

TRANSIT TOMORROW – STAKEHOLDER & PUBLIC MEETINGS:

Homes for Good – March 13, 2020

Meeting: Homes for Good
Date & Time: Friday, March 13, 2020, 3:00 p. m.
Location: Go To Meeting / Conference Call
LTD Attendees: Tom Schwetz, Director of Planning & Development
Cosette Rees, Director of Specialized Services
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner
Kim Le, Development Planner

Meeting was attended by Jacob Fox, Executive Director and Ela Kubok, Communications Director

Meeting Notes:

Andrew went through the presentation via Go To Meeting.

Mr. Fox asked more about the routes that were experiencing declining ridership. Andrew noted that the routes that offer more frequent service, such as EmX and route 11, tend to correlate with higher ridership, whereas, routes that operate less frequent tend to correlate with lower of ridership.

Homes for Good really values the partnership with LTD – they have coordinated with our Point 2 Point team to help their residents better understand safe places to walk; and marketing staff on low-income and other LTD programs.

Ms. Kubok shared that frequency is really important – that this change will be a game changer for transit ridership.

Homes for Good coordinates the locations of their properties with the transit network. Homes for Good and LTD will be coordinating to map the proposed new network with the list of addresses of their properties. The proposed new network and improvements to frequency and span of service will help support future investments in affordable housing projects.

We discussed the pressure that agencies, such as Homes for Good, face in finding property for housing projects – affordable land tends to be on the outskirts of town, which are not as easy for LTD to serve. Mr. Fox shared that more state/county/city resources have been focused on affordable housing than in the past. The benefits of a frequent network is a compelling argument for more resources to be focused closer to the community centers where more services are present.

Homes for Good would like to help LTD get the word out about the proposed changes and help with public education. The mapping of their properties with the proposed network would be an effective communication tool.

Mr. Fox shared that Homes for Good has newer 48 unit property new Willamette High School; a new project at Charnelton and 11th, a new project in Glenwood; and their new administrative offices will be moved to 100 W. 11th – all of these properties will be served by the proposed new network.

Homes for Good is interested in co-locating/building future affordable housing project near transit hubs and stations – these two uses are complementary.

Sponsors, Inc. – March 9, 2020

Meeting: Sponsors, Inc.
Date & Time: Monday, March 9, 2020, 10:30 a.m.
Location: Sponsors, Hwy 99
LTD Attendees: Tom Schwetz, Director of Planning & Development
Cosette Rees, Director of Specialized Services

Meeting was attended by 4 staff members

Meeting Notes:

Tom provided our PPT presentation and handouts.

- They are committed to promoting clean options, including mileage reimbursement for staff; they get bikes from LTD and others and rebuild them for their participants.
- Sponsors serves 750 - 1000 individuals per year, plus many who are drop-in, including homeless
- They are committed to creating independence and self-sufficiency for their participants.
- Sponsors' goals align very well with the goals of the ridership model, and they very much like the proposed network. They believe it will serve their community, and our community, well.
- Fully support; willing to provide a letter, attend a meeting, etc.
- Interested in participating in a group geared to successful implementation.

Questions/Feedback:

SHELTERCARE – March 6, 2020

Meeting: Lane ShelterCare
Date & Time: Friday, March 6, 2020, 8:30 a.m.
Location: LTD - Glenwood
LTD Attendees: Tom Schwetz, Director of Planning & Development
Cosette Rees, Director of Specialized Services
Jennifer Zankowski, Senior Development Planner

ShelterCare Attendees: Michelle Hanks, CEO

Meeting Notes:

Tom provided a presentation using PowerPoint.

Questions/Feedback:

Ms. Hanks shared that transit is critical for the people the organization serves – it provides access to jobs, health care and other services and amenities. A common complaint she hears about the existing system is if someone misses a bus, then they have to wait a long time to catch another bus. This makes it difficult for people to get to appointments on time and sometimes means that folks will sit in the lobby, so as to not have to wait for their next bus outside. The proposed changes to frequency and span is a great solution to alleviate this issue and would be beneficial for the people ShelterCare serves.

Many ShelterCare clients use RideSource. Staff shared more information about how the RideSource boundary is drawn and how the proposed change could change this boundary and what options the LTD Board will be considering.

Ms. Hanks noted that proximity to transit is an important factor when the organization is looking to locate a facility. Most all facilities are located near EmX or a bus route. We discussed the ShelterCare properties on Highway 99 and MLK Jr. – these properties would be served by a 15-minute route, which is great. She noted that a new family supportive housing complex will be built near the Fairgrounds – this site will be served by 15-minute service.

Ms. Hanks appreciated that LTD has developed the proposed changes around the current mobility needs of the community. We discussed how LTD plans to evaluate the system on a more on-going basis (every three years) to be more responsive to changing mobility needs.

LTD staff shared more about the Mobility Management Plan effort that will be starting this year.

Ms. Hanks requested that LTD reconnect soon after a decision is made (the sooner the better). She suggested her staff could help LTD with public education. She suggest that LTD train the peer support, case management and other front line staff at ShelterCare (and other sister organizations) about the changes, so they, in turn, could help educate the people they work with. ShelterCare would like to be partner of LTD to help us succeed with this project.

Ms. Hanks suggested that LTD review Lane County's TAC report (Dec 2019) as a tool to explain how the proposed changes align with the priorities/locations future projects. She also suggest that we contact

LEAGUE of Lane County – this group could would make for a good focus group/contacts LTD should keep in touch with as the project advances.

FOOD FOR LANE COUNTY – March 5, 2020

Meeting: Food for Lane County (FFLC)
Date & Time: Thursday, March 5, 2020, 9:00 a.m.
Location: FFLC Office, 770 Bailey Hill Rd, Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Jennifer Zankowski, Senior Development Planner

Meeting was attended by 9 staff members from Food for Lane County.

Meeting Notes:

Tom and Jennifer provided a presentation using handouts.

Questions/Feedback:

FFLC shared their appreciation for LTD and the contribution LTD makes to the community. They emphasized how exceptional LTD operators are – their thoughtfulness and caring mean a lot.

Many people that FFLC serve use transit to access cooking classes and the food pantries throughout the community. The organization tries to plan events/food pantry locations/facilities where transit routes are located.

The food pantries are open for a limited amount of time times so the added frequency and associated travel time reliability, and the extended evening and weekend service stand to make it easier for people to access the pantries.

Similarly, FFLC staff feel these changes help their clients' access jobs more easily; they are hopeful about the positive outcomes of more reliable transportation to work.

FFLC staff were happy to see that the proposed network serves many affordable housing complexes.

There was some concern that the proposed changes may mean longer walks – those that come to the food pantries have boxes of groceries to carry. Particular concern was for older adults, persons with disabilities and those who are also traveling with children.

Many of the seniors that FFLC serves are home-bound. Staff shared more information about how the RideSource boundary is drawn and how the proposed change could change this boundary and what options the LTD Board will be considering.

Staff shared more about the relationship between Transit Tomorrow and the Moving Ahead project.

The homeless kitchen & dining hall is downtown (270 W. 8th) – this facility will be served by the proposed system. There was a discussion about homeless camps being moved to Highway 99 and the challenge of connecting this area to downtown. Segments of Highway 99 will be served by 15-minute service to downtown and the length of Highway 99 within Eugene will be served by the existing rural route.

We discussed the low-income pass program – FFLC provides transit passes as part of their job access program. They really appreciate the additional subsidy that LTD is providing, and they find the online registration tool easy to use.

FFLC is not currently using a group pass for employees because they do not meet the threshold for number of participating employees. They were interested in learning more about other options – in the context of a more frequent transit system, more staff may be interested in participating.

We talked more about building ridership in the context of social bias/stigma and both real and perceived safety issues. While a long-term solution is a community-wide effort, FFLC staff suggested that we use stories of the variety of people who ride the bus today. They have people in mind that might be good examples.

FFLC staff would like to help LTD provide education about the proposed changes and encourage people to try transit.

OREGON SUPPORTED LIVING PROGRAM (OSLP) – March 4, 2020

Meeting: OSLP Staff
Date & Time: Wednesday, March 4, 2020, 2:30 p.m.
Location: OSLP Office, 412 Pearl Street, Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner

Meeting was attended by 2 staff members from OSLP.

Meeting Notes:

Andrew provided a presentation using PowerPoint.

Questions/Feedback:

This group has heard from the Southeast Neighbors about their concerns – they were happy that LTD staff was there to share more about the project and answer questions.

OSLP selects the locations of their homes and facilities based on proximity to transit – transit is important for both their staff as well as the people they serve.

Currently, the bus is not the best option for those that have multiple errands/appointments – the proposed increases in frequency can help with this. Equally, traveling on holidays can be hard; however with the changes to weekend service, and therefore holiday service, this would be improved.

OSLP staff think EmX is awesome, and overall, the proposed changes in frequency and span will positively impact staff and the people they serve.

Most OSLP facilities will be served by the proposed system, with the exception of their housing on Dillard Rd/Old Dillard Rd. The residents and staff at this housing facility would have to find different transportation options as the walk would be too far.

OSLP serves many people who use wheelchairs in the Santa Clara area – with the current frequency, there are sometimes challenges when the wheelchair bays are full/some have to wait for the next bus. The proposed changes to frequency would help alleviate this issue. There are concerns about missing sidewalks in the Santa Clara neighborhood – access to transit is not always safe/wheelchair users travel in the road (Ferndale Drive was called out specifically).

From OSLP's perspective, RideSource has not been a good option for those that need to be on time for an appointment. OSLP only uses RideSource in cases of an emergency. For the people OSLP serves, riding the bus provides a sense of independence and traveling on the bus feels safe.

We talked more how the proposed changes and the potential to increase ridership could help the community achieve its climate change goals. We talked briefly about the findings of our greenhouse gas inventory and findings.

We also talked more about how the proposed changes could change how some students would get to school. We clarified the roles and responsibilities that LTD and school districts' have as it relates to school bus service.

OSLP has used group pass for employees in the past but currently does not because they do meet the threshold for number of participating employees. They were interested in learning more about other options – in the context of a more frequent transit system, more staff may be interested in participating.

OSLP staff will be sharing what they learned from LTD to their wider staff to better frame how they might best support the project.

LANE COMMUNITY COLLEGE (LCC) – March 4, 2020

Meeting: LCC Facilities Council
Date & Time: Tuesday, March 3, 2020, 3:30 p.m.
Location: LCC Main Campus, 30th Ave, Building 7
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner

Meeting was attended by Paul Ruscher, Alan Barrett, Rick Glover

Meeting Notes:

Andrew provided a presentation using PowerPoint.

Questions/Feedback:

Andrew provided a PPT presentation

- Students want a few more minutes after class to catch the bus (i.e., 5 minutes)
- LCC shared Main Campus class times
- 85 stops operating too early for students who are coming/going to night school. LCC stops at 9:15 pm (proposed helps)
- Highest enrollment is 1) Fall, 2) Spring, 3) Winter, 4) Summer – Shared enrollment levels throughout the day.
- Looking at establishing more P&Rs?
- Interested in looking at expanding bus pass program to include more students, and add faculty and staff (pilot? Grant?)
- Maybe shifting to a more coverage system in the evenings to get people home
- Staff don't ride the bus because it takes an hour and a half to get there on the bus; would be great to have WiFi for staff and faculty to do work while on the bus.
- Florence – how's ridership? Match medical students?
- Airport – Andrew reviewed ridership on pilot project.

PEACEHEALTH – March 4, 2020

Meeting: PeaceHealth
Date & Time: Tuesday, March 3, 2020, 9:30 a.m.
Location: Conference Call
LTD Attendees: Cosette Rees, Director of Specialized Services
Jennifer Zankowski, Senior Development Planner
Kim Le, Development Planner

Meeting was attended by 3 PeaceHealth staff members; Heather Long, Nichole Vickers; Marsha

Meeting Notes:

Jennifer provided a presentation over the phone, using handouts.

Questions/Feedback:

Interested in how Transit Tomorrow will work for their employees and caregivers.

Understood the proposal. Interested and like increases in frequency and weekend service.

After the Board provides direction on the network on March 18, they would like to get information they can email/include in their newsletter to employees and caregivers.

They will email a map with all of their locations to LTD and we will overlay it on the network; provide information for outreach.

CORNERSTONE COMMUNITY HOUSING – February 28, 2020

Meeting: Cornerstone Community Housing Staff
Date & Time: Friday, February 28, 2020, 9:30 a.m.
Location: Cornerstone Community Housing – 1175 Charnelton St. Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Cosette Rees, Director of Specialized Services

Meeting was attended by 2 staff members from the Cornerstone

Meeting Notes:

Tom provided a presentation using handouts.

Questions/Feedback:

Frequency is important. I don't ride here in our community but do when I go to other cities who have reliable frequent service. I live at the top of SW Eugene hill and I don't have service and don't expect it to serve that neighborhood.

The convenience of frequency for appointments, work, getting their groceries is really important so like the service and the proposed model.

Woodleaf – Some residents depend on the bus; affordable housing is planned to be distributed throughout our community, not necessarily where the bus currently serves.

It's not necessarily reasonable to expect the bus is going to serve all affordable housing locations.

Trying to find the perfect location for affordable housing with all the amenities and access is difficult.

Would love to have transit on Hunsaker, but understand why LTD doesn't serve it; looking for other ways to provide access.

New SC Station – Greenleaf and Apple Orchard facilities will be happy. There is other affordable housing, and planned affordable housing, nearby so it's a great location.

EUGENE MISSION – February 27, 2020

Meeting: Eugene Mission
Date & Time: Thursday, February 27, 2020, 11:00 a.m.
Location: Eugene Mission – 1542 W. 1st Street, Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Jennifer Zankowski, Senior Development Planner

Meeting was attended by 2 staff members from the Eugene Mission.

Meeting Notes:

Tom provided a presentation using handouts.

Questions/Feedback:

Transportation is critical for guests at Eugene Mission – most guests rely on bikes and transit for all of their mobility needs.

LTD buses service is critical to helping people access medical/social services appointments and jobs. There are important resources in downtown Eugene and job/day-labor opportunities in Springfield that Eugene Mission guests frequent.

Comments:

The proposed system maintains all of the critical transportation connections and would provide better transit services for the people that the Mission serves. For these reasons, Mission staff are supportive of the proposed changes and are willing to write a letter of support.

Mission staff noted that the stop at Chambers/2nd tends to be a hangout spot -- many people that gather there are male Mission guests, some are using drugs/causing problems/hanging out, some are waiting for the bus. Mission staff are concerned that this congregation of people make it uncomfortable for transit users to access their facility. They noted that women with children do not use this stop. These concerns were shared with LTD Security and City of Eugene Police Department.

Mission staff suggested that we conduct a focus group of Mission guests to learn more about their perspectives and experiences using transit.

UO LIVEMOVE – February 26, 2020

Meeting: UO LiveMove Student Group
Date & Time: Wednesday, February 26, 2020, 5:30 p.m.
Location: UO EMU, Cedar Room
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Jennifer Zankowski, Sr. Development Planner
Andrew Martin, Development Planner
Jeramy Card, Service Planner

Meeting was attended by 15 members from UO LiveMove

Meeting Notes:

Jennifer provided a PowerPoint presentation.

Questions addressed /conversation Included:

- How will we monitor service and make changes if it isn't performing correctly?
- Is TT going to make investments like BRT to accomplish the frequency? How does TT relate to the MovingAhead project?
- Was this change requested by the community, or by LTD?
- A lot of conversation and ideas about first-last mile connections.
- Connectivity is good and important

Feedback:

- Very supportive of this network – especially because is in alignment with the city plans
- Also very supportive. We're Planning students and this is good transit. Coordinating land-use, jobs, etc. applies and creates what we're learning.
- Lived in Japan and Korea – didn't have to think about transit schedules, etc. Never used here because it's too complicated/inconvenient.
- With this network, I would go a lot more places on the bus. Lives on EmX and typically only travels on EmX because of the complications. If she has to travel to places NOT on EmX, she drives.

YAPOAH TERRACE – February 26, 2020

Meeting: Ya Po Ah Terrace – Senior Residential Building
Date & Time: Wednesday, February 26, 2020, 2:00 p.m.
Location: Ya Po Ah Terrace, 350 Pearl Street, Eugene
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Scwetz, Director of Planning & Development
Andrew Martin, Development Planner

Meeting was attended by 24 members from Ya Po Ah Terrace

Meeting Notes:

Loves the (current) bus system; thinks it's fantastic. Commend the Board for looking at how to better use the service.

Concerned about not having the bus stop at the stop just off the YaPoAh parking lot. Even one block makes a big difference. If they have to walk farther, it doesn't feel safe. Especially in the dark. Also, when it rains it is really hard to walk even a block.

YaPoAh is on a hill, and it's hard on the heart to walk that far, especially if a person is carrying a bag.

Because it will be difficult to use, it will likely increase the isolation of folks living at YaPoAh.

People rely on the bus to get their groceries, go to Dr. appointments, etc.

Not everyone living there qualifies for RideSource; and RideSource diminishes their independence. They are just adding twelve new ADA units. They need to have service that helps them be more independent.

Discussed if the plan were all or nothing; could pieces of it be adopted or is it one network? We discussed the system design, and the process toward a final network. No decisions have been made, that's why we're out talking to folks.

In designing our system, LTD should be designing it to give priority to seniors and people with disabilities.

Can we do something different; still serve that stop both ways during some parts of the day? We discussed serving it with smaller buses and EmGo.

They are looking forward to information about the direction LTD gets from the Board in March. Please plan to come back or send information to provide an update.

RELIEF NURSERY – February 25, 2020

Meeting: Relief Nursery Staff
Date & Time: Tuesday, February 25, 2020, 2:45 p.m.
Location: LTD Admin Glenwood
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner

Meeting was attended by 4 staff members from the Relief Nursery

Meeting Notes:

Andrew provided a presentation using handouts.

Questions/Feedback:

- Doesn't cover their area.
- 80 people work at the nursery. Difficult to walk from Main Street to Springfield site with young children
- Great work and keeping up on best practices
- School around the corner; certainly some kids probably use public transit to get to/from school; also staff would potentially be riding.
- Used to drive a car but doesn't now because of travel time, so pro is this would shorten the travel time.
- Classes in the afternoon Mon-Fri. Not everyone who wants to attend is making it to the class.
- Suggestions for smaller buses?
- They have some vehicles trying to provide transportation; have to do secure parking for vehicles they have because of theft/vandalism (gas lines cut, etc.)
- They can only provide transportation for 8 children.
- Understand challenges and why LTD is looking to make this change; their second location adds more transportation challenge.
- Shelter placement – would like to see a covered/lit shelter for kids and parents to wait for a bus in a covered lit location.
- Most important factor is safety.
- Interested in working with the community to figure out how they can participate to create safe community transportation.

Andrew discussed trade-offs; we could add service into coverage and it will need to come out of other service.

Looking for community partnership to provide service.

Good to add evening service as they have been or are riders might get stranded.

PUBLIC LISTENING SESSION, EUGENE – February 20, 2020

Meeting: Public Listening Session, Eugene
Date & Time: February 20, 2020
Location: Home2Suites Meeting Room, Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Cosette Rees, Director of Specialized Services
Mark Johnson, Assistant General Manager
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner
Kim Le, Development Planner
Bret Smith, Service Planner
Heather Lindsey, Service Planner
Jeramy Card, Service Planner
Renee Jones, Marketing Representative
Kelly Perron, Business Process Specialist
Pat Walsh
Liz Cawood

The session was attended by 79 people

Meeting Notes:

The listening session was held in an open house format with stations of exhibit boards and other printed materials. Each station was staff by LTD team members to help explain the content and answer questions. The following materials were presented at each station:

- **Station 1 – Sign-in Table** – members of the public were greeted and asked to sign in. There were provided two project handouts and a comment form. The exhibit at the sign-in table provided information about: the purpose of the meeting; how to get the most out of the meeting; and the content of the rest of the stations.
- **Station 2 – Background Information** – the exhibit provided more information about what the Transit Tomorrow project is and why the study was conducted.
- **Station 3 – What we Learned & What we Heard** – the exhibit summarized the main themes of stakeholder/public feedback received during the first 2 phases of public outreach for the project. This station also included a table with printed versions of all of the technical reports published to date for the project, including: Choices Report + Appendices; Draft Plan + Appendices; Outreach Summary Reports; and Pedestrian Network Analysis.
- **Station 4 – Proposed System** – this station had several exhibit boards include: Current System Map, Proposed System Map, Proposed System Frequency and Span, Change in Access Transit Bar Chart, Change in Access to Transit Overview, Meeting Community Goals & Values.
- **Station 5 – Next Steps** – the exhibit provided the milestone of the project timeline; it highlighted milestones that have already been reached (where we've been) and future milestone (what's next).
- **Station 6 – Comment Table** – the exhibit at the comment table provided more information about how to comment at the meeting and how to provide feedback after the meeting. The comment table included pens, extra comment forms and a comment box.

See the sign-in sheet and scanned comment forms for more details about attendance and feedback received.

ACCESSIBLE TRANSPORTATION COMMITTEE – February 18, 2020

Meeting: LTD Accessible Transportation Committee – Staff Advisory
Date & Time: Tuesday, February 18, 2020, 10:00 a.m.
Location: Next Stop Center, Eugene OR
LTD Attendees: Cosette Rees, Director of Specialized Services
Andrew Martin, Development Planner
John Ahlen, Accessible Services Specialist

Committee: Ed Necker
Hoover Chamblis
Ruth Linoz
Paul Blaylock
Stefan Kwaitkowski

Meeting Notes:

Andrew provided a presentation using handouts.

Discussion included:

- Reviewed where seniors live in relation with the proposed network

Feedback:

Difference of opinion. Some people feel that some access, even if it's not convenient, is most important. Others feel increasing frequency is best as it creates more capacity for wheelchairs, currently experiencing overloads, making the service more useful for people traveling using mobility devices.

Requested follow up presentation after March Board meeting.

FAIRMOUNT NEIGHBORS ASSOCIATION – February 18, 2020

Meeting: Fairmount Neighbors Association Monthly Meeting
Date & Time: Tuesday, February 18, 2020, 7:30 p.m.
Location: Ford Alumni Center, Eugene OR
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner

Meeting was attended by approximately 35 members

Meeting Notes:

Andrew provided a PowerPoint presentation.

Feedback:

- Deleting service would reduce environmental sustainability and increase congestion since it would make more people drive cars;
- Individual depends on Route 27 and rides everyday, but continuing to operate it is a waste of money to serve this neighborhood.
- LTD is the best service for a community our size and the proposed network looks right to him;
- Encourage LTD to look at other options to connect outlying areas to transit system; look holistically. Consider subsidizing Uber rides to connect with EmX.
- Supportive of other models. We shouldn't be operating buses where it doesn't make sense.

LEAGUE OF WOMEN VOTERS – February 13, 2020

Meeting: League of Women Voters
Date & Time: Thursday, February 13, 2020, 3:30 p.m.
Location: Claim 52 Kitchen, Eugene OR
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner

Meeting was attended by 5 members

Meeting Notes:

Andrew provided a PowerPoint presentation.

Discussion included:

- Declining ridership nationwide and in our community; members were curious about what is driving the decline in transit ridership. Staff mentioned a variety of social and economic factors that influence transportation choice including the changing mobility landscape.
- Reviewed where seniors live in relation with the proposed network
- Options for access discussed, including:
 - Carshare
 - Shopping shuttles
 - More park & ride locations/capacity
 - Free fares
 - Carsharing
 - Bikeshare
 - E-Scooters
 - Grant programs to provide low-income access to e-bikes and e-scooters

Feedback:

Generally agreed with the goals of Transit Tomorrow; the strategy to move towards a frequency-based system has the potential to make transit more attractive.

The group asked why we think ridership has been declining and whether a change would change this trend.

A couple was concerned about losing access they were counting on as they are aging – the longer walk to service could be challenging when they get older.

LANE INDEPENDENT LIVING ALLIANCE (LILA) – February 13, 2020

Meeting: Lane Independent Living Alliance (LILA)

Date, Time & Thursday, February 13, 2020

Location: LILA Office, 20 E. 13th Avenue, Eugene, OR

LTD Attendance: Tom Schwetz, Director of Planning & Development
Cosette Rees, Director of Customer Service & Marketing
John Ahlen, Accessible Services Specialist
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner

Meeting was attended by 19 members

Meeting Notes:

Andrew provided a presentation using handouts. The group then asked questions and provided feedback.

LTD's Accessible Transportation Committee (ATC)

There was general concern voiced about a lack of inclusion of the disability community as a part of the Transit Tomorrow decision-making process. There were questions about why LTD's accessible transportation committee has not formally met in some time, what steps could be taken to reactivate this group to provide their recommendations to the LTD Board regarding Transit Tomorrow. LILA constituents expressed a desire to reconvene and participate in the ATC as a means to stay engaged with LTD projects and proposed changes. They requested that information about ATC meetings be easier to find/clear to access on LTD's website. Someone also noted that the ADA phone number on LTD's website is not active.

LTD's Bus Stops – General Comments

Safe access to bus stops was a concern in general. There are locations within LTD's system (River Road area was called out specifically) where sidewalks are missing, roads are crowned, lighting is lacking and not all bus stops provide shelter. The lack of these amenities presents safety concerns and makes access to transit more difficult, particularly for those in a mobility device. Making improvements would require coordination with local jurisdictions (Eugene, Springfield, and Lane County).

In response to concerns about stop accessibility, John mentioned a planning committee which includes membership from both LTD and LILA (PTAC's ADA workgroup) that is focusing on accessibility and bus stops, with the goal of developing guidelines/a toolkit for transit agencies throughout the State of Oregon. Surveys for both transit providers and riders will be made available and shared widely.

Transit Tomorrow - Outreach

The group suggested that LTD use more tools/media to get the word out about this project. Predominantly online media is not effective in their opinion. They suggested more noticeable material on all buses (e.g. posters) that clearly state what the project is and how to get involved. Another suggestion was to make use of driver/bus announcements as a communication tool.

There was specific concern that LTD's website is the primary communication tool for the project. Commenters felt that project materials were hard to find on the website (e.g. not located in a place that they normally go, such as route alerts pages), and were not in a format that was accessible to all people -- largely visual/graphic in nature. The group requested that the website content be compatible with screen readers and use text that describes the proposed changes at a route level. Perhaps links to the project page/materials should be more ubiquitous throughout ltd.org.

Transit Tomorrow – General Comments

A commenter has a question about whether the location of group homes were considered in developing the proposed system changes.

A commenter noted that the proposed changes should not result in winners and losers.

A commenter noted that Ride Source is not a great alternative for work commutes and/or for those with travel needs that require being on time.

Route 33 – a commenter wanted to know more about the costs associated with providing 33 as a coverage route and whether an alternative vehicle (other than a bus) could be a viable option. This person wanted to know more about how other mobility options could work.

CATHOLIC COMMUNITY SERVICES – February 21, 2020

Meeting: Catholic Community Services Staff
Date & Time: Friday, February 21, 2020, 11:00 a.m.
Location: CCS, 1025 G Street, Springfield OR
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner

Meeting was attended by 5 staff members

Meeting Notes:

Andrew provide a PowerPoint presentation.

Discussion included:

- Discussion about how this will affect access to RideSource;
- Asked about access to specific CCS locations, seems to continue to serve fine;
- Reviewed maps showing where populations of need live

Feedback:

- Generally agreed with the goals of Transit Tomorrow.

PUBLIC LISTENING SESSION, SPRINGFIELD – February 11, 2020

Meeting:	Public Listening Session, Springfield
Date & Time:	Tuesday, February 11, 2020
Location:	Springfield City Hall, Lobby, Springfield
LTD Attendees:	Tom Schwetz, Director of Planning & Development Cosette Rees, Director of Specialized Services Andrew Martin, Development Planner Jennifer Zankowski, Senior Development Planner Kim Le, Development Planner Bret Smith, Service Planner Renee Jones, Marketing Representative Kelly Perron, Business Process Specialist Pat Walsh Liz Cawood

The session was attended by 24 people

Meeting Notes:

The listening session was held in an open house format with stations of exhibit boards and other printed materials. Each station was staff by LTD team members to help explain the content and answer questions. The following materials were presented at each station:

- **Station 1 – Sign-in Table** – members of the public were greeted and asked to sign in. There were provided two project handouts and a comment form. The exhibit at the sign-in table provided information about: the purpose of the meeting; how to get the most out of the meeting; and the content of the rest of the stations.
- **Station 2 – Background Information** – the exhibit provided more information about what the Transit Tomorrow project is and why the study was conducted.
- **Station 3 – What we Learned & What we Heard** – the exhibit summarized the main themes of stakeholder/public feedback received during the first 2 phases of public outreach for the project. This station also included a table with printed versions of all of the technical reports published to date for the project, including: Choices Report + Appendices; Draft Plan + Appendices; Outreach Summary Reports; and Pedestrian Network Analysis.
- **Station 4 – Proposed System** – this station had several exhibit boards include: Current System Map, Proposed System Map, Proposed System Frequency and Span, Change in Access Transit Bar Chart, Change in Access to Transit Overview, Meeting Community Goals & Values.
- **Station 5 – Next Steps** – the exhibit provided the milestone of the project timeline; it highlighted milestones that have already been reached (where we've been) and future milestone (what's next).
- **Station 6 – Comment Table** – the exhibit at the comment table provided more information about how to comment at the meeting and how to provide feedback after the meeting. The comment table included pens, extra comment forms and a comment box.

See the sign-in sheet and scanned comment forms for more details about attendance and feedback received.

FRIENDLY AREA NEIGHBORS – January 23, 2020

Meeting: Friendly Area Neighbors (FAN) Monthly Meeting
Date & Time: Thursday, January 23, 2020, 6:30pm
Location: Washington Park Cottage, 2025 Washington St., Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Mark Johnson, Assistant General Manager
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner
Kim Le, Development PlannerPat Walsh

The meeting was attended by 62 people.

Meeting Notes:

The meeting opened with public testimony, as requested by FAN leadership. Jennifer then provided a presentation via Power Point and the remainder of the meeting was spent answering questions and taking feedback.

About 75 people were in attendance. Attendees were a mix of residents from the Friendly neighborhood and the Southeast neighborhood. For this reason it was difficult to discern which comments were specific to the Friendly neighborhood.

Comments/Concerns:

- Removal of routes/route segments would make it difficult for students to get to school, and for persons with disabilities and older adults to use transit. Reasons for these concerns include: ½ mile was too far to walk for some; weather (rain/ice), topography, missing sidewalk connections, lighting/safety concerns were a disincentive to walking to transit
- Some are concerned that RideSource is not a convenient alternative to fixed-route buses; concerns that older adults ride fixed-route for free today but would have to pay to use RideSource service, provided they qualify.
- Some were concerned that their children would not be able to make use of the student pass; the responsibility of their transportation to/from school would be transferred to parents – this is burden for some families
- Some noted that they purchased their home, in part, due to the close proximity of a transit stop; one gentleman noted property values would decrease with elimination of transit line.
- Some noted that they intend to age in place and will need transit for their mobility in the future, despite the fact that some do not use transit today
- Some do not believe the information presented in the change in access to transit chart in the presentation; some felt that the metrics for “no access”, particular for populations in communities of concern, were understated/undercounted.
- Some would rather have a lower level of transit service or limited number of trips if routes in south Eugene could be maintained
- Some were interested in learning more about alternative mobility options, in particular for the Friendly neighborhood, to provide connection into the transit system
- A participant wanted to learn more about how LTD funds transit operations and what resources would be used for this project

- Questions around outreach, how to get involved, information dissemination, and validity of survey.
- Questions about opportunities to make system work for everyone (around funding, service planning, alternative transportation options, etc.)
- Audience did not relate to the access to jobs metric, wanted emphasis on social equity, access for seniors, people with disability, and students.
- Focus should not be on numbers (of riders), rather service (coverage).
- There's Nextdoor chatter about this project. That's where folks received info about the project.
- Some feel proposal is impractical; claims that the 24 & 33 are packed; asserts that the system should be made easier for people living away from downtown.
- The survey used during phase 1 & 2 was not clear – people did not know opting for more frequency could mean some routes would be eliminated/shortened.

4J SCHOOL DISTRICT – January 22, 2020

Meeting: 4J School District, Transportation
Date & Time: Wednesday, January 22, 2020, 2:00pm
Location: LTD, Conference Room A, 3500 E. 17th Avenue, Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner
Heather Lindsey, Service Planner
Bret Smith, Service Planner
Jeramy Card, Service Planner

The meeting was attended by 2 4J Transportation Staff

Meeting Notes:

Chris Ellison, with 4J School District, shared some legislative background as it pertains to the school district's responsibility for providing school bus service and how it relates to LTD's fixed-route bus network.

LTD staff provided some background about the Transit Tomorrow project and reviewed the details of the proposed system. Particular focus was given to the segments of existing routes that are proposed for removal as well as the location of schools relative to the proposed system.

LTD staff also provided information about the project's timeline and future board decision points.

4J staff has concerns about implementing change during the Winter 2021 bid as it would be in the middle of a school year.

ST. VINCENT DE PAUL – January 22, 2020

Meeting: St. Vincent de Paul, Presentation at Manager's Meeting
Date & Time: Wednesday, January 22, 2020, 9am
Location: St. Vincent de Paul Offices, 2890 Chad Drive, Eugene
LTD Attendees: Aurora Jackson, General Manager
Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning and Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner

The meeting was attended by 15 SVDP staff members.

Meeting Notes:

Tom and Jennifer provided a PPT and handouts were provided.

Q&A:

- They were under the impression areas served by Route 28 would be completely eliminated; Emergency Services (Mike) - their facility is served under current proposal. Looks like most of their locations in the metro area will be served by this proposal.
- All of their stores will be on :15 minute routes.
- Like the increased frequency for evenings and weekends.
- They have many employees who can't use the bus because it doesn't work for their schedule. Increased frequency works much better.
- They have about 500 employees in the metro area; about half are transit dependent. Most people who are dependent on the bus have expressed interest in improved evening and weekend service. people travel from Springfield, River Road, Hwy 99, Seneca. Would improve bus experience.
- They also have about 500 units of affordable housing within the metro area. Between all of their programs, they are housing 2k - 3k people per day.

RUBICON SOCIETY – January 16, 2020

Meeting: Rubicon Society, Eugene
Date & Time: Thursday, January 16, 2020, 11:30 a.m.
Location: Kowloon's Restaurant, 83 Centennial Loop, Eugene OR
LTD Attendees: Aurora Jackson, General Manager
Cosette Rees, Director of Specialized Services

The meeting was attended by approximately 12 people

Meeting Notes:

AJ provided an update on many projects, including Transit Tomorrow, Moving Ahead, Mobility on Demand, TouchPass, electric vehicles, and Main Street.

With regard to Transit Tomorrow, attendees had a discussion and asked questions about the goals of Transit Tomorrow, and specifically if LTD is looking to make cuts in service. AJ explained the project goals and let them know the current proposal will actually be an investment/added service although some stops/areas may no longer be served as they are today.

The question was asked about why ridership in our area is declining. AJ explained that ridership decline is not just a Eugene/Springfield occurrence, but that this is occurring throughout the nation, and that there are many reasons, again, underscoring frequency as a way to make the service more useful and, as a result, an attractive alternative.

HARLOW NEIGHBORS ASSOCIATION – January 16, 2020

Meeting: Harlow Neighbors Association, Eugene
Date & Time: Thursday, January 16, 2020, 6:30 p.m.
Location: North Park Community Church
LTD Attendees: Mark Johnson, Assistant General Manager
Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning and Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner

The meeting was attended by 15 people

Meeting Notes:

Andrew provided a PPT presentation.

There was discussion about the ridership along Harlow Road, interest in collaborating to maintain service on Harlow Road; understand there are tough choices to be made; interested in exploring options to maintain service and access.

Areas of discussion included concern about:

- Primary concern are for those that do not have transportation options
- This community is aging/many seniors – some of whom are less able to walk further; request that staff consider mobility strategies for Eugene's aging population
- The impact on people with disabilities and question about what decisions might be made with the RideSource boundary to maintain access;
- General feeling that, while everyone gets more access to frequency, all groups lose access overall;
- There are many people in their neighborhood who have disabilities;
- Concerned about safety and the ability to safely cross the street and missing sidewalk links;
- Concerned about reducing the value of their homes if the buses no longer served the neighborhood;
- Neighbor's autistic son uses the bus and would likely no longer have access.
- People have purchased their homes near Harlow, in part, due to the presence of transit

Specific feedback:

- While service is within walking distance to Gateway for some and to Coburg Rd. for others, if you are close to Coburg Rd. but want to ride toward Gateway (i.e., take child to school from west end of Harlow to Holt Elementary and back), that access is not useful.
- There are at least four residences that host exchange students from UO who use the bus to get to/from school and to connect to the neighborhood;

Suggestions:

- Create loops to get more coverage, connecting with area previously served by Route 62;
- Increase frequency only at peak times;
- Provide peak-time limited trip coverage as an option to deleting entirely.
- Neighborhood leadership would like to work with LTD and is interested in increasing ridership

- Access bar chart that compares existing with proposed – add more demographic groups such as persons with disabilities/youth

SOUTHEAST NEIGHBORHOOD ASSOCIATION – November 12, 2019

Meeting: Southeast Neighborhood Association Monthly Meeting
Date & Time: November 12, 2019, 7:00pm
Location: Good Samaritan Center, Hilyard St, Eugene
LTD Attendees: Aurora Jackson, General Manager
Carl Yeh, LTD Board President
Josh Skov, LTD Board Member
Don Nordin, LTD Board Member

Meeting Notes:

Aurora Jackson opened the discussion by providing a brief introduction and description of the Transit Tomorrow study and described the overall goals that LTD is trying to achieve in proposing changes to its metro area fixed-route service (no changes to rural routes proposed).

Ms. Jackson's introduction was then followed by statements from Board members Carl Yeh, Don Nordin, and Josh Skov. Each Board member described the virtues of the proposed ridership-oriented network from their perspective (equity, more useful transit for more people, etc.) and acknowledged that the proposed changes would not come without trade-offs. They also expressed their desire to hear the community's comments and concerns about the proposed changes prior to making a final decision.

Mr. Skov opened to floor and facilitated the opportunity for community members to share their comments and concerns. Below summarizes the feedback received (from staff notes).

- Community Member – Expressed a desire to form a neighborhood transportation committee and asked Mr. Nordin if he would be the point person. Mr. Nordin shared his support for local organizing and said he would be willing to come talk to a group, if one forms; however, he would not be the point person.
- Ms. Cohen – Asked that LTD look at the needs of the population in this neighborhood (routes 24 & 73); especially the needs of different age groups. For some groups, the changes would require a walk up to 5 blocks. She would rather wait longer than to walk farther or would rather have some service, even if not frequent, than no service. Older adults have more time and can schedule around bus services. She shared the idea of smaller vehicles/a transit hub as a way to service the neighborhood. There is a difference between school kids, commuters, and people who are not working. Having a hub near 29th and Hilyard with small buses that go to all of the streets in South Eugene.
- Ms. Stern – Represent several neighbors who depend on Route 28. It removes service to the Route 28 neighborhoods, which is an important connection for children to get to school. It will make it harder for people to take the bus. It was a lifeline during the snow storm last winter because people would have otherwise been stuck in their homes. Route 28 is an important facet of the emergency preparedness of the neighborhoods it currently services. This decision assumes that the South Hills are affluent enough not to need the bus.
- Mr. Douglas – There are new families moving into the neighborhood with children. The changes to Route 28 would make it difficult for children to get to school.
- Ms. Mimms – She rides the 24 and 73. The hill is very big and the proposed route would require community members to walk too far – for those that are not as fit, this walk would be too much. There are always people on the bus when she gets off. The student pass is great, but it doesn't

make sense if their kids can't ride the bus to school. The bus needs to go up the hill. Need to provide 28, 24, and 73.

- Ms. Faver/Auburn – Lives near Donald. She has care givers who rely on the bus to get to her house. The care givers and their agency will be affected by not being able to reach their clients in this community. In inclement weather, LTD is extremely important. Walking up the hill in the dark is dangerous in the dark. Her business recently gave her commuter passes and now she won't be able to use them.
- Mr. Salinsky – He is concerned about cutting out such a large area from Rt. 24. LTD is saying the program is progressive, but cutting service to people is not progressive. It won't be faster if they won't have any service. LTD is changing people's whole lives. It's not fair. Government should not favor one group over another. The system needs to be fair and the proposal is not fair. He remembers when electricity came to town and rural people couldn't afford to get transmission lines. The government paid for the transmission lines so that rural folks could have washing machines.
- Ms. Virginia Heer – She lives near Rt. 28 at Amazon and Fox Hollow. She is concerned about being able to age in place. She will eventually have to stop driving and would like to remain in her house after she has to give up her car. Without access to the bus in her neighborhood the EmX is useless to her.
- Community Member – concerned about changes to Route 24. Feels that it is unfair that some people get better service while this neighborhood would no longer have service.
- Ms. Jeannie – Lives along Fox Hollow and is opposed to losing bus services and access to East Amazon and Fox Hollow. She has a desire to age in place; when she is no longer able to drive, she would rely on route for mobility. EmX is not useful to her if she cannot gain access from her neighborhood to the higher frequency routes.
- Mr. Haufman/Hoffman – He's from Friendly Neighborhood and removal of Route 33 would be really bad and he opposes the change; he feels infrequent service is better than no service. Concerned about access to Friendly neighborhood also. He has concerns that changes would adversely impact property values and lower tax base. Word of the proposal has probably already lowered property values. People have purchased their homes in part due to transit access. LTD will have difficulty asking for fare increases. Would like to know how these changes would impact the cost to provide RideSource.
- Ms. Caitlyn Jones – Lives at the end of Amazon Dr. They moved there because of the bus stop. She takes the bus almost every day. The bus is sometimes empty, but sometimes full. She wants to see increased ridership, so if LTD has more resources through STIF, why do we need to trade-off anything? Transit Tomorrow should not cut off neighborhoods from their service. Eugene is a growing city and this proposal is short sighted. Concerned that the changes are short-sighted.
- Ms. Bianca – Transit provides independence for her teenagers and for that reason should would like to see that the routes not be retracted. She and her friends have teenage kids who need access to the bus. Her teens don't want to walk very far for the bus. If they can't access the bus easily, they will waste more time playing video games and getting into trouble. Her kids enjoy the independence of taking the bus and she doesn't want them to lose that.
- Mr. Lobe/Low/Lowe – Excited about the student pass but his high schoolers, who rides daily now, will not be able to use it if Route 24/73 changes. His family got rid of a car because of the nearby transit access and flexibility, and is concerned that these changes may mean they will need another car again. He occasionally rides the bus as a way to take different modes of transportation. He is generally supportive of increasing transit ridership, but he is skeptical about the experience of LTD routes that run at 15 minutes. Would like to know if 15-minute

service on existing routes actually produces ridership. Suggests that LTD test out proposed frequency on some routes first to see if ridership increases.

- Community Member – concerned about changes to Route 24. Family bought a house on this route and got rid of their cars, for environmental reasons. The family uses the 24 as their primary form of transportation. They never contemplated that the 24 would ever go away. She has two teenaged sons who take the bus 5-6 times a day because they are in network charter school. Her family will be at least 1 mile away from the bus. She is very upset.
- Mr. Atwood – He supports the goal of increasing ridership and the conveniences transit provides. However transit is a life line for some people – transit's role as life line should be a more important metric than ridership; particularly for those that have no other transportation choice. Care givers and others who depend on the service are more important than the convenience of some people.
- Ms. Sarah Clesky – She has a daughter in 11th grade. In the last 3 years, her daughter has ridden 3-4 times a day. The network charter school kids come from all over the metro area and many of them rely on LTD to get around for their school classes. She is saddened that other families won't get the same experience her daughter has because they won't be able to get around.
- Ms. Allen – Her and three of her neighbors bought houses in part because transit is nearby; mirrors comment about emergency preparedness and the role that transit plays in maintaining this neighborhood's access during an emergency. During the ice storm they didn't have power for 7 days and the bus saved them. They all want to age in place. We scared them and they would ride the bus more if they had realized that we would cut it because of lower ridership.
- Community Parent – He is an EmX supporter. We need buses connecting to downtown so that they can access EmX routes. He supports the role of transit and appreciates the value of frequency, but is concerned that frequent service is only useful when you have access to it.
- Mr. Russell – He and his wife live at Center Way and Martin St; around the corner from a bus stop. He has difficulty walking even 100 yards many mornings. He will be cut off from medical appointments, research at the university, going to Springfield, and generally from the city if we cut Rt. 28. The bus is their only means of transportation.
- Ms. Tantina – Lives at Fox Hollow and Donald. She depends on the bus for her work as a pet sitter. She needs to get to work quickly. She cannot walk up or down the hills, particularly in bad weather; in addition the sidewalks are not in good condition and are a safety concern in winter/ice. This is like the post office cutting service because not enough people get mail in an area. She feels like LTD is chopping her off at the knees. Grocery shopping will be extremely difficult for anyone who has to walk up the hill. She lives in an apartment and she hears from her neighbors that they moved there because of the service. She suggested a compromise could be to reduce span/do not run all day/run peak trip times or run commuter routes at a minimum or consider only cutting one bus route. She doesn't want to lose access to service completely.
- Ms. Spring – LTD is a huge part of the city. She has ridden the bus since she moved to the US. People get distracted by the numbers, but they don't tell the whole story/true impact. We should not just listen to people who ride the bus. We need to look ahead and not follow. The bus should serve everyone. How is LTD going to speak to people who could ride (latent riders).
- Ms. Dugan – She purchased her home at the end of West Amazon to be by transit. Her son uses the bus every day to high school, university, and then to his job. Her son is back at LCC and is taking the bus to school, but also to doctor's appointments and other places. Her son chooses not to drive and this would be a huge hardship on him and their family. She is concerned about the community facilities that could be left without transit – Emerald Valley Assisted Living (residents and employees use transit) and Ridgeline School (students and staff use transit).

- Mr. Darren – He had never heard of any changes to the bus. He respects the data analyzed and the innovation, and the goals that this plan is trying to achieve. Believes we can come up with a plan that will work for everyone. He doesn't ride the bus now, but used to. He would happily ride the bus because he likes to work where ever he goes. He wants ridership to increase. Ridership is not the only criteria that we should look at. Is concerned about traffic congestion on the major corridors - service to the southwest neighborhood – if it is no longer served by transit and people take their cars instead.
- Mr. McMahon – He felt there was a disconnect between the trade-off survey that he participated in (he chose frequency) and the results. How does a choice for frequency result in some areas of the community losing transit? He doesn't think that we interpreted the results of the survey correctly. His kids ride the bus daily to Ridgeline Montessori. His employer gives him a Group Pass. In the future LTD will be able to track where employees go when they ride the bus through TouchPass. He doesn't think that people will be able to access routes that are at 15 minutes. He would like to know more about where riders are coming from and going – are riders coming from “tributary routes” that boost the ridership on major routes? He is concerned about reduced transit access to the new St. Vinnie's affordable housing complex, Wood Leaf Village, and Rest Haven, both were built exactly because of the bus route. People who killed another affordable housing complex might think differently if they had known that their bus would be cut without affordable housing near it.
- Mr. Kuhl – He was expecting and wanted a presentation. How does HB2001 get addressed by Transit Tomorrow and deal with the long-term effect of greater density; this density will eventually grow to areas which are now consider outer areas.

OTHER MEETINGS & BRIEFINGS:

CITY OF EUGENE – November 22, 2019

Meeting: Meeting with Matt Rodrigues & Rob Inerfeld
Date & Time: November 22, 2019
Location: City of Eugene, Atrium Building, 99 West 10th, Eugene
LTD Attendees: Aurora Jackson, General Manager
Tom Schwetz, Director of Planning & Development

CITY OF SPRINGFIELD – November 20, 2019

Meeting: Meeting with Mayor Lundberg
Date & Time: November 20, 2019
Location: Springfield City Hall, 225 Fifth Street, Springfield
LTD Attendees: Aurora Jackson, General Manager
Mark Johnson, Assistant General Manager

350 EUGENE – November 5, 2019

Meeting: 350 Eugene Meeting
Date & Time: November 5, 2019, 1:30pm
Location: Perugino's, 767 Willamette Street. Eugene
LTD Attendees: Aurora Jackson, General Manager
Mark Johnson, Assistant General Manager

CITY OF EUGENE – October 30, 2019

Meeting: Meeting with Mayor Vinis and Sarah Medary
Date & Time: November 1, 2019, 9:00am
Location: Mayor's Office 125 East 8th Avenue, Eugene
LTD Attendees: Aurora Jackson, General Manager
Tom Schwetz, Director of Planning & Development
Mark Johnson, Assistant General Manager

LANE COUNTY ADMINISTRATOR – October 30, 2019

Meeting: Lane County Administrator, Steve Mokrohisky
Date & Time: October 30, 2019
Location: Lane County, 125 East 8th Avenue, Eugene
LTD Attendees: Aurora Jackson, General Manager
Mark Johnson, Assistant General Manager

LANE COUNCIL OF GOVERNMENTS (LCOG) – October 10, 2019

Meeting: LCOG Board Meeting
Date & Time: October 10, 2019, 6pm
Location: LCOG Board Room
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner