessons learned that can be applied to the development of future corridors. In particular, it is important to continue to refine the ways in which LTD engages the community in the planning and development of EmX projects.

- 3) **Build/maintain relationships with EmX partners and riders.**

Description: The LTD Board has strived to identify a broad range of community leaders to participate on the EmX Steering Committee. An expectation of the Board is that the community leaders serving on the Steering Committee will actively assist LTD in building and maintaining the critical relationships it has with partners and users of the system. Steering Committee members can help LTD more effectively understand community needs and concerns around the EmX system as well as help keep the community informed on EmX-related matters.

- 4) **Other EmX Steering Committee goals determined by the Committee.**

Description: As the Steering Committee continues its work, additional Committee goals may arise. As new goals arise, the Committee will propose adding them to the overall set of charges and request LTD Board approval.

These directives were discussed and approved by the LTD Board at its October 19, 2014, meeting. As a result of these changes, the Committee formed an agenda subcommittee that meets to develop the Committee's agendas. In addition, the Committee agreed to meet six times per year.

Q:\Reference\Board Packet\2016\July\July 19 Special Mtg\Context for EmX Steering Committee Scope and Responsibilities.docx

Notes on September 23, 2016, meeting of EmX Steering Committee Re-chartering Subcommittee

In its discussion on the possible re-chartering of the EmX Steering Committee, the subcommittee identified the following elements to be included in a re-chartering discussion:

1. Articulate the Steering Committee's relationship with the LTD Board
2. Articulate the mission of the Steering Committee
3. Decide if the Steering Committee should have a new name
4. Discuss broadening membership
5. Discuss governance and Committee leadership

The Subcommittee's discussion of each of these elements is summarized below.

1. Articulate the Steering Committee's relationship with the LTD Board

The purpose of this committee would be to provide LTD's Board of Directors with guidance and community input on strategic issues. This committee would bring strategic issues to the Board for direction and policy-level decision making. This committee would serve a role distinct from the other LTD committees, which include committees on finance, budget, accessible services, human resources, and service.

2. Articulate the mission of the Steering Committee

The Committee would be an advisory body to help guide LTD towards achieving its overarching goal of efficient mobility while focusing on the broad elements of LTD's Transit Strategy:

- Making better connections
- Less waiting – faster trips
- Create safer places to walk and wait for service
- Bridge the first and last mile
- Right-size transit solutions for outlying areas

Generally, the Committee would be responsible for providing guidance to the LTD Board on issues of a strategic nature and would avoid getting into tactical details.

Examples of strategic issues to include in the Committee's mission/work plan could include:

- LTD's conceptual system network design (i.e., transition from hub/spoke design)
 - Frequent Transit Network
- Multi-modal integration
 - Bike Share
 - First/last mile connections
- 10-year implementation plan
- 3-year plan
- Long-Range Transit Plan
- Vision Zero

- Integration w/ Highway Improvements
- Transportation Options (Point2point)
- Facilities
- External Communications
- Main-McVay Transit Study
- MovingAhead
- New Franklin Boulevard (as it relates to multi-modal integration)

Examples of tactical issues to avoid would include:

- Service Planning
 - Route design
 - Scheduling
- Financial Detail
- Human Resources

3. Decide if the Steering Committee should have a new name

If not exclusively focused on EmX, then the Committee should have a new name. One possible name could be *System Development Committee*.

4. Discuss broadening membership

Membership should be limited to a workable size but should ensure broad community representation. Members could represent more than one community group. Unrepresented or underrepresented community groups also could be invited to specific meetings dealing with relevant issues. Groups important to represent could include the following brainstormed list:

- Eugene and Springfield Chambers of Commerce
- Cities, County
- Non-profit organizations
- Neighborhoods
- Eugene Neighborhood Leaders Council
- Springfield Residents
- State of Oregon
- Travel Lane County
- Student populations: K-12 and higher education
- U of O, LCC: Faculty, staff, and students
- School Transportation
- Transportation Options
- Bike community
- Environmental groups/GHG and climate change experts
- Development industry
- Equity/Environmental Justice community
- Customers/bus riders
- Rural

- Industry
- Large employers
- Diversity
- Public health
- Transit advocacy group

5. Discuss governance and Committee leadership

The Subcommittee discussed the possibility of having a chair for this committee who was not an LTD Board member but would be elected by the Committee. This is similar to how LTD's Accessible Transportation Committee (ATC) is run. There was discussion that the agenda setting committee could continue. There also was discussion that setting Committee bylaws, while not required, could be helpful in managing this committee moving forward.

AGENDA ITEM SUMMARY

Meeting Date: 9/26/2016
Meeting Type: Work Session
Staff Contact/Dept.: Brian Barnett DPW
Staff Phone No: 726.3681
Estimated Time: 30 min.
Council Goals: Maintain and Improve Infrastructure and Facilities

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: SAFETY GRANTS FOR CITY AND ODOT STREETS

ACTION REQUESTED: Informational Discussion, No Action Required

ISSUE STATEMENT: Oregon Department of Transportation (ODOT) has a safety program that analyzes transportation facilities across Oregon and determines where and how to best invest in safety improvements that will save the most lives, reduce injuries, and minimize the severity and frequency of crashes. City of Springfield has been awarded grants for several projects.

ATTACHMENTS: Attachment 1 – CBM Traffic Safety Projects Grant Award
Attachment 2 – Traffic Safety Education & Outreach Efforts 2014-2016
Attachment 3 – Worst Crash Sites in ODOT Region 2
Attachment 4 – Crash History Main Street 2010-2015

**DISCUSSION/
FINANCIAL
IMPACT:**

City of Springfield has been awarded safety grants for seven improvement projects to City of Springfield streets and ODOT streets. Please see Attachment 1 for a discussion of the projects. The program separates funding into “hot spot” and “systemic” projects.

Traditional safety projects sought high crash locations at specific points, i.e. “hot spots” on the street or road. This method is useful to correct problems with a specific, narrowly defined site. Examples are the installation of a curve warning sign with a speed feedback indicator to help drivers reduce their speed enough to negotiate the curve without leaving the roadway or installation of a roundabout or traffic signal to manage vehicle flows through an intersection.

“Systemic” safety programs recognize that some crash types are spread along a street and are not associated with a specific site but rather the character of the corridor. In these cases a system wide intervention is needed. Examples of a systemic improvements are adding reflectorized back plates to all signal heads in an urban area or placing center line rumble strips on a rural road when cross-over crashes are prevalent. Of the seven sites funded in the City of Springfield five are “hot spot” and two are “systemic” although the distinction is not rigidly applied.

The largest of the awarded projects is for raised safety median treatments along Main Street. An in depth public involvement process to analyze potential economic benefits and impacts of safety medians, by location along the street, is required by state law prior to any final decisions on design or construction. This publicly guided analysis could take one to two years to complete and could be expected to delay final resolution of the Main Street EmX Locally Preferred Solution that is currently underway with the Main-McVay Transit Study, so that design for the two projects is coordinated and complimentary. This issue is further discussed in Attachment 1.

Date: 9/12/2016**To:** Gino Grimaldi, City Manager**COUNCIL****From:** Anette Spickard, Director DPW
Brian Barnett, PE, PTOE, City Traffic Engineer**BRIEFING****Subject:** Traffic Safety Projects Grant Award**MEMORANDUM**

Introduction

Council directed staff at a series of work sessions starting in 2011 regarding Main Street traffic safety issues to pursue action to improve the safety performance of the street. Staff began discussions with Oregon Department of Transportation (ODOT) regarding possible programs and activities to enhance safety. In 2012 ODOT completed the Main Street Safety Study which focused on mitigating pedestrian collisions. In response to the findings in the study, ODOT funded new crosswalks with median refuge islands and rapid flashing beacons at several locations along Main Street. The City of Springfield will complete installation of these crossings this year and anticipates installing a pedestrian hybrid beacon, like the Franklin Blvd. beacon, near 61st Street in 2017 as the final project in this funding cycle. The City is also actively involved in public education and outreach activities (please see Attachment 2).

ODOT Safety Program

In 2014 ODOT invited local agencies to assist in establishing the goals and procedures for the All Roads Transportation Safety program (Safety Program). Mr. Barnett represented the city perspective during the development of the Safety Program. Late in 2014 ODOT adopted the final Safety Program and began investigating projects.

The Safety Program allocates funds by ODOT region. All streets in all jurisdictions can participate without preference. Projects are selected based upon the highest safety benefit vs. project cost ratio. The objective of these projects is to reduce the severity and frequency of all crashes; however fatal crashes weigh much higher than injury crashes since they create the highest cost to society. Property damage only crashes weigh much less than either fatal or injury crashes, but are considered in the benefit to cost ratio calculation. The effect of reducing crash frequency and crash severity returns an economic benefit to society, and more importantly, saves peoples' lives and reduces life altering injuries to people.

The Safety Program recently released their list of funded safety projects for this region. Seven projects on City and State streets in Springfield received a revised allocation of \$6,909,882 for specific safety projects, or 10.9% of the Region 2 funds available. (Note: the original allocation included projects now "shelved" to retain adequate funds to offset ADA compliance costs. This removed one Springfield project from the funded list.)

These projects will be adopted into the 2019 – 2021 State Transportation Improvement Program (STIP) by the Oregon Transportation Commission in the coming months. Development of these projects to completion will include: public involvement, engineering planning and design, construction management, and post construction education.

In addition, the Main Street Safety Median project is subject to the requirements of Senate Bill 408 (SB 408). The legislation requires ODOT to undertake a robust property and business impacts and mitigations analysis, and to directly involve the business and property owners with access to and from Main Street in processing information and generating solutions. Quoting bill text, the process must “include a methodology that balances the economic development objectives of properties abutting state highways with the transportation safety and access management objectives of state highways, in a manner consistent with local transportation system plans and the land uses permitted in the local comprehensive plans”.

ODOT has pledged to provide additional funds, independent of the Safety Program, sufficient to pay for the outreach and analysis required by SB 408. ODOT will partner with City of Springfield staff on this outreach process. This process will thoroughly investigate the safety aspects and access and circulation interests of Main Street fronting properties from 20th Street to 72nd Street.

Undertaking the SB 408 process will cause delay of 1 – 2 years in reaching a Locally Preferred Solution on Main St. EmX. This delay is likely to result in a shift in project prioritization at LTD. At present, LTD desires to submit a project to the Federal Transit Administration (FTA) to meet the summer 2017 Small Starts grant funding deadline, which would then allow LTD to enter into project development and pursue project funding. Main St. EmX is currently a candidate for LTD’s next EmX project, should the Council adopt a Locally Preferred Solution by May 2017. Delaying a Locally Preferred Solution 1 – 2 years means delaying when Main St. EmX could move forward.

The Springfield project awards, in order of highest Safety benefit to the community, are:

Location Description	Final Countermeasures	Project Cost	Safety Benefit	Safety Benefit to Project Cost Ratio
Main Street from 20th Street to 72nd Street (ODOT Jurisdiction)	Provide a Raised Safety Median	\$3,873,220	\$31,566,743	8.15
All Signalized Intersections in ODOT Jurisdiction	Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number; and, Install Pedestrian Countdown Timer(s); and, Install Actuated Advance Warning Dilemma Zone Protection System at High Speed Signals	\$845,300	\$9,272,941	10.97
Main Street at 54th Street (ODOT Jurisdiction)	Add a Left Turn Lane on Both 54th Street Approaches; and, Install No Pedestrian Phase Feature with Flashing Yellow Arrow; and, Install Lighting at Intersection	\$1,690,766	\$5,613,343	3.32
Gateway Street at Gateway Loop (City Jurisdiction)	Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number; and, Replace Five Section Doghouse Signal Heads with Flashing Yellow Arrow Signal Heads	\$115,094	\$4,141,082	35.98

Pioneer Parkway at Q Street (ODOT Jurisdiction)	Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$36,528	\$4,060,087	111.15
Gateway Street at Kruse Way (City Jurisdiction)	Install Rectangular Rapid Flashing Beacon with Raised Safety Median; and, Channelized Left Turn Lane with Raised Safety Median on All Approaches	\$220,390	\$3,083,256	13.99
42nd Street at International Paper Driveways (City Jurisdiction)	Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	\$128,584	\$1,590,584	12.37
Total		\$6,909,882	\$59,328,037	8.59

Main Street Statistics and Funding

The four ODOT projects garner \$6.4M of project costs for a safety benefit of \$50.5M, of which approximately \$6.0M of project cost and \$41.8M of safety benefit accrue to Main Street. Main Street is a very high crash street and several sections are in the worst 5% to 10% of similar ODOT roads in ODOT Region 2. Please see Attachment 3 for ODOT's listing of the worst 10% of Region 2 roads. A summary is below. ODOT uses a Safety Priority Index System (SPIS) to measure and rank safety performance.

Main Street locations in the 2015 Top 5% & 10% SPIS Report (highest value to lowest value) using data from six years (2010-2015):

- Top 5% Mile Post (MP) 4.52 – 4.70 (surrounding 42nd Streets) SPIS – 79.67,
 - Ranked #5 SPIS site out of 207 sites in the Top 5% & 10% of the Region
- Top 5% MP 4.33 – 4.54 (surrounding 41st St) SPIS – 71.43
- Top 5% MP 5.94 – 6.12 (surrounding 54th St) SPIS – 65.06
- Top 10% MP 5.81 – 5.95 (surrounding Chapman Ln) SPIS – 54.86
- Top 10% MP 3.42 – 3.53 (surrounding 28th St) SPIS – 54.49
- Top 10% MP 7.09 – 7.22 (surrounding 65th Pl) SPIS – 51.80
- Top 10% MP 6.38 – 6.50 (surrounding 58th St) SPIS – 50.43
- Top 10% MP 6.14 – 6.26 (surrounding Bob Straub/Hwy 126) SPIS – 45.54

Main Street (two way section) Corridor Crash Rates:

Calculated Crash Rate: **3.47** per Million Miles Traveled (MMT)

*MP 2.98 – 7.88, 1/1/2010 – 12/31/2015, 615 crashes total, 16,500 AADT for corridor

*105 of 615 (17.1%) crashes occur at driveways

2014 State Highway Average Crash Rates:

Urban Hwy System, Other Principal Arterials = **2.64** MMT

Urban Hwy System, *Specifically in Urban Cities*, Other Principal Arterial = **2.93** MMT

Main Street has a crash rate that is **22% higher** than the average for Urban City Principal Arterials

Conclusion

One element of safety enhancement is the construction of safety improvements in the street system. As discussed above, Council provided direction to staff at a series of work sessions regarding Main Street traffic safety issues to pursue discussions with ODOT regarding possible programs and activities to enhance safety. ODOT investigated Main Street and funded pedestrian crossings beginning in 2012. The community will derive nearly \$60M in benefits from the current Safety Program from an expenditure of ODOT funds of less than \$7M in safety project investment. The challenge the City faces is obtaining funding to construct these improvements. ODOT responded to our concerns and funded the pedestrian crossings in 2012 and is funding seven projects in this cycle of the Safety Program.

Overview of Traffic Safety Education and Outreach Efforts for 2014-2016

- Participating in USDOT Mayors' Challenge for Safer People, Safer Streets:
 - The City's set of objectives for the initiative:
 - Build on our commitment of improving roadway safety for all users through education, enforcement and planning.
 - Help achieve identified Council Goals and the specific action item of the City-wide bicycle and pedestrian connectivity and way-finding implementation plan.
 - Learn what other cities are doing to improve safety for pedestrian, bicyclist and drivers; share what we have accomplished or are planning with other cities.
 - Completed a self-assessment and a work plan based on each of the seven challenge activities.
 - The City is a finalist for an award from USDOT for our Education and Enforcement efforts.
 - See 6/6/16 CPM for additional information overall about the Mayors' Challenge.
- Traffic Safety games included in DPW's Annual Public Works Week Carnival & Equipment Rodeo for Springfield 3rd Graders and will refine games based on feedback received during the 2016 staff debrief.
- Pedestrian game and presentation included in Safety Town for all incoming Springfield kindergarteners hosted by the Springfield Kiwanis Club that occurs each summer before start of school.
- Produced three educational videos to date:
 - Rapid Flashing Beacon Crossings
 - Pedestrian Hybrid Beacon Crossings
 - Roundabouts
- Developed and distribute a Pedestrian Crossings Informational Card to promote and supplement videos through varies front counters, events, partners agencies, etc.
- Updated the City's Roundabout brochure and distribute to Partners as requested.
- Provide Pedestrian Reflectors through varies City and Partner events.
- Coordinated with Mayor Lundberg to introduce educational videos through two separate media opportunities; discussed the need for education about pedestrian crossings and roundabouts and how pedestrians, drivers and bicyclists can safely use and observe each type.
- Provided educational videos to Safe Routes to School as part of Springfield Public Schools 2nd Grade Safety Education class plus informational cards and reflectors each year that are included in student take home bags.
- Regularly post traffic safety tips and promoted educational videos through social media; Facebook and Twitter specifically.
- Included safety reflectors and informational cards as an ordering option in Point2Point's *SmartTrips on Main Street* phase 2 and 3 campaigns with over 500 ordered in 2015 and over 200 ordered so far in 2016.
- Partnered with ODOT for showing of educational videos in Springfield theaters for summer 2016.
- Next How to Instructional video in production is on Flashing Yellow (Left-Hand Turn) Arrows.
- Will produce an informational card for FYAs.
- Developed and update as needed traffic safety talking points for staff use when providing a media interview.



Oregon Department of Transportation

Region

2015 - On-State, Top 10% Groups - By Score

2

Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
091	OR-99W	1	37.63	37.85	0.22	12,700	48	0	1	9	16	22	McMinnville	Yamhill	NE 4TH ST.	95	83.95
091	OR-99	1	121.09	121.23	0.14	19,800	45	0	1	6	16	22	Eugene	Lane	LEG (TO ROOSEVELT BLVD.)	95	81.72
091	OR-99W	2	83.26	83.44	0.18	15,411	50	0	0	10	16	24	Corvallis	Benton	NW TYLER AVE.	95	81.07
091	OR-99W	1	21.96	22.14	0.18	34,800	57	0	0	2	30	25	Newberg	Yamhill	LEG (TO N SPRINGBROOK RD.)	95	81.04
015	OR-126B	1	4.52	4.70	0.18	15,600	52	0	1	7	13	31	Springfield	Lane	42ND ST.	95	79.67
072	OR-22	1	7.44	7.62	0.18	49,800	64	0	1	6	20	37	Salem	Marion	25TH ST. SE	95	79.44
140	OR-214	1	36.95	37.12	0.17	22,100	44	0	3	3	19	19	Woodburn	Marion	LAWSON AVE.	95	79.27
091	OR-99W	1	36.27	36.44	0.17	20,600	36	0	1	6	13	16	McMinnville	Yamhill	NE MCDONALD LN.	95	77.93
162	OR-22	1	1.45	1.65	0.20	43,600	48	0	1	4	22	21	Salem	Marion		95	77.76
058	OR-99E	2	1.37	1.54	0.17	16,600	33	1	0	3	14	15	Albany	Linn	HWY. 016 M.P. - 0.03	95	76.96
150	OR-221	1	20.48	20.71	0.23	41,466	60	0	4	7	16	33	Salem	Polk	7TH ST.	95	76.42
091	OR-99	1	117.79	118.00	0.21	22,600	28	1	1	4	10	12		Lane	LEG (TO CLEAR LAKE RD.)	95	76.20
030	OR-22	1	12.63	12.81	0.18	10,300	15	0	4	4	6	1		Polk	LEG (FROM 030AB FRONTAGE RD.)	95	75.55
150	OR-221	1	20.23	20.43	0.20	35,611	44	0	2	3	11	28	Salem	Polk	TAYBIN RD. NW	95	75.35
058	OR-99E	1	0.35	0.52	0.17	22,800	27	0	3	1	3	20	Albany	Linn	LEG (TO ALBANY AVE. SE)	95	75.00
072	OR-22	1	8.17	8.35	0.18	49,400	49	1	0	3	21	24	Salem	Marion	HAWTHORNE AVE.	95	74.91
092	US-30	1	20.43	20.61	0.18	27,100	26	0	2	3	8	13	Scappoose	Columbia	SW E.M. WATTS RD.	95	74.68
072	OR-22	1	5.35	5.53	0.18	17,699	53	0	0	6	18	29	Salem	Marion	COMMERCIAL ST.	95	74.30
030	OR-22	1	11.70	11.88	0.18	10,200	13	0	4	2	4	3		Polk	LEG (TO PERRYDALE RD.)	95	73.42

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Oregon Department of Transportation

Region

2015 - On-State, Top 10% Groups - By Score

2

Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
016	US-20	1	6.40	6.64	0.24	8,800	23	0	2	5	9	7		Linn	KNOX BUTTE RD.	95	73.33
016	US-20	1	0.19	0.42	0.23	21,200	40	1	2	2	15	20	Albany	Linn	COLUMBUS ST. SE	95	72.62
072	OR-22	1	7.83	8.02	0.19	49,800	34	0	2	2	14	16	Salem	Marion	LEG (FROM AIRPORT RD.)	95	72.40
015	OR-126B	1	4.33	4.54	0.21	15,500	17	0	4	3	4	6	Springfield	Lane	41ST ST.	95	71.43
227	I-105	1	0.12	0.31	0.19	56,500	31	0	2	3	15	11	Eugene	Lane		95	71.27
091	OR-99W	1	29.72	29.90	0.18	19,700	11	0	3	2	2	4		Yamhill	HWY. 091 M.P. 29.73	95	71.26
058	US-20	1	1.83	1.96	0.13	16,700	28	0	1	6	10	11	Albany	Linn	HILL ST.	95	70.39
069	OR-569	1	7.02	7.22	0.20	50,755	27	0	3	4	9	11		Lane		95	70.11
091	OR-99	1	118.16	118.34	0.18	22,600	27	0	1	7	9	10		Lane	LEG (TO THEONA DR.)	95	69.89
030	OR-22	1	21.94	22.13	0.19	35,900	19	1	2	4	4	8		Polk	ROAD	95	69.74
033	US-20	1	54.56	54.74	0.18	16,900	13	1	2	2	4	4	Corvallis	Benton	SW 35TH ST.	95	68.85
069	OR-569	1	4.16	4.33	0.17	25,600	30	0	1	3	11	15	Eugene	Lane	ROOSEVELT BLVD.	95	68.74
161	OR-211	1	3.69	3.86	0.17	6,500	12	1	1	3	3	4		Clackamas	S MERIDIAN RD.	95	68.66
081	OR-99E	1	32.78	33.06	0.28	18,200	51	0	2	6	19	24	Woodburn	Marion	TOMLIN AVE.	95	68.58
058	OR-99E	1	0.79	0.97	0.18	22,266	31	0	1	4	10	16	Albany	Linn	WAVERLY DR. SE	95	67.78
009	US-101	1	64.48	64.66	0.18	18,400	19	0	2	4	4	9	Tillamook	Tillamook	ROAD	95	67.45
058	OR-99E	1	1.33	1.52	0.19	17,700	51	0	0	8	8	35	Albany	Linn	CHICAGO ST.	95	67.26
039	OR-18	1	49.84	50.00	0.16	15,111	22	0	1	5	9	7		Yamhill		95	66.97
062	OR-126	1	48.34	48.51	0.17	14,600	11	2	2	2	1	4		Lane	ELLMAKER RD.	95	66.92

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Oregon Department of Transportation

Region

2015 - On-State, Top 10% Groups - By Score

2

Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
009	US-101	1	141.04	141.24	0.20	17,555	16	0	2	3	6	5	Newport	Lincoln	SW BAY ST.	95	66.54
058	US-20	2	1.85	1.96	0.11	16,644	27	0	1	1	11	14	Albany	Linn	HILL ST.	95	66.54
081	OR-99E	1	45.81	45.95	0.14	22,433	25	0	1	5	9	10	Salem	Marion	WARD DR.	95	66.34
016	US-20	1	14.60	14.78	0.18	20,900	15	0	2	3	4	6	Lebanon	Linn	DIVISION WAY	95	65.87
092	US-30	1	96.92	97.10	0.18	12,933	16	0	2	1	5	8	Astoria	Clatsop	34TH ST.	95	65.84
072	OR-22	2	5.38	5.48	0.10	20,200	33	0	0	3	18	12	Salem	Marion	LIBERTY ST.	95	65.68
058	OR-99E	1	5.40	5.58	0.18	16,500	10	2	1	2	2	3	Albany	Linn	SW BELMONT AVE.	95	65.57
001	I-5	1	235.93	236.11	0.18	58,700	14	1	2	3	5	3		Linn		95	65.36
091	OR-99W	1	59.94	60.12	0.18	12,700	10	0	2	4	3	1		Polk	CLOW CORNER RD.	95	65.11
015	OR-126B	1	5.94	6.12	0.18	13,900	16	1	1	2	3	9	Springfield	Lane	N 54TH ST.	95	65.06
091	OR-99W	1	63.33	63.50	0.17	12,366	35	0	1	4	14	16	Monmouth	Polk	E JACKSON ST.	95	64.90
228	OR-528	1	0.56	0.73	0.17	17,855	27	1	0	2	8	16	Springfield	Lane	LEG (TO CENTENNIAL BLVD.)	95	64.82
092	US-30	1	19.71	19.86	0.15	23,200	28	0	1	1	11	15	Scappoose	Columbia	HAVLIK DR.	95	64.31
150	OR-221	1	20.66	20.76	0.10	41,700	19	0	2	1	5	11	Salem	Polk	BASSETT ST.	95	64.28
062	OR-126	1	35.41	35.59	0.18	4,600	8	0	2	3	2	1		Lane		95	64.21
227	OR-126	1	8.96	9.14	0.18	30,700	16	1	1	4	2	8	Springfield	Lane	52ND ST.	95	64.14
140	OR-219	1	32.93	33.13	0.20	1,999	6	0	2	1	1	2		Marion	NE FRENCH PRAIRIE RD.	95	64.02
009	US-101	1	112.26	112.44	0.18	18,800	13	0	2	1	5	5	Lincoln City	Lincoln	DEVILS LAKE GOLF CLUB RD.	95	64.00
031	US-20	1	2.97	3.09	0.12	12,600	10	0	2	4	3	1		Benton	NE PILKINGTON AVE.	95	63.67

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Oregon Department of Transportation

Region

2015 - On-State, Top 10% Groups - By Score

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Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
091	OR-99W	1	35.61	35.75	0.14	19,466	13	0	2	0	6	5	McMinnville	Yamhill	NE 27TH ST.	95	63.63
091	OR-99	2	122.32	122.49	0.17	22,800	42	0	0	5	16	21	Eugene	Lane	GRANT ST.	95	63.29
009	US-101	1	113.15	113.27	0.12	22,900	16	0	2	1	5	8	Lincoln City	Lincoln	NE 34TH ST.	95	63.16
210	OR-34	1	1.12	1.28	0.16	30,377	28	0	1	6	8	13		Linn	WOLCOTT ST.	95	62.90
031	US-20	1	5.54	5.72	0.18	14,600	19	0	1	5	7	6		Benton	NE GRANGER AVE.	95	62.88
030	OR-22	1	19.94	20.12	0.18	27,900	9	1	2	1	2	3		Polk	OAK GROVE RD.	95	62.86
091	OR-99W	1	81.67	81.85	0.18	19,300	22	0	1	2	10	9	Corvallis	Benton	CIRCLE BLVD. (CIRCLE AVE.)	95	62.64
092	US-30	1	28.51	28.65	0.14	16,600	21	0	1	5	7	8	St. Helens	Columbia	COLUMBIA BLVD.	95	62.63
062	OR-126	1	35.61	35.78	0.17	4,600	3	2	1	0	0	0		Lane		95	62.53
069	OR-126	1	2.75	2.92	0.17	18,400	18	0	1	3	10	4	Eugene	Lane	WILLOW CREEK RD.	95	61.34
033	US-20	1	55.36	55.54	0.18	17,344	23	0	1	2	10	10	Corvallis	Benton	SW 15TH ST.	95	61.21
001	I-5	1	261.91	262.10	0.19	89,200	8	0	3	1	2	2		Marion		95	61.20
058	OR-99E	1	3.93	4.04	0.11	18,033	12	0	2	3	2	5	Albany	Linn	PACIFIC PL.	95	61.12
009	US-101	1	140.23	140.44	0.21	22,877	35	0	2	3	15	15	Newport	Lincoln	NW 3RD ST.	95	60.82
092	US-30	1	97.85	97.99	0.14	16,600	12	0	2	1	5	4	Astoria	Clatsop	18TH ST.	95	60.40
091	OR-99	1	122.15	122.34	0.19	21,900	34	0	0	6	11	17	Eugene	Lane	7TH PL.	95	60.25
227	I-105	1	3.42	3.64	0.22	65,100	17	0	2	4	3	8	Eugene	Lane	001LO CONN. M.P. 4C194.21	95	60.00
140	OR-214	1	50.54	50.71	0.17	4,600	16	0	1	1	5	9	Silverton	Marion	PARK ST.	95	59.85
102	OR-47	1	71.40	71.56	0.16	2,800	20	0	0	7	6	7		Washington	NW PEBBLE CREEK RD.	95	59.82

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091	OR-99	1	123.03	123.16	0.13	26,400	28	0	1	2	7	18	Eugene	Lane	BLAIR BLVD.	95	59.59
030	OR-22	2	26.09	26.18	0.09	43,200	51	0	0	5	10	36	Salem	Marion		95	59.48
001	I-5	1	238.92	239.09	0.17	57,300	23	0	1	3	10	9		Linn		95	59.43
091	OR-99W	1	25.72	25.93	0.21	27,500	37	0	0	1	16	20	Dundee	Yamhill	SW 4TH ST.	95	58.61
210	OR-34	1	10.68	10.86	0.18	14,600	14	1	0	7	5	1		Linn	SEVEN MILE LN.	95	58.21
016	US-20	1	0.14	0.25	0.11	17,100	11	0	2	2	4	3	Albany	Linn	BURKHART ST. SE	95	58.19
091	OR-99W	1	27.36	27.57	0.21	22,400	13	1	1	2	2	7		Yamhill	LEG (TO HWY 091 (1W) DECREASING RDWY)	95	57.67
091	OR-99W	1	38.20	38.38	0.18	19,155	17	0	1	0	11	5	McMinnville	Yamhill	FELLOWS ST.	95	57.51
081	OR-99E	1	41.18	41.34	0.16	9,366	19	0	1	2	6	10		Marion	RIVERTON ST.	95	57.49
009	US-101	1	139.23	139.41	0.18	24,700	22	0	1	1	10	10	Newport	Lincoln	NW 20TH ST.	95	57.32
140	OR-219	1	36.77	36.95	0.18	22,100	40	0	0	3	20	17	Woodburn	Marion	LEG (TO 140AD CONN.)	95	57.31
225	OR-225	1	2.10	2.24	0.14	12,900	11	0	2	1	1	7		Lane	E 30TH AVE.	90	57.14
154	OR-154	1	1.10	1.25	0.15	6,000	7	0	2	0	2	3		Yamhill	STRINGTOWN RD.	90	57.03
091	OR-99W	1	35.97	36.15	0.18	20,600	24	0	1	2	7	14	McMinnville	Yamhill	MCDANIEL LN.	90	56.62
069	OR-569	1	12.91	13.00	0.09	34,000	22	0	1	2	8	11	Springfield	Lane	LEG (TO GATEWAY ST.)	90	56.37
081	OR-99E	1	44.37	44.54	0.17	14,700	18	0	1	1	8	8		Marion	LEG (TO CHEMAWA RD.)	90	56.34
072	OR-99EB	1	4.80	4.92	0.12	24,300	18	0	1	2	8	7	Salem	Marion	FRONT ST. NE	90	56.21
058	OR-99E	1	2.55	2.74	0.19	34,100	22	0	1	3	7	11	Albany	Linn	11TH ST. SW	90	56.00
150	OR-221	1	20.13	20.26	0.13	31,300	31	0	0	4	13	14	Salem	Polk	ORCHARD HEIGHTS RD. NW	90	55.68

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091	OR-99W	1	22.11	22.26	0.15	30,700	21	1	0	2	8	10	Newberg	Yamhill	N DEBORAH ST.	90	55.62
009	US-101	1	7.96	8.09	0.13	13,600	16	1	0	4	5	6	Warrenton	Clatsop	SE ENSIGN LN.	90	55.55
091	OR-99W	1	36.61	36.82	0.21	20,322	29	0	0	5	11	13	McMinnville	Yamhill	LEG (TO BAKER CREEK RD.)	90	55.24
058	US-20	1	1.65	1.82	0.17	17,500	33	0	0	6	13	14	Albany	Linn	OAK ST. SE	90	55.06
058	US-20	1	1.77	1.90	0.13	16,966	30	0	0	3	12	15	Albany	Linn	MAIN ST.	90	55.00
081	OR-99E	1	29.18	29.34	0.16	14,000	18	1	0	0	9	8	Hubbard	Marion	D ST.	90	54.91
015	OR-126B	1	5.81	5.95	0.14	13,900	8	0	2	0	3	3	Springfield	Lane	CHAPMAN LN.	90	54.86
091	OR-99	1	123.22	123.32	0.10	26,400	43	0	0	2	11	30	Eugene	Lane	MADISON ST.	90	54.65
015	OR-126B	1	3.42	3.53	0.11	19,800	31	0	0	6	10	15	Springfield	Lane	S 28TH ST.	90	54.49
015	OR-126B	2	1.55	1.66	0.11	8,966	24	0	0	3	10	11	Springfield	Lane	HWY. 228 (PIONEER PARKWAY W) M.P. 1.37	90	54.43
027	OR-34	1	55.78	55.90	0.12	1,500	3	1	1	1	0	0		Benton		90	54.40
151	OR-240	1	6.03	6.16	0.13	6,655	6	1	1	1	1	2		Yamhill	KINNEY RD.	90	53.93
091	OR-99	1	115.77	115.91	0.14	14,477	6	1	1	1	3	0		Lane	LEG (TO AWBREY LN.)	90	53.66
227	I-105	1	0.00	0.12	0.12	56,500	28	0	0	7	14	7	Eugene	Lane	HWY. 227 M.P. 0.00	90	53.47
033	US-20	1	16.77	16.92	0.15	5,800	6	0	2	1	0	3		Lincoln	THORNTON CREEK RD.	90	53.19
001	I-5	1	234.91	235.09	0.18	60,700	20	1	0	2	8	9		Linn		90	53.17
072	OR-22	1	6.68	6.87	0.19	37,800	37	0	0	6	14	17	Salem	Marion	17TH ST. SE	90	52.85
091	OR-99	1	122.38	122.49	0.11	25,000	31	0	0	3	11	17	Eugene	Lane	GRANT ST.	90	52.63
092	US-30	1	20.27	20.45	0.18	23,200	22	0	1	1	7	13	Scappoose	Columbia	HIGH SCHOOL RD.	90	52.48

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072	OR-99EB	1	3.07	3.22	0.15	23,333	28	0	0	7	7	14	Salem	Marion	LEG (TO BRDWAY ST. NE)	90	52.08
091	OR-99W	1	84.41	84.59	0.18	23,400	20	0	1	3	5	11	Corvallis	Benton	CRYSTAL LAKE DR.	90	52.02
091	OR-99	1	116.95	117.12	0.17	19,500	15	0	1	4	4	6		Lane	LEG (TO AIRPORT RD.)	90	52.01
001	I-5	1	231.89	232.06	0.17	49,900	7	0	2	4	0	1		Linn		90	51.98
072	OR-99EB	1	4.63	4.80	0.17	30,877	17	1	0	3	9	4	Salem	Marion	FRONT ST. NE	90	51.96
009	US-101	1	113.34	113.44	0.10	23,400	7	1	1	1	2	2	Lincoln City	Lincoln	NE HOLMES RD.	90	51.93
001	I-5	1	243.94	244.09	0.15	57,000	20	0	1	3	6	10		Marion		90	51.84
091	OR-99W	1	59.03	59.17	0.14	9,300	10	0	1	4	5	0		Polk	ORRS CORNER RD.	90	51.84
015	OR-126	1	7.09	7.22	0.13	24,700	7	0	2	2	1	2	Springfield	Lane	65TH PL.	90	51.80
001	I-5	1	280.93	281.09	0.16	87,200	9	1	1	0	3	4		Clackamas		90	51.55
228	OR-528	2	0.98	1.10	0.12	6,000	6	0	2	0	0	4	Springfield	Lane	F ST.	90	51.50
140	OR-214	1	37.04	37.19	0.15	18,300	25	0	0	3	12	10	Woodburn	Marion	OREGON WY.	90	51.36
009	US-101	1	21.04	21.15	0.11	17,200	18	1	0	2	4	11	Seaside	Clatsop	BROADWAY	90	51.31
091	OR-99W	1	63.47	63.59	0.12	11,900	20	0	0	3	11	6	Monmouth	Polk	E CLAY ST.	90	51.23
091	OR-99	1	120.52	120.69	0.17	19,166	24	0	0	4	12	8	Eugene	Lane	RICHARD AVE.	90	51.14
140	OR-219	1	21.11	21.28	0.17	10,666	14	0	1	5	1	7	Newberg	Yamhill	2ND ST.	90	51.09
009	US-101	1	140.64	140.75	0.11	17,688	17	0	1	2	5	9	Newport	Lincoln	SW HURBERT ST.	90	51.04
009	US-101	1	20.37	20.52	0.15	17,333	14	0	1	3	5	5	Seaside	Clatsop	12TH AVE.	90	50.97
150	OR-221	1	6.12	6.25	0.13	2,500	3	0	2	0	1	0		Yamhill	SE UNIONVALE RD.	90	50.81

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227	OR-126	1	4.90	5.01	0.11	54,100	11	0	2	1	0	8	Springfield	Lane	HWY. 228 M.P. (2)0.13	90	50.77
018	OR-58	1	59.91	60.09	0.18	2,300	9	0	1	2	0	6		Lane		90	50.75
091	OR-99	1	123.27	123.36	0.09	26,400	37	0	0	0	11	26	Eugene	Lane	JEFFERSON ST.	90	50.70
091	OR-99W	1	22.69	22.79	0.10	30,600	17	0	1	2	6	8	Newberg	Yamhill	SITKA RD.	90	50.67
039	OR-18	1	36.91	37.02	0.11	13,400	12	0	1	3	5	3		Yamhill		90	50.47
058	OR-99E	1	2.92	3.09	0.17	21,766	33	0	0	1	12	20	Albany	Linn	LEG (FROM W QUEEN AVE.)	90	50.47
081	OR-99E	1	38.93	39.06	0.13	9,600	5	0	2	1	1	1		Marion	LEG (FROM WACONDA RD. NE)	90	50.44
015	OR-126	1	6.38	6.50	0.12	24,700	32	0	0	6	11	15	Springfield	Lane	S 58TH ST.	90	50.43
091	OR-99W	1	41.92	42.04	0.12	6,900	5	0	2	0	1	2		Yamhill		90	50.37
227	OR-126	1	4.96	5.08	0.12	54,100	9	0	2	2	1	4	Springfield	Lane		90	50.37
016	US-20	1	0.38	0.47	0.09	21,200	18	0	1	1	5	11	Albany	Linn	ERMINE ST. SE	90	50.07
015	OR-126B	1	1.48	1.59	0.11	10,344	19	0	0	1	12	6	Springfield	Lane	S MILL ST.	90	49.93
031	US-20	1	6.37	6.50	0.13	14,900	12	0	1	2	6	3		Benton	NW INDEPENDENCE HWY.	90	49.91
150	OR-221	1	20.04	20.23	0.19	31,300	26	0	0	3	13	10	Salem	Polk	ORCHARD HEIGHTS RD. NW	90	49.81
091	OR-99W	1	22.81	22.90	0.09	31,100	28	0	0	0	14	14	Newberg	Yamhill		90	49.75
039	OR-18	1	48.50	48.68	0.18	19,500	22	0	0	7	7	8	McMinnville	Yamhill	LOOP RD.	90	49.72
016	US-20	1	14.08	14.21	0.13	21,477	24	0	0	5	9	10	Lebanon	Linn	AIRPORT RD.	90	49.66
030	OR-22	1	24.84	24.93	0.09	43,400	6	1	1	2	1	1	Salem	Polk		90	49.62
016	US-20	1	0.88	1.03	0.15	23,600	18	0	1	4	2	11	Albany	Linn	ELSIE ST.	90	49.53

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001	I-5	1	241.91	242.08	0.17	57,100	16	0	1	1	8	6		Marion		90	49.52
091	OR-99W	1	25.93	26.05	0.12	24,600	16	0	1	1	7	7	Dundee	Yamhill	SW 7TH ST.	90	49.36
015	OR-126B	1	2.37	2.47	0.10	8,966	9	1	0	2	6	0	Springfield	Lane	14TH ST.	90	49.35
032	OR-22	1	10.50	10.59	0.09	1,400	6	0	1	2	0	3		Tillamook		90	49.34
091	OR-99	1	111.20	111.37	0.17	14,933	14	1	0	1	5	7	Junction City	Lane		90	49.21
191	OR-223	1	2.63	2.73	0.10	15,400	5	0	2	0	2	1	Dallas	Polk	W ELLENDALE AVE.	90	48.89
001	I-5	1	242.91	243.07	0.16	57,200	29	0	0	3	12	14		Marion		90	48.85
039	OR-18	1	21.18	21.27	0.09	10,800	12	0	1	4	2	5		Polk	GRAND RONDE RD.	90	48.70
092	US-30	2	98.34	98.44	0.10	10,188	13	0	1	2	3	7	Astoria	Clatsop	9TH ST.	90	48.60
072	OR-22	2	5.46	5.56	0.10	20,200	23	0	0	3	11	9	Salem	Marion	LIBERTY ST.	90	48.59
015	OR-126B	1	1.54	1.66	0.12	11,633	20	0	0	2	11	7	Springfield	Lane	ROAD	90	48.58
031	US-20	1	2.90	3.02	0.12	12,600	11	0	1	2	5	3		Benton	NE CONIFER BLVD.	90	48.54
140	OR-219	1	10.79	10.95	0.16	3,100	9	0	1	1	1	6		Washington	MOUNTAIN HOME RD.	90	48.33
081		1	46.39	46.49	0.10	25,600	29	0	0	3	9	17	Salem	Marion	HYACINTH ST.	90	48.32
191	OR-223	1	6.08	6.25	0.17	3,900	3	1	1	0	1	0		Polk		90	48.30
161	OR-211	1	7.50	7.68	0.18	5,388	9	1	0	1	4	3		Clackamas	LEG (TO S KROPP RD.)	90	48.22
009	US-101	1	116.44	116.52	0.08	21,200	5	0	2	0	2	1	Lincoln City	Lincoln	SE 28TH ST.	90	48.10
016	US-20	1	0.41	0.55	0.14	23,066	28	0	0	3	10	15	Albany	Linn	FULTON ST. SE	90	48.06
102	US-101B	1	0.18	0.31	0.13	12,500	6	0	2	0	1	3	Astoria	Clatsop	HWY. 102(W MARINE DR.) M.P. 0.18	90	48.00

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009	US-101	1	2.41	2.59	0.18	7,500	4	0	2	1	0	1		Clatsop		90	47.96
091	OR-99W	2	83.40	83.50	0.10	17,222	22	0	0	5	8	9	Corvallis	Benton	NW JACKSON AVE.	90	47.60
016	US-20	1	62.92	63.09	0.17	910	4	0	1	1	1	1		Linn	DEER CREEK RD.	90	47.57
140	OR-214	1	39.16	39.26	0.10	13,500	19	0	0	6	7	6	Woodburn	Marion		90	47.53
058	US-20	2	1.79	1.89	0.10	16,900	26	0	0	1	10	15	Albany	Linn	MAIN ST. SE	90	47.22
162	OR-22	1	14.21	14.33	0.12	6,533	8	0	1	5	0	2		Marion	FERN RIDGE RD.	90	47.21
058	US-20	2	1.67	1.75	0.08	17,100	13	0	1	2	4	6	Albany	Linn	OAK ST. SE	90	47.15
009	US-101	1	187.13	187.32	0.19	9,100	4	0	2	0	0	2		Lane	SINGING WOODS DR.	90	47.12
091	OR-99W	1	22.64	22.75	0.11	30,600	15	0	1	1	7	6	Newberg	Yamhill	HULET LN.	90	47.03
009	US-101	1	140.56	140.68	0.12	17,977	13	0	1	1	5	6	Newport	Lincoln	SW LEE ST.	90	46.93
027	OR-34	1	38.08	38.20	0.12	880	4	0	1	0	1	2		Benton	HAYDEN RD.	90	46.88
031	US-20	2	10.56	10.66	0.10	13,333	24	0	0	5	5	14	Albany	Linn	1ST AVE.	90	46.80
091	OR-99W	1	44.67	44.75	0.08	7,666	11	0	1	1	3	6	Amity	Yamhill	SHERMAN ST.	90	46.78
091	OR-99	1	121.33	121.49	0.16	19,600	4	0	2	1	1	0	Eugene	Lane		90	46.74
032	OR-22	1	10.44	10.57	0.13	1,400	5	0	1	0	2	2		Tillamook		90	46.69
189	OR-223	1	0.20	0.29	0.09	14,400	13	0	1	1	4	7	Dallas	Polk	SE UGLOW ST.	90	46.54
091	OR-99W	1	83.34	83.42	0.08	11,655	22	0	0	6	4	12	Corvallis	Benton		90	46.34
039	OR-18	1	31.57	31.76	0.19	7,300	9	0	1	2	3	3		Yamhill	RED PRAIRIE RD.	90	46.31
091	OR-99W	1	22.38	22.50	0.12	30,700	29	0	0	1	12	16	Newberg	Yamhill	N ELLIOT RD.	90	46.19

**Crash data shown in the SPIS group report results from the summation of crash data between the begin and end mile points of the Group.
 **ADT, SPIS Score, and Percent data shown in the SPIS group report are the highest values from all sites within the Group.



Oregon Department of Transportation

Region

2015 - On-State, Top 10% Groups - By Score

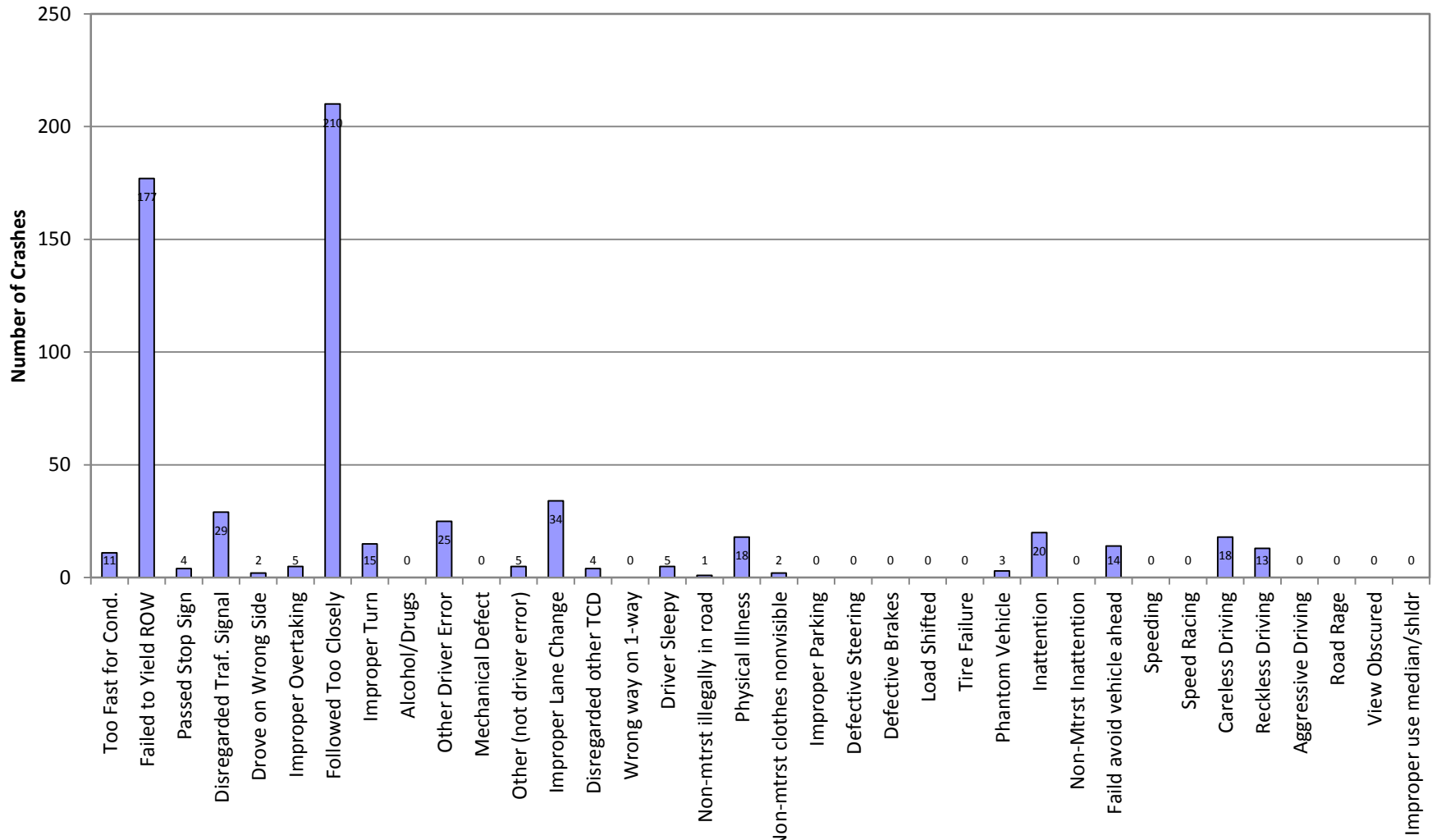
2

Rd	Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	PDO	City	County	Connection	Percent	SPIS
091	OR-99W	1	63.26	63.36	0.10	10,899	11	0	1	1	4	5	Monmouth	Polk	E POWELL ST.	90	46.18
069	OR-126	1	1.24	1.35	0.11	15,000	20	0	0	1	11	8		Lane	LEG (FROM GREENHILL RD.)	90	46.08
091	US-20	1	83.83	83.94	0.11	12,922	15	0	1	2	1	11	Corvallis	Benton	SW WASHINGTON AVE.	90	46.02
210	OR-34	1	12.74	12.84	0.10	14,600	4	0	2	0	1	1		Linn	GOLTRA RD.	90	45.87
091	OR-99W	1	38.90	39.04	0.14	17,200	15	0	1	1	3	10	McMinnville	Yamhill	OLD SHERIDAN RD.	90	45.86
016	US-20	1	34.52	34.69	0.17	2,300	2	1	1	0	0	0		Linn		90	45.83
009	US-101	1	4.32	4.40	0.08	20,600	30	0	0	3	6	21	Astoria	Clatsop		90	45.78
033	US-20	1	53.37	53.46	0.09	13,300	9	0	1	1	6	1	Corvallis	Benton		90	45.76
031	US-20	1	4.86	4.98	0.12	12,600	10	0	1	3	3	3		Benton		90	45.67
072	OR-99EB	1	4.84	4.94	0.10	24,300	13	0	1	1	5	6	Salem	Marion	UNION ST. NE	90	45.60
015	OR-126B	1	6.14	6.26	0.12	17,499	20	0	0	4	8	8	Springfield	Lane	HWY. 227 M.P. (2)9.98	90	45.54
091	OR-99W	1	22.84	22.92	0.08	32,100	26	0	0	0	12	14	Newberg	Yamhill		90	45.41
029	OR-47	1	42.36	42.45	0.09	4,200	8	0	1	0	3	4		Yamhill	HWY. 029 M.P. (2)42.41	90	45.40
016	US-20	1	28.56	28.67	0.11	8,577	9	0	1	2	3	3	Sweet Home	Linn	CLARK MILL RD.	90	45.32
009	US-101	1	6.48	6.58	0.10	13,500	20	0	0	1	10	9	Warrenton	Clatsop		90	45.29
092	US-30	2	98.36	98.45	0.09	9,944	11	0	1	1	3	6	Astoria	Clatsop	COMMERCIAL ST. (2ND LT.)	90	45.11
009	US-101	1	114.13	114.21	0.08	19,600	21	0	0	1	11	9	Lincoln City	Lincoln	17TH ST.	90	45.10

**Crash data shown in the SPIS group report results from the summation of crash data between the begin and end mile points of the Group.
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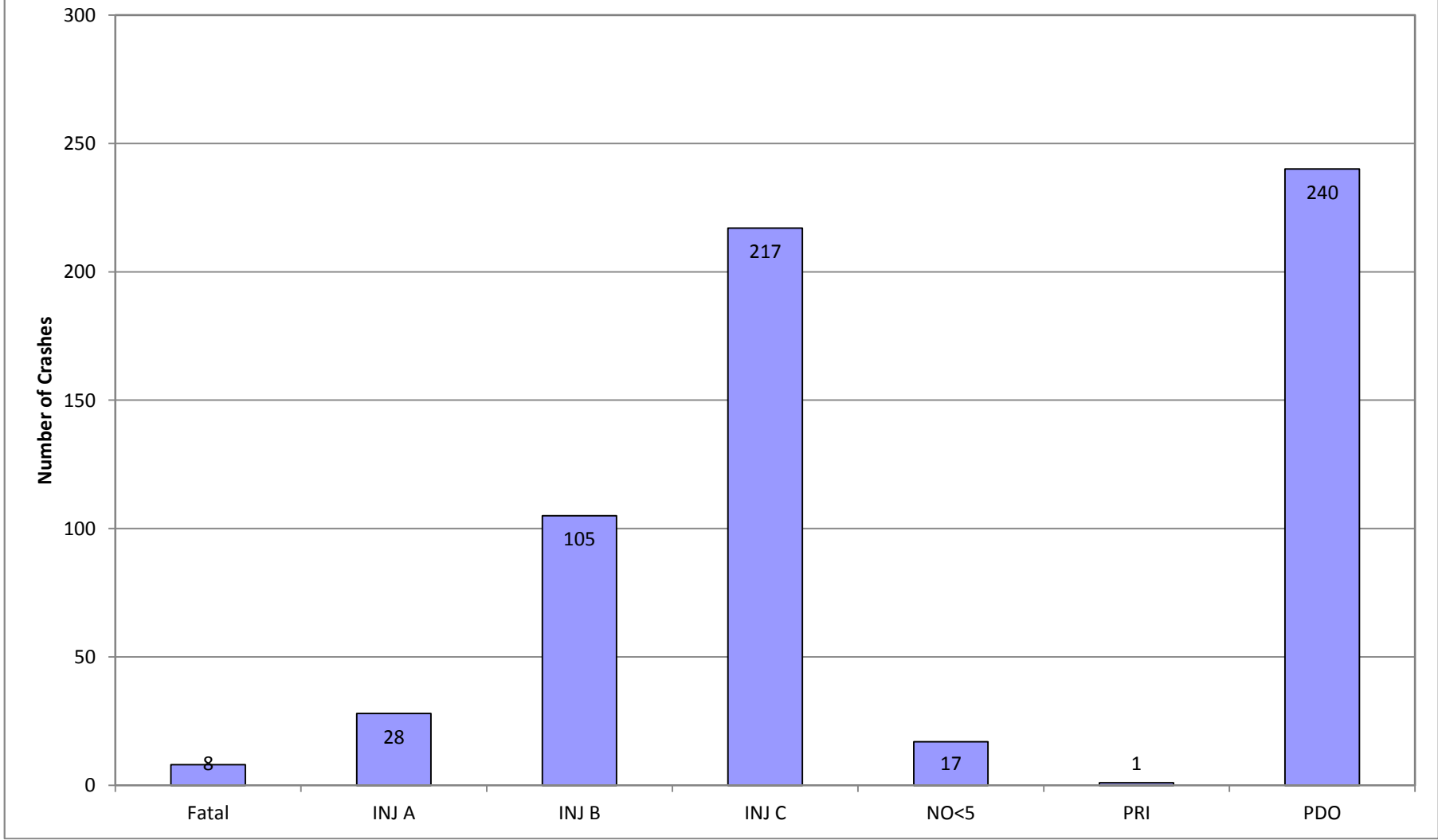
Crash History by Crash Cause

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
 Mainline, Connections | Both Add and Non-Add Mileage Alignments
 Mileage Type(s): Regular



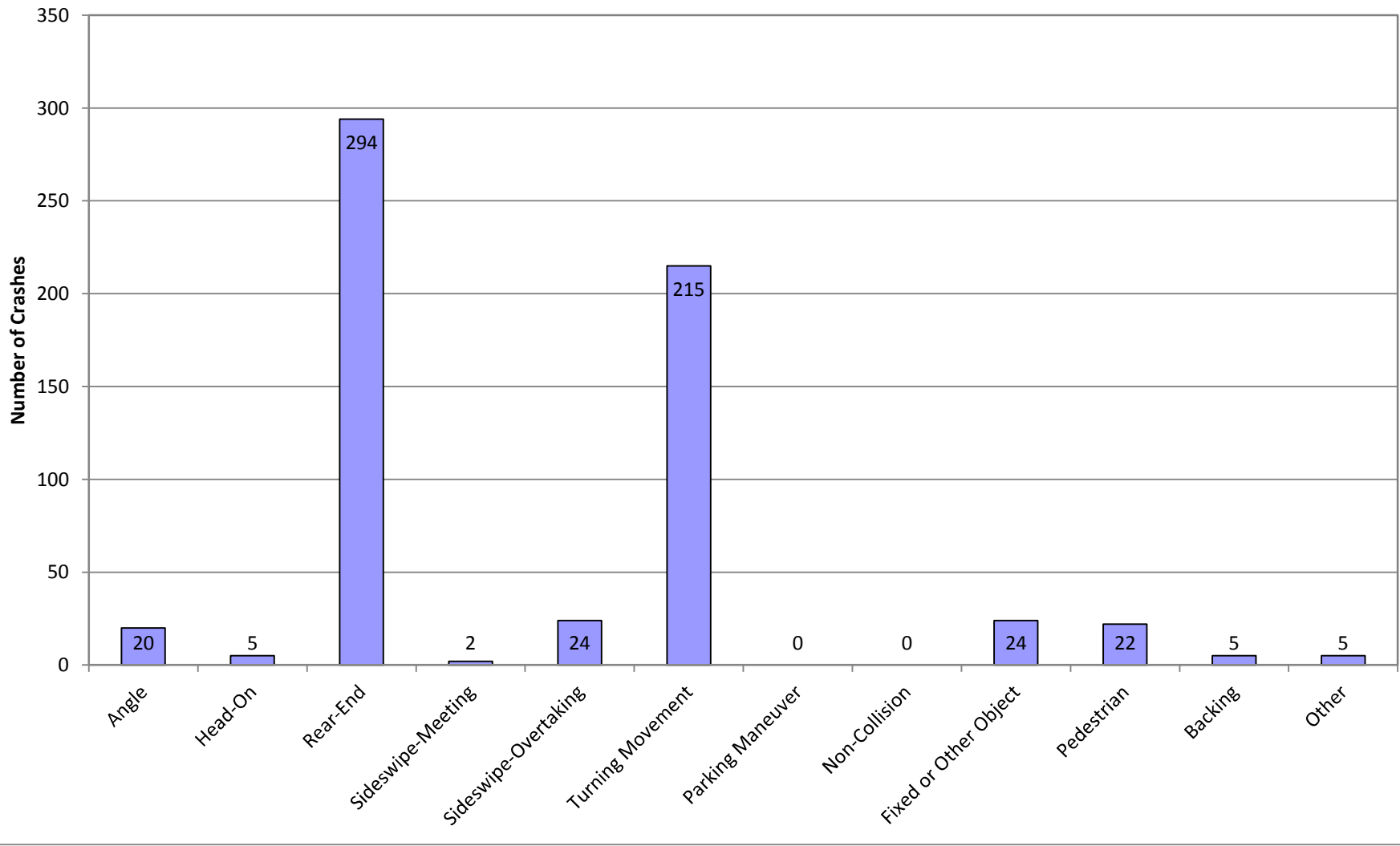
Crash History by Injury Severity

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



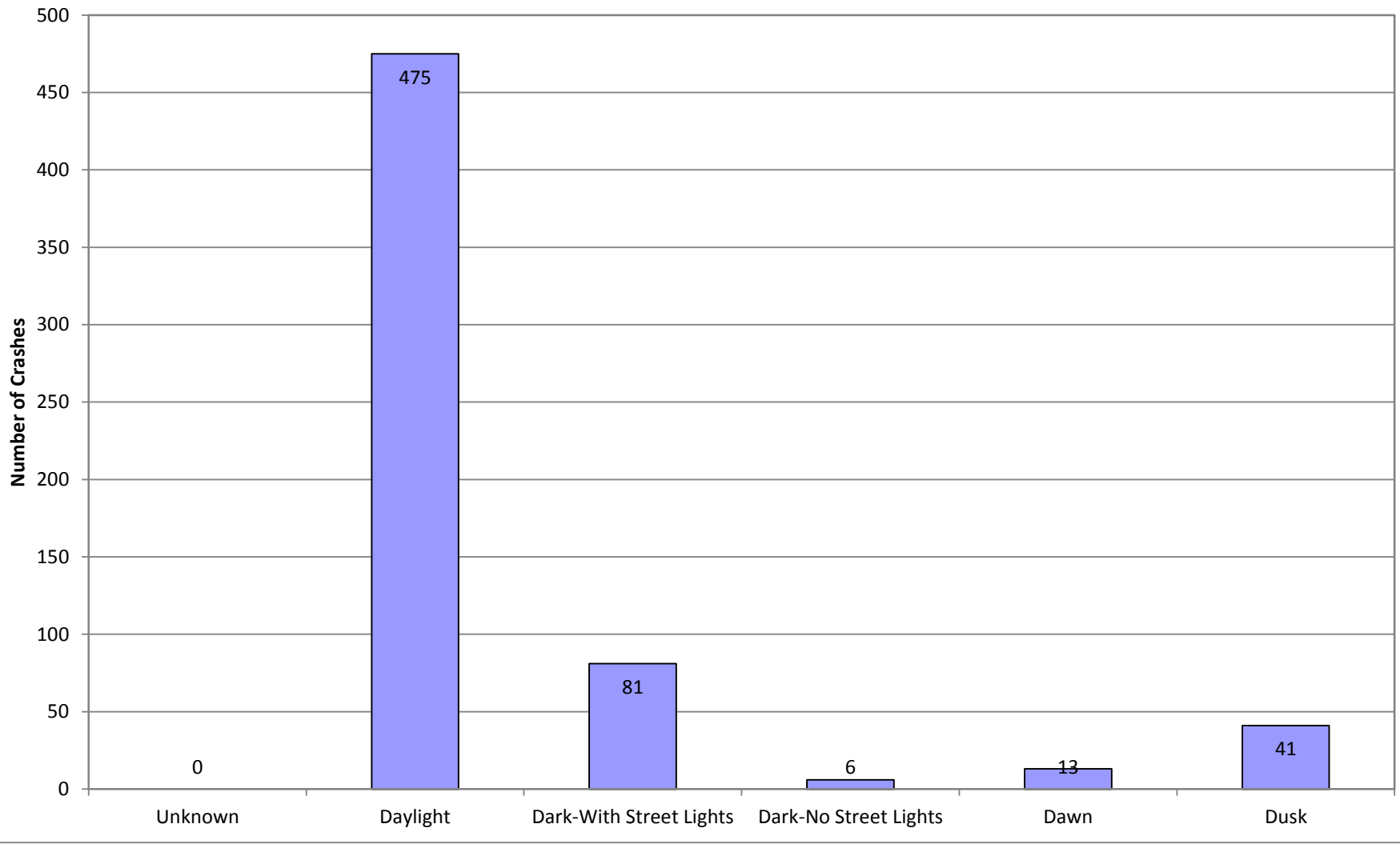
Crash History by Crash Type

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



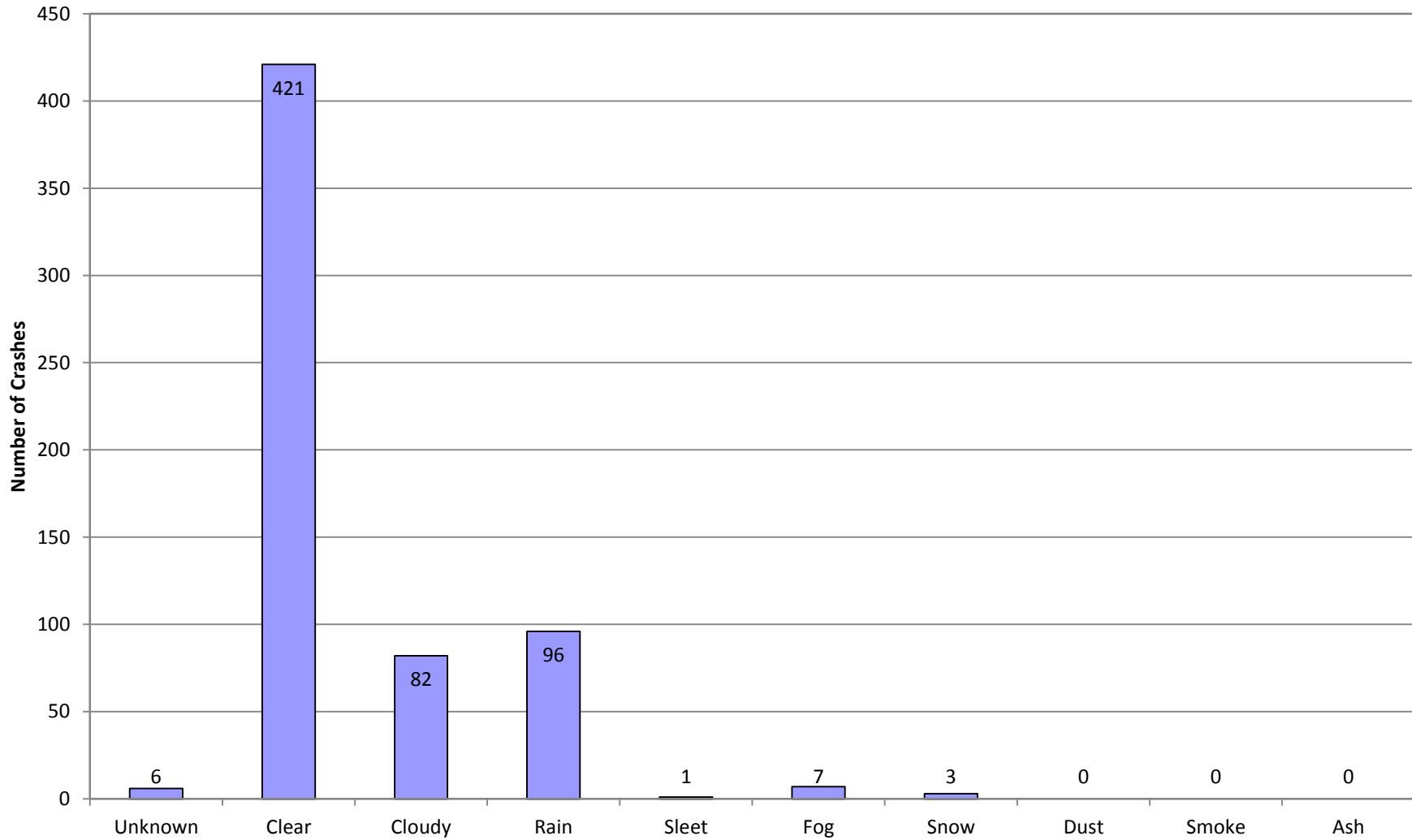
Crash History by Light

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



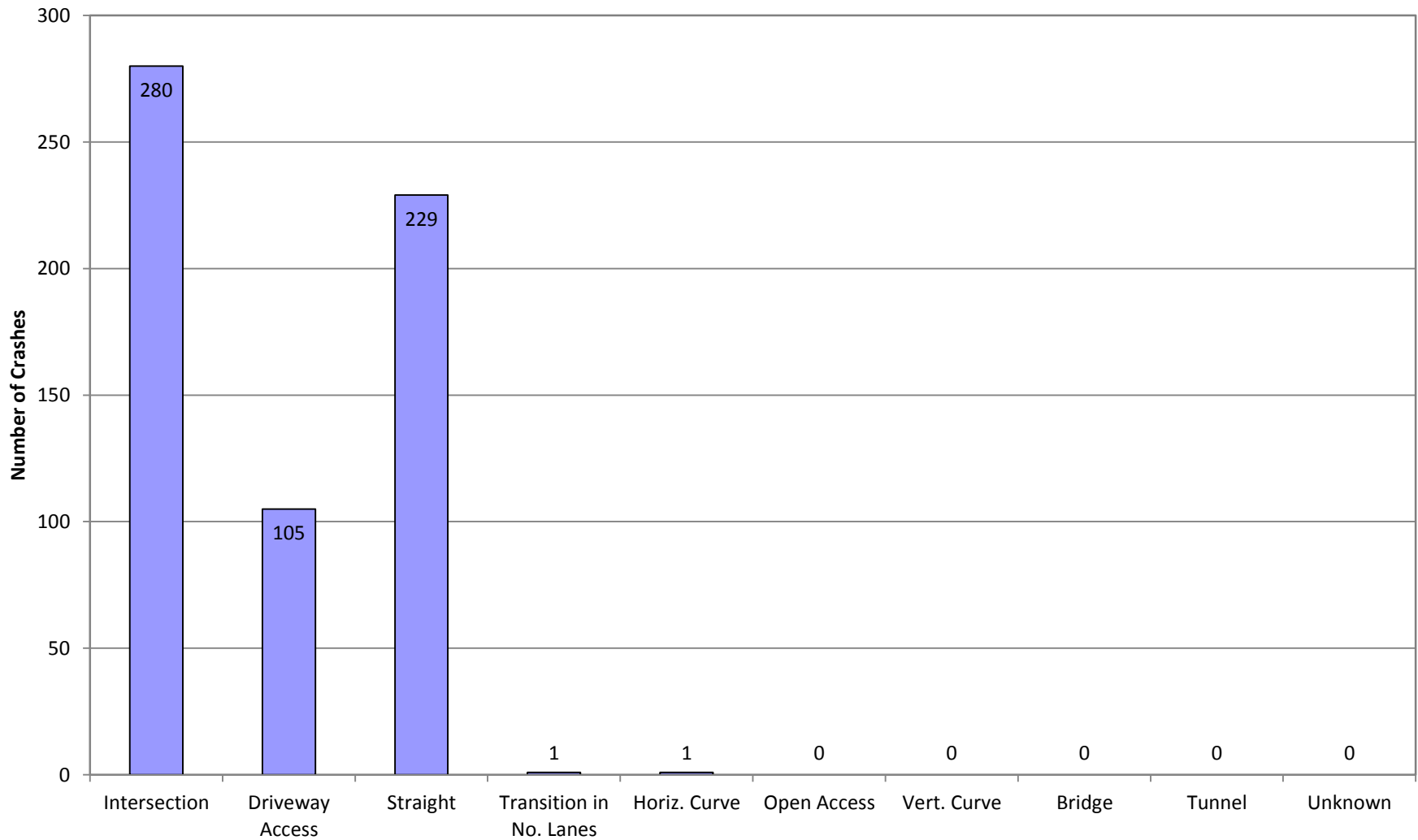
Crash History by Weather

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



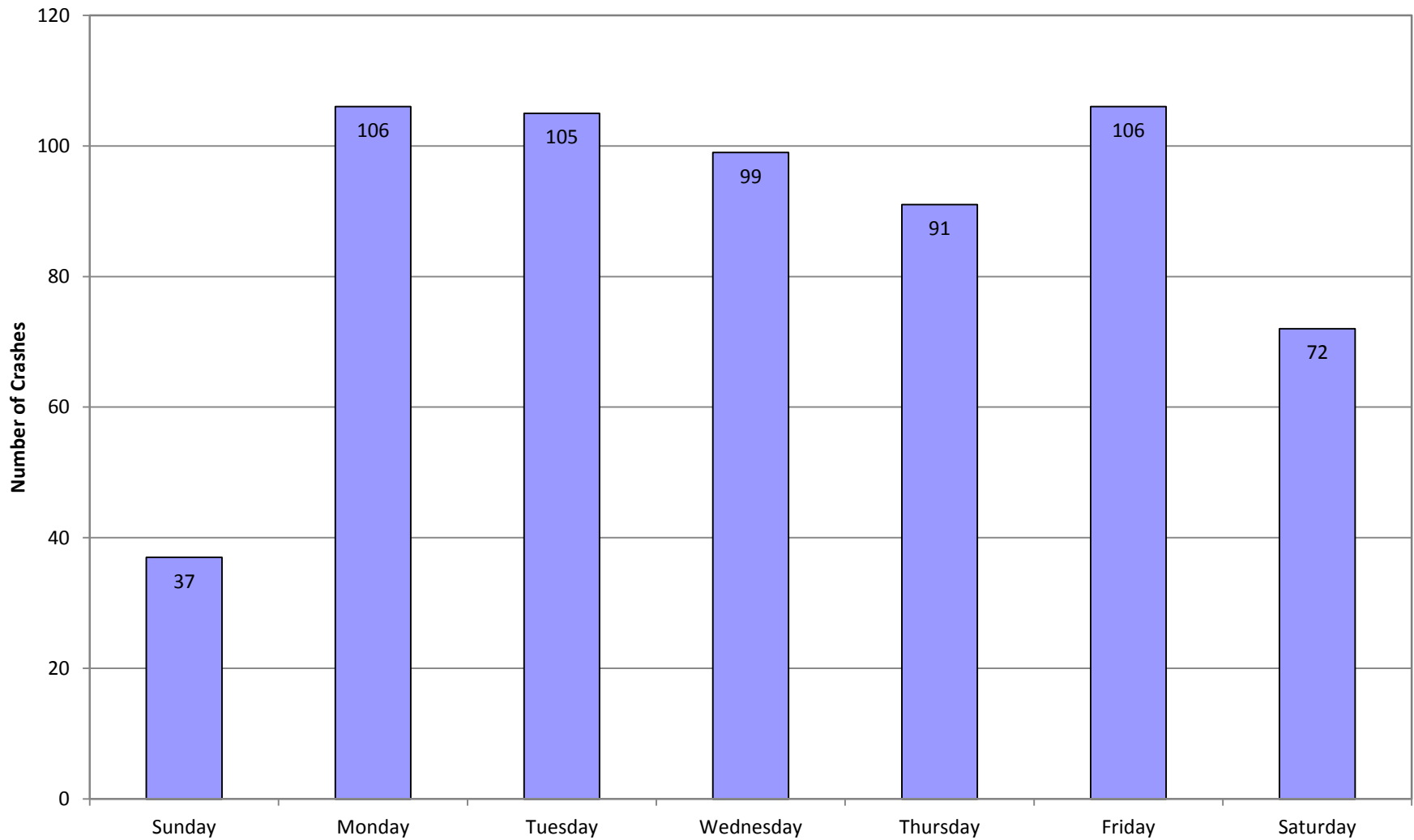
Crash History by Crash Characteristic

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



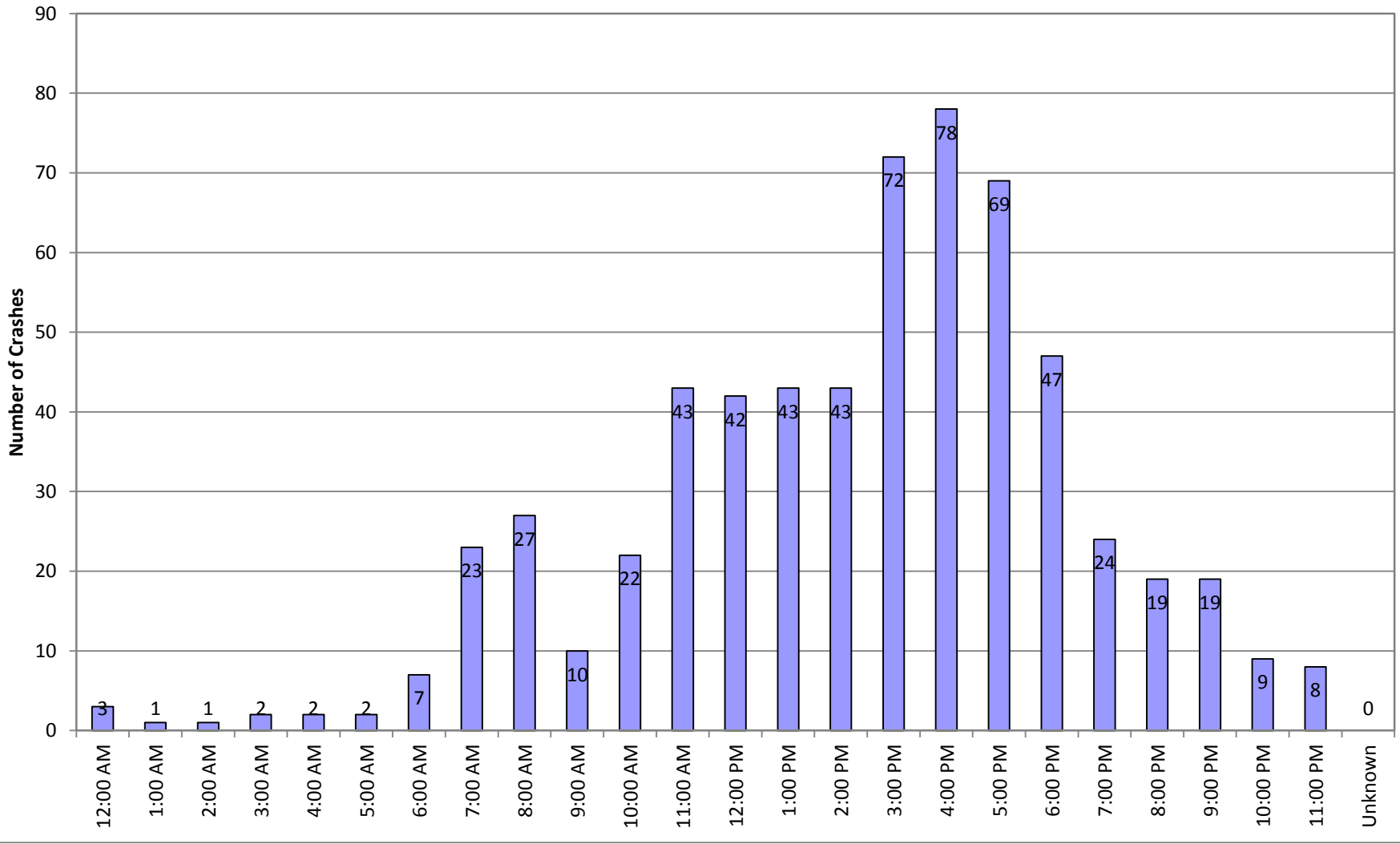
Crash History by Day of Week

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



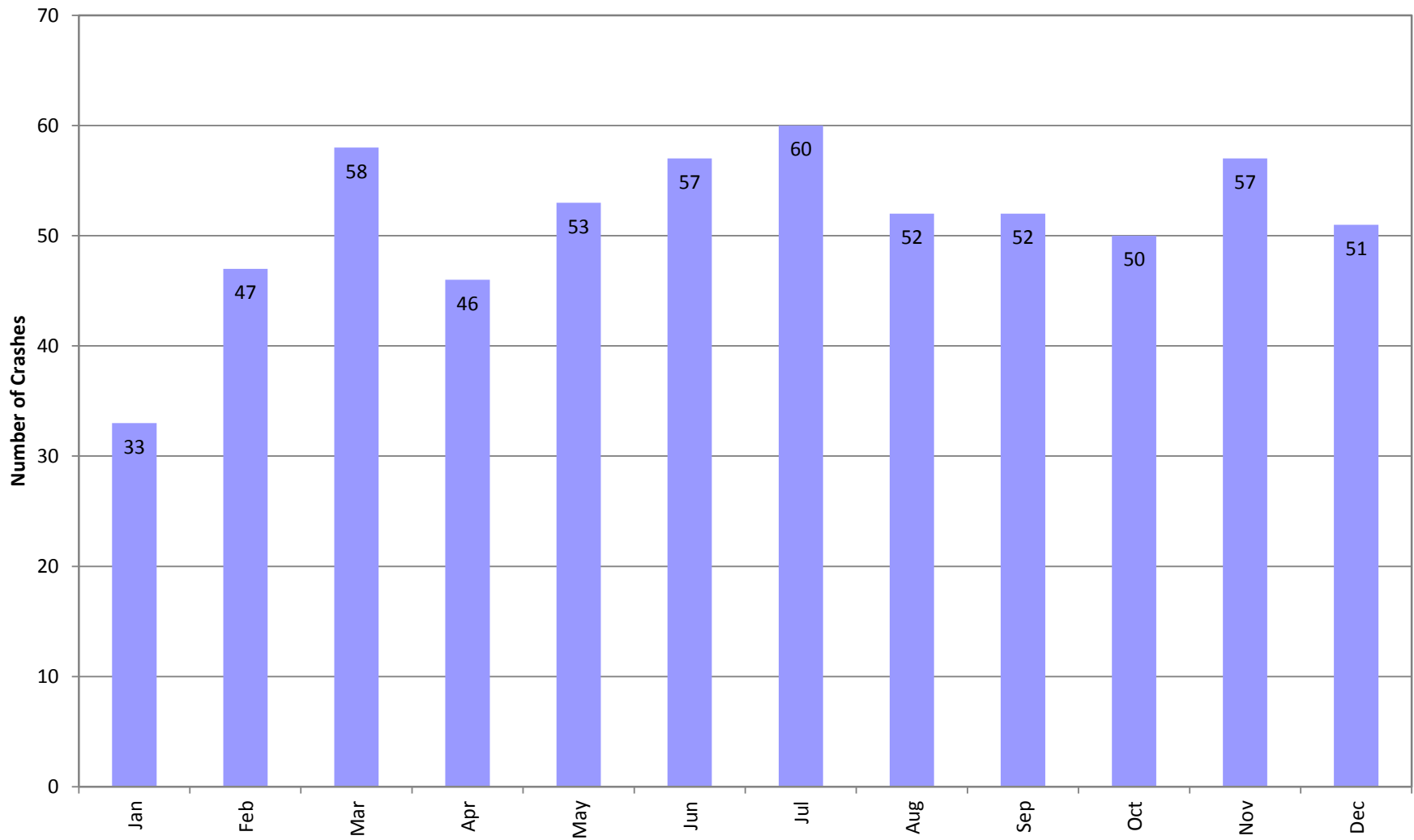
Crash History by Time of Day

Hwy 015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
 Mainline, Connections | Both Add and Non-Add Mileage Alignments
 Mileage Type(s): Regular



Crash History by Month

015 McKenzie | Milepoint 02.98 to 07.88 | 01/01/2010 to 12/31/2015
Mainline, Connections | Both Add and Non-Add Mileage Alignments
Mileage Type(s): Regular



MovingAhead Locally Preferred Alternative (LPA) Selection Process

Prepared By: Kristin Hull, CH2M

In early 2017 the project team will begin the process to aid decision makers in selecting locally preferred alternatives (LPAs) for each MovingAhead corridor. The LPA will define mode (No-Build, Enhanced Corridor, or EmX) and route for each corridor. In some cases, the LPA may also identify areas where refinement to the design is needed. Because MovingAhead is a system plan, the LPA selection process also will include prioritization of corridors for implementation.

The corridor LPA, and subsequent refinement, sets the stage for preliminary engineering and National Environmental Policy Act (NEPA) activities. LPA selection also allows LTD, when appropriate, to request permission from the Federal Transit Administration (FTA) to enter project development and begin work on a Small Starts funding application. Entering project development is important because all funds expended after project development is initiated count toward the project's local match requirements for federal Small Starts funding.

The LPA selection process is one of the most important milestones in the development of transit corridors and will include extensive public engagement as well as involvement of both technical staff and decision makers at all affected agencies. The LTD Board of Directors, Eugene City Council, and Metropolitan Policy Committee (MPC) must approve LPAs for all corridors.

Post-LPA Process

LPA selection will kick off more detailed work in one or more corridors. Following LPA selection, elected officials and community stakeholders will participate in the following steps for each corridor where a build alternative is selected:

- NEPA documentation; likely preparation of a Documented Categorical Exclusion (DCE) for any corridor where LTD will seek federal construction funds.
- Design refinement to avoid, minimize, or mitigate impacts identified in the Alternatives Analysis report, and address issues or concerns raised by decision makers and the public. This process will likely include individual or small group meetings with concerned property owners, business owners, and residents to develop design solutions.
- Preliminary engineering.

After NEPA and preliminary engineering is complete for the highest priority corridors and funding is secured, LTD will begin final design and permitting work to prepare for construction.



EmX Ridership Update

January 2007 through August 2016

