



JOINT WORK SESSION
 Springfield City Council • Lane Transit District Board of Directors



Monday, October 11, 2010
 5:30 p.m. – 7:00 p.m.
 ~ Dinner served at 5:30 p.m. ~

Lane Transit District
 Board Room
 3500 East 17th Avenue, Eugene, OR
 (off Glenwood Boulevard in Glenwood)

AGENDA

	Page Number
<u>CALL TO ORDER</u> - Mayor Leiken	
<u>ROLL CALL, CITY OF SPRINGFIELD</u> - Mayor Leiken ____, Councilors Lundberg ____, Wylie ____, Ralston ____, Simmons ____, and Pishioneri ____.	
<u>ROLL CALL, LANE TRANSIT DISTRICT (LTD)</u> – Board President Eyster ____, Board Members Towery ____, Dubick ____, Necker ____, Gillespie ____, Evans ____, and Kortge ____.	
I. EmX Update (30 minutes)	
A. Gateway EmX Extension Project - Joe McCormack, LTD	2
B. Springfield Route Changes - Andy Vobora, LTD	3
C. Fourth EmX Corridor - Tom Schwetz, LTD	5
II. Future LTD Budget and Service Changes - Mark Pangborn, Andy Vobora, LTD (15 minutes)	7
III. LTD General Manager Selection Process - Mike Eyster, LTD Board President (15 minutes)	8
IV. Two-way Main Street Proposal - Linda Pauly, City of Springfield (30 minutes)	9

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 682-6100 (voice) or 1-800-735-2900 (TTY, through Oregon Relay, for persons with hearing impairments).

Public notice was given to *The Register-Guard* for publication on October 7, 2010.

(This packet was printed on recycled paper.)

LTD AGENDA ITEM SUMMARY

DATE OF MEETING: October 11, 2010

ITEM TITLE: GATEWAY EmX EXTENSION PROJECT

PREPARED BY: Joe McCormack, EmX Project Manager

ACTION REQUESTED: None. Information Only.

BACKGROUND: The Gateway EmX Extension construction for the summer of 2010 progressed as planned. LTD has an approved design for the EmX route changes on E. 11th Avenue and the Eugene Station to accommodate the Gateway EmX operational requirements. EmX construction on E.11th Avenue and the Eugene Station will continue through the next few months prior to the opening of the Gateway EmX.

At the October 11 meeting, staff will present a project update on the Gateway EmX Extension, including remaining construction activities, driver training schedule, system testing/commissioning, and other activities that are required so that EmX service can begin on January 9.

ATTACHMENT: None.

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2010\10\Joint SCC 10-11-10\Gateway EmX Extension 10-11-10 summary (2).docx

LTD AGENDA ITEM SUMMARY

DATE OF MEETING: October 11, 2010

ITEM TITLE: SPRINGFIELD ROUTE CHANGES

PREPARED BY: Andy Vobora, Director of Service Planning, Accessibility, and Marketing

ACTION REQUESTED: None. Information only.

BACKGROUND: Lane Transit District approached its operating budget shortfall by reducing administrative costs and other costs not associated with bus service. The scope of the shortfall was so significant that administrative cuts alone would not rectify the situation; therefore, LTD was forced to reduce the number of bus service hours operated.

LTD staff worked with the community to develop a package of service changes that provide a high level of coverage and maintains peak-hour frequency of service along major travel corridors. Reductions in bus service have occurred in June and September; however, this did not include changes in Springfield service. Springfield service changes are tied to the implementation of Gateway EmX service that will occur in January 2011. At the October 11 meeting, LTD staff will provide an overview of service in Springfield and what will occur as part of the January 2011 service changes.

Below is a written review of bus service operating currently and changes to be implemented in January 2011.

- *EmX* – Gateway EmX service will begin operating on Sunday, January 9, 2011. This new service will replace current *Route 12 Gateway* connections between the Springfield Station and the Gateway Mall. Increased frequency will be provided and new “loop” service will enable riders to easily ride between key Gateway area destinations.
- *Route 11 Thurston* – This route operates every 10 minutes on weekdays and every 20 minutes on evenings and weekends. In January the evening and Saturday service will increase to every 15 minutes, and Sunday service will be scaled back to every 30 minutes.
- *Route 12 Gateway* – Service in Springfield will be replaced by the Gateway EmX route, and routing along 5th Street will be replaced by the new *Route 17 5th Street/Hayden Bridge*.
- *Route 13 Centennial* – Service to the Mohawk shopping area and a connection to the Springfield Station continues to operate. In January this route no longer will connect to the Springfield Station but will

continue serving the Mohawk Shopping Center and the Marcola Marketplace. Customers riding along Martin Luther King Jr. Boulevard and Centennial Boulevard will be able to make convenient connections to EmX service at the Centennial Station.

- *Route 18 Mohawk/Fairview* – This route operates in a large, one-way loop and works in conjunction with *Route 19 Fairview*. In January *Route 18 Mohawk/Fairview* will become a line route that will serve Mohawk, Walmart, and the Marcola Marketplace.
- *Route 19 Fairview/Mohawk* – This route operates in a large, one-way loop and works in conjunction with *Route 18 Mohawk/Fairview*. In January *Route 19 Fairview/Mohawk* becomes a line route serving Mill Street, the Fairview loop, and the Willamalane Adult Activity Center. Once an hour frequency is reduced to six weekday trips.

ATTACHMENT: None.

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2010\10\Joint SCC 10-11-10\Springfield Route Changes.docx

LTD AGENDA ITEM SUMMARY

DATE OF MEETING: October 11, 2010

ITEM TITLE: FOURTH EmX CORRIDOR

PREPARED BY: Tom Schwetz, Director of Planning and Development

ACTION REQUESTED: None. Information Only.

BACKGROUND: With the West Eugene EmX Extension project process approaching the selection of a locally preferred alternative, the region is looking to identify the next corridor for development. On July 12, 2010, LTD submitted a grant to the Federal Transit Administration to seek funding for determining the selection of an appropriate fourth corridor.

LTD and its regional partners have learned a great deal in the development of the first three EmX corridors. The primary lesson has been that the corridor development process runs smoothest and leverages the transit investment most effectively when there is an alignment of public agency priorities focused around the transit corridor being developed. The region has adopted comprehensive sustainability and livability goals and standards that are consistent and coordinated with the purpose and goals of the planned regional bus rapid transit (BRT) network. When the social, environmental, and economic development goals of the community can be furthered through coordination and prioritization of resources on a given corridor, the outcome is community building.

The first step in achieving that outcome is a process to identify the corridor with the highest level of opportunity for leveraging a broad range of community goals. The second step is to focus on alternatives analysis.

Local agencies working with LTD on this project are the City of Eugene, the City of Springfield, the Lane Council of Governments, and Lane County. In addition, LTD has coordinated with numerous other agencies and organizations, including the Oregon Department of Transportation, PeaceHealth, and the University of Oregon on the first three corridors and will continue this coordination on the remaining system development. Regional interest in the development of BRT corridors in both cities is driving the need for a more robust evaluation of the remaining BRT corridors.

ATTACHMENT: Regional Transportation Plan Bus Rapid Transit System Network

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2010\10\Joint SCC 10-11-10\Fourth Corridor.docx



EmX System Map



EmX System Map

- Future EmX
- Franklin EmX
- Gateway EmX
- West Eugene EmX

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities.



LTD AGENDA ITEM SUMMARY

DATE OF MEETING: October 11, 2010

ITEM TITLE: FUTURE LTD BUDGET AND SERVICE CHANGES

PREPARED BY: Andy Vobora, Director of Service Planning, Accessibility, and Marketing

ACTION REQUESTED: None. Information only.

BACKGROUND: In response to an operating budget shortfall of approximately \$6 million, LTD developed a two-stage approach to creating a balanced budget:

- The first stage involved numerous administrative budget adjustments, including leaving vacant positions unfilled, freezing administrative wages for a second year, and implementing unpaid furlough days for administrative staff. A majority of LTD employees are represented by the Amalgamated Transit Union. The existing contract expired in June 2010, and negotiations are currently underway.
- The second stage involved an evaluation of bus service. Nearly 20 percent of service hours were eliminated as part of a system redesign. This redesign is being implemented over a one-year period. In June 2010 a reduction of approximately 7 percent took effect. This was followed by a reduction of nearly 13 percent in September 2010. In January 2011 service hours will increase as service along the Gateway EmX corridor takes effect. Finally, a couple of very small changes will take effect in June 2011.

When complete, stages one and two will result in an annual operating budget reduction of nearly \$3 million. However, reducing the operating budget by \$3 million only addresses half of the projected budget shortfall. LTD has operating reserves that should allow the District to maintain current services through Fiscal Year 2011-12. During Fiscal Year 2011-12, the District will monitor payroll tax revenues and operating expenses in an effort to refine the Long-Range Financial Plan (LRFP). If the LRFP assumptions hold true, then LTD will be faced with additional operating budget cuts in Fiscal Year 2012-13.

To address additional operating budget cuts, LTD will look to the community to help shape future services provided. During the most recent budget cuts, LTD was able to maintain bus service seven days per week and maintain service span along major routes. Options to reduce bus service span, days of operation, and frequency of service will all be considered as sustainable service levels are developed.

ATTACHMENT: None.

PROPOSED MOTION: None.

LTD AGENDA ITEM SUMMARY

DATE OF MEETING: October 11, 2010

ITEM TITLE: LTD GENERAL MANAGER SELECTION PROCESS

PREPARED BY: Michael Eyster, LTD Board President

ACTION REQUESTED: None

BACKGROUND: General Manager Mark Pangborn has expressed his intent to retire in June 2011. As the hiring body, the Board of Directors will conduct a search for a replacement. Although Mr. Pangborn's departure is several months away, a process for the recruitment and selection of the next general manager has begun so that the decision can be made in a timely manner.

To facilitate the process, the Board president appointed an Executive Search Committee, which is composed of LTD Board President Mike Eyster and Board members Greg Evans, Gary Gillespie, Michael Dubick, and Doris Towery. This committee met on September 30, and will meet several more times until the next general manager is hired.

The Board is committed to public involvement in the search process in order to give the community a sense of ownership in the selection of LTD's next general manager. To this end, the selection process will include:

- Gathering input from key community members
- Hiring a recruiting firm
- Determining candidate profile with input gathered through forums with stakeholders (community, LTD staff)
- Providing public involvement through open community forums with finalists

Further detailed information on the process will be provided during the October 11 meeting.

ATTACHMENT: None

PROPOSED MOTION: None

Q:\Reference\Board Packet\2010\10\Joint SCC 10-11-10\GM Selection Process.docx

AGENDA ITEM SUMMARY

Meeting Date: 10/11/2010
Meeting Type: Work Session
Staff Contact/Dept.: Linda Pauly/DSD
Tom Boyatt/PW
Staff Phone No: 726-4608/744-3373
Estimated Time: 30 minutes
Council Goals: Community and
Economic Development
and Revitalization

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: JOINT CITY COUNCIL AND LANE TRANSIT DISTRICT (LTD) WORK
SESSION ITEM 4: TWO-WAY MAIN STREET PROPOSAL (CITY)

ACTION REQUESTED: Review and discuss Downtown revitalization plan implementation.

ISSUE STATEMENT: The City Council recently adopted a downtown revitalization plan and strategy that includes recommendations for modifying traffic circulation patterns to:

- promote pedestrian-friendly streets;
- support Main Street retail businesses;
- provide safe, direct connections to adjacent neighborhoods;
- improve access to the river, parks and open space; and
- reduce the impact of truck traffic on Main Street.

The City Council has directed staff to initiate a traffic study to determine the feasibility of implementing mobility and access concepts including, but not limited to conversion of Main Street and South A Street to two-way traffic. Planning for possible future changes will require a high level of LTD and ODOT involvement and coordination. The transportation goal will be to maintain and improve transit, freight, auto, bicycle and pedestrian mobility and safety in concert with Downtown revitalization plan implementation.

ATTACHMENTS: 1. Excerpts from Downtown Plan: Circulation Concepts

**DISCUSSION/
FINANCIAL
IMPACT:** On September 20, 2010, the City Council adopted the Springfield Downtown District Urban Design Plan and Implementation Strategy (Resolution No. 10-57) as a concept plan and guide for the revitalization of Downtown. The objective of the plan is to enhance downtown's viability as an attractive and unique destination through the implementation of a set of public actions that are designed to catalyze and foster a strengthened retail and cultural district with expanded opportunities for employment, housing and entertainment. The plan is organized around a "Mobility Oriented Downtown" concept: a framework where residents and visitors can access a concentration of retail, employment and services within a five-minute walk or a five-minute bike ride. Bus rapid transit will connect downtown to neighborhoods and other centers in the region. Recommendations of the plan include: 1) conversion of Main Street to two-way traffic from 10th Street to Mill Street to provide pedestrian-friendly access and increased visibility for Main Street businesses; and 2) an improved South A Street "mobility corridor" that provides more efficient auto access and support for Bus Rapid Transit.

City, ODOT and LTD staff are now engaged in scoping the Downtown Access and Mobility Study, which will provide analysis and recommendations to implement the Mobility Oriented Downtown Concept. The changes called for on Main St. and South A are significant and will require a willingness among all Study partners to work together to resolve issues related to design and operations changes to the various modal systems. At the joint LTD/Council work session, staff will be available to discuss issues currently identified, with the understanding that the study is expected to provide greater clarity regarding issues and their resolution.

Fundamental Concept

Revitalization of downtown Springfield is dependent on the implementation of a few essential actions.

A focused and coordinated effort will be required. Once these projects are implemented, other projects may be considered.

- Mill Plaza—the city’s ‘living room’ hosts the community’s day-to-day gatherings. This paved multi-use space is intended to be active 18 hours a day
- Retail Hot Spot—oriented around and near the plaza, a variety of local shops and anchor national tenants are envisioned as the main shopping destination and the heart of downtown. A critical mass of at least 150,000 square feet of ground-floor retail is necessary
- Neighborhood Retail—Glenwood will have a neighborhood retail hub. To preclude development of a center that competes with the Hot Spot, ground-floor retail should be limited to 50,000 square feet
- Two-Way Main Street—one-way street is converted to two-way, providing pedestrian-friendly direct access to downtown retail and providing visibility for Main Street businesses
- Mobility Corridors—provide more efficient auto access through downtown and support Bus Rapid Transit (BRT) to the metro area
- Protected Bikeways—separate bicycles from auto traffic, providing a safe and direct five-minute or less bike ride from neighborhoods to all downtown destinations
- Glenwood Riverfront Housing District—2,000 new residences surrounded by parks and oriented to the riverfront are located within a short walk or bike ride to downtown retail, employment and services



Plaza



Retail Hot Spot



Protected Bikeway



Mobility Corridor



Downtown Springfield Fundamental Concept Diagram

Downtown Build-Out

The build-out diagram provides a summary of the potential amount and type of new downtown development and public infrastructure projects. Most new development is located on vacant or underutilized sites.

NEW DEVELOPMENT POTENTIAL

Retail	210,000 sf
Commercial	110,000 sf
Employment (Office)	990,000 sf
Cultural/Education	110,000 sf
Housing	1,080 units
Parking	3,900 sp
New Library	60,000 sf

PUBLIC INFRASTRUCTURE PROJECTS

Two-Way Main Street	3200 lin. ft
Mill Plaza Streets	1265 lin. ft
Mill Plaza	.75 ac
Post Office Park/Island Park	2.3 ac
Protected Pedestrian/Bikeway Loop	9125 lin. ft
Public Parking Structures	1,145 sp
Park and Ride Lot	255 sp
Transit Street & Rail Platform	1,585 lin.ft

Legend

- New Buildings
- Existing Buildings
- Parks and Open Spaces
- TC Transit Center
- P Public Parking
- R High Speed Rail Station
- PR Park and Ride



Downtown Build-Out

Overview

The circulation framework supports downtown's role as a destination rather than a place to pass through. The framework provides regional access for autos, trucks and transit and significantly improves pedestrian and bicycle access within a five-minute walk or bike ride to and from downtown. Main Street is reestablished as a pedestrian-friendly destination.

The circulation framework establishes a hierarchy of transportation routes. The diagram on the opposite page identifies the location of Livability and Mobility routes.

Livability Framework

- A Retail Main Street—Details Main Street improvements that strengthen the retail environment by reestablishing two-way auto travel and identifying pedestrian-friendly improvements to sidewalks and intersections

- Neighborhood Connections—Provide safe routes to schools, parks and civic facilities. Improvements include both pedestrian and bicycle enhancements

Mobility Framework

- Protected Bike ways—Identify safe routes separated from auto traffic that will significantly increase bicycle ridership up to a mile from downtown
- Bus Rapid Transit and High Speed Rail Routes—Expand the current bus rapid transit east along South A and identify a future high-speed rail and station adjacent to the Union Pacific rail corridor that will reduce auto dependency and help to provide access within the Springfield and Eugene metro area and the Pacific Northwest region
- Regional Truck and Auto Access Corridors—Provide for through auto and truck traffic along South A Street, Pioneer Parkway West, and Pioneer Parkway East



Pedestrians



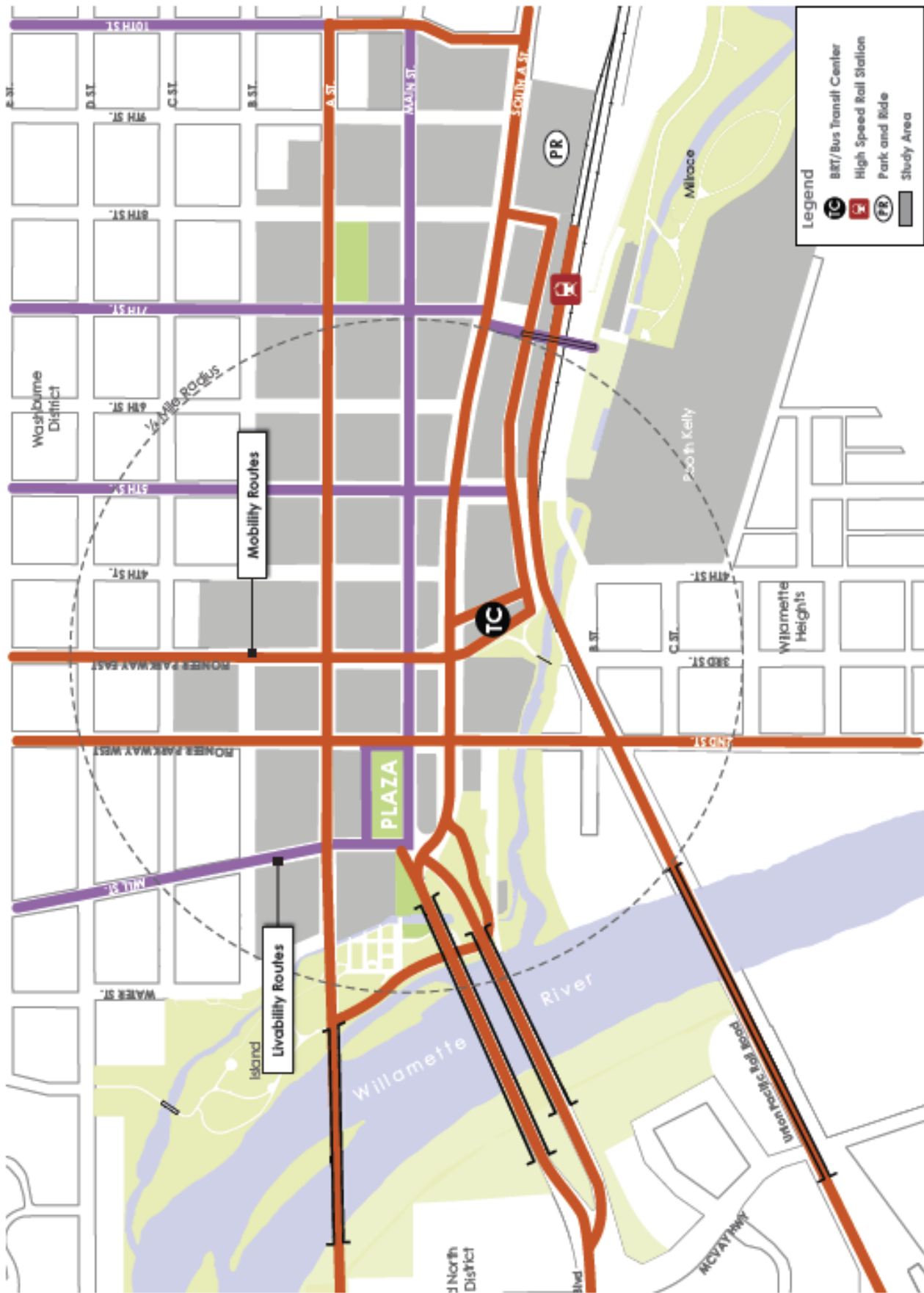
Bicyclists



Transit



Automobiles and Trucks



Circulation Diagram

Livability Framework

Streets and sidewalks make up more than 40 percent of the land area within downtown. Well-designed pedestrian- and bicycle-friendly streets contribute to a successful and vibrant downtown.

Retail Main Street

Projected regional growth and new planned downtown development will exacerbate the current degraded retail environment along Main Street. To reverse this trend and make Main Street attractive for retail businesses, the framework:

- Creates two-way traffic movement at least from Mill Street to 10th Street
- Preserves on-street curbside parking
- Redesigns intersections to reduce pedestrian crossing distances
- Improves the pedestrian environment by incorporating pedestrian-scaled lighting, street trees and street furniture
- Includes curbless streetscape elements around Mill Plaza
- Redirects east/west truck and automobile commuter traffic to South A Street

Neighborhood Connections

The framework identifies key pedestrian and bicycle improvement routes that link neighborhoods, schools and parks with downtown.



Retail Main Street

The following improvements will reestablish Main Street as a pedestrian-oriented retail destination. Improvements include:

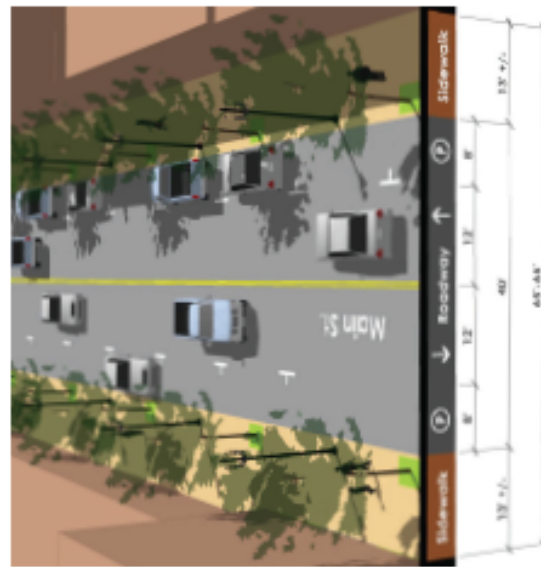
- Reorienting traffic signals for two-way travel
- Constructing new 25' radius curb extensions with landscaping
- Painting new crosswalks with ladder stripping
- Constructing tabled intersections to calm traffic and improve ADA accessibility
- Designing a consistent 'family of elements' for street, furniture, including signal poles, pedestrian-scale lighting, planters, benches, trash receptacles, bicycle racks, bollards, and newspaper corrals that create a cohesive pedestrian environment

The following existing elements will not change:

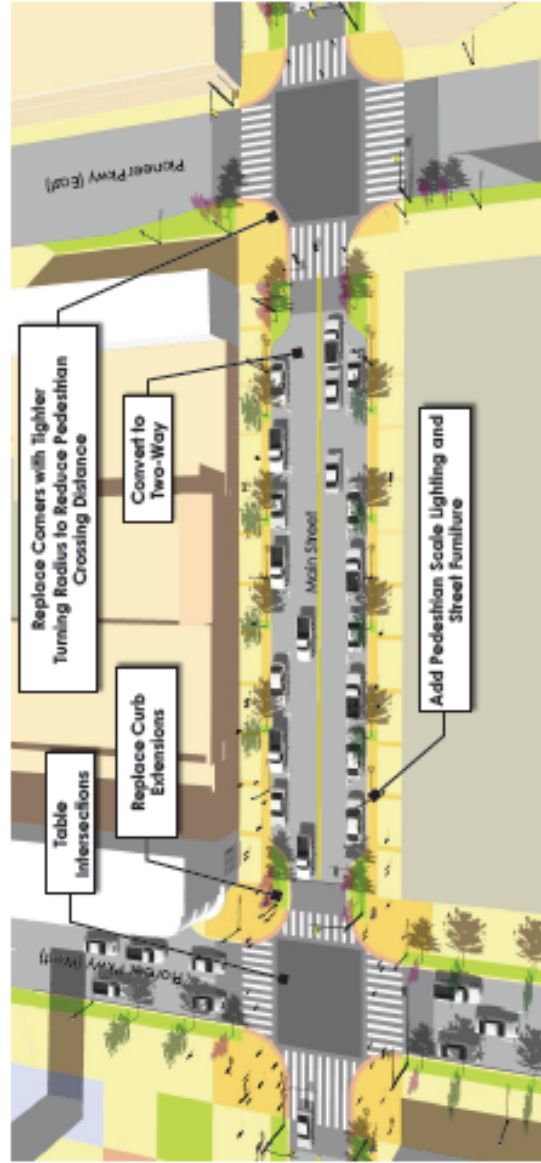
- The number or width of travel and parking lanes
- Existing sidewalks



Retail Main Street Diagram



Typical section



Typical Block - Looking North

Neighborhood Connections

The neighborhood connections include:

- Mill Street—Connects the Kelly Butte neighborhood to downtown and provides a direct link between Meadow Park and the Mill Plaza
- 5th Street—Connects the Washburne District to downtown and provides a direct link between the public library and the Hamlin Sports Complex
- 7th Street—Provides a safe route to school with a direct link between Springfield High School, Gateway Learning Center, the future high-speed rail station and the Millrace
- 10th Street—Provides a safe route to school with a direct link between Springfield Middle School/Williamalane Park, and the South A Street protected bikeway

Minimum pedestrian design elements include:

- 6' wide continuous sidewalks
- Ladder-striped crosswalks
- Stop signs or signalized intersections

Bicycle design elements may include:

- Protected bikeways (preferred)
- Bike lanes
- Bike boulevards on 7th Street north of B Street (outside of the downtown plan study area)
- Biking for children on the sidewalk along routes to schools where space is constrained



Neighborhood Connections Diagram



Routes to Schools



Protected Bikeway

Mobility Framework

The mobility framework identifies key routes that provide access to the region and enable the revitalization of Main Street.

Protected Bikeways

Protected bikeways include:

- A downtown loop along A Street, 10th Street, South A and Island Park
- New river crossings between Glenwood and downtown along the existing Main Street bridge and a new pedestrian and bicycle bridge that extends westerly from A Street

Bus Rapid Transit (BRT) and High-Speed Rail

BRT and High-speed rail include:

- Routes along South A, Pioneer Parkway West and Pioneer Parkway East, serving current and future bus rapid transit
- A new high-speed rail and station located within the existing rail right-of-way, providing premium access between Springfield, Portland, Seattle and Vancouver B.C.
- A new bus and BRT transit street, integrating the existing transit center with a new high-speed rail station

Automobile and Truck Mobility Streets

Auto and truck streets include:

- A route along South A Street, serving as the primary east/west auto and truck route for the metro area
- Routes along Pioneer Parkway West and Pioneer Parkway East, serving as the primary north/south auto route, connecting downtown with the Gateway/Riverbend District and providing regional access to I-5



Mobility Diagram

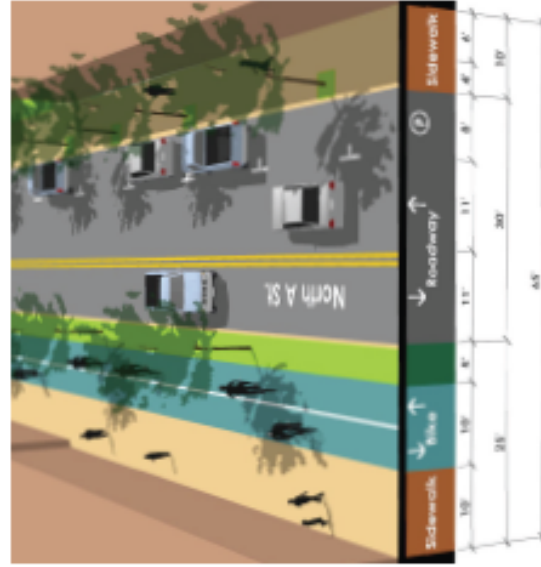
- Downtown Protected Bikeway Loop**
- The bicycle loop provides safe and convenient access to downtown attractions. The loop includes:
- A Street from 10th Street to the existing Island Park pedestrian and bicycle trail
 - 10th Street from A Street to South A Street
 - South A Street from 10th Street to the existing Island Park pedestrian and bicycle trail
 - Existing Island Park Trail from South A Street under the bridge to A Street

Design elements include:

- A protected bikeway separated from auto traffic by a landscape buffer, curb-side parking or a grade separation
- Colored pavement indicating the bike route; colored pavement should continue through intersections
- Secured bike parking at key destinations and transit centers
- A bike station at Mill Plaza, including changing rooms, showers, and storage and rental facilities



Downtown Protected Bikeway Loop Diagram



Typical bikeway section



Bike station

Other Connections

Other connections provide an essential link between key destinations and downtown. The connections include:

- Pioneer Parkway–Links Gateway and the Sacred Heart Medical Center to downtown
- 2nd Street–Links the Willamette Heights neighborhood and Dorris Ranch to downtown
- South A Street–Links the Regional Sports Center to downtown

Design elements include:

- A protected bikeway separated from auto traffic by a landscape buffer, curb-side parking or grade separation
- Colored pavement indicating the bike route; colored pavement should continue through intersections
- Secured bike parking at key destinations and transit facilities



Other Connections Diagram



Sacred Heart Medical Center



Dorris Ranch Living History Farm

Bus Rapid Transit and High-Speed Rail

The BRT and high-speed rail framework builds off of Lane Transit District's (LTD) investment in existing BRT and provides for possible high-speed rail in downtown Springfield.

Bus Rapid Transit

- Is accommodated to support planned LTD expansion of the BRT route east of downtown

High-Speed Rail

- Provides a terminus station and park-and-ride facility
- Locates a platform and trackway within the existing Union Pacific right-of-way

New Transit Access Street

- Extends the existing LTD bus-only street
- Links BRT transit center, high-speed rail and park-and-ride lot



Transit and High Speed Rail



Existing Transit Center

Bus Rapid Transit

The Regional Transportation Plan calls for the Planned EmX BRT (see image lower right) route to run as a couplet system along Main and South A Streets. The City should work in conjunction with LTD to coordinate and accommodate a refinement to the EmX BRT alignment running east from the transit center.

Further refinement and analysis should consider and support:

- Two-way traffic on Main Street
- Possible two-way traffic on South A Street
- Rerouting the east/west alignment along the proposed transit street and South A Street as indicated
- Design of South A Street to accommodate either an exclusive BRT guideway or shared lanes



Bus Rapid Transit System - Regional Transportation Plan

High-Speed Rail

High-speed rail provides a unique opportunity for economic development, reduced roadway congestion and improved air quality in downtown Springfield. Further study of high-speed rail would identify:

- Trackway and station platform needs
- Park-and-ride needs
- Acquisition requirements of properties east of the study area for maintenance and other facilities

Design elements include:

- A 1,000' station platform with shelters and ticketing facilities
- Wide walkways with benches connecting the platform to the park-and-ride lot
- A pedestrian and bike bridge with access over the trackway to the station platform
- A drop-off area on the new transit access street



High Speed Rail Diagram



High Speed Rail station/Park and Ride

New Transit Access Street

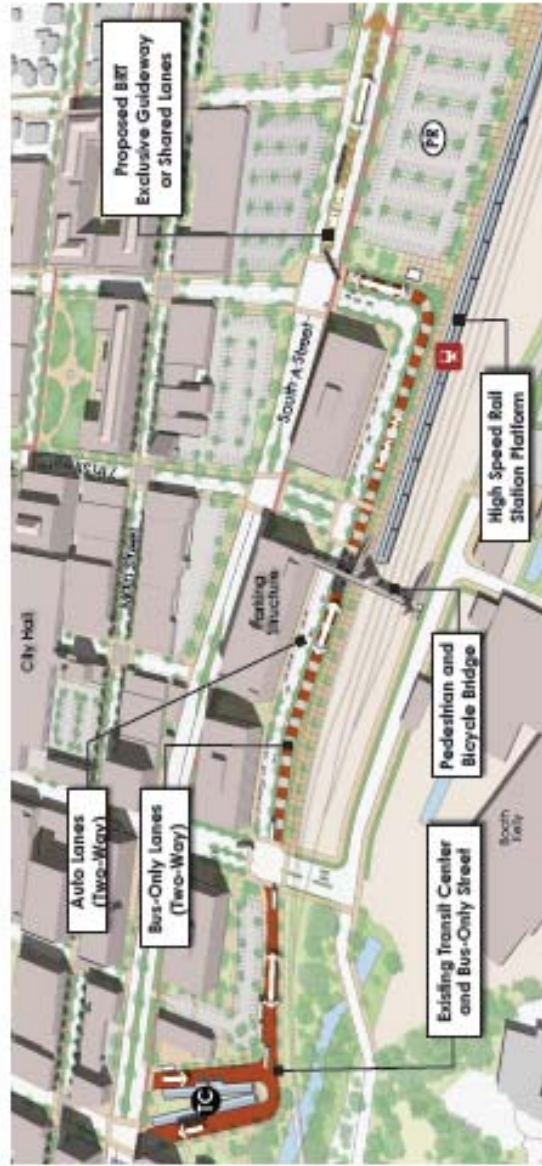
The new transit access street begins at Pioneer Parkway East and ends at 8th Street, avoiding the need to locate BRT lanes along South A Street where the right-of-way is constrained.

The design of the new transit street includes:

- Exclusive two-way transit-only lanes serving BRT and buses
- Two-way office and parking access lanes
- A parking lane for short-term transit drop off and office loading/service
- A walkway connecting the high-speed rail park-and-ride lot to the transit center



New Transit Access Street Diagram



New Transit Access Street

Automobile and Truck Mobility Streets

The automobile and truck framework includes a network of streets that ensure the efficient travel of freight and commuter traffic through downtown.

Downtown Mobility Streets

Provide downtown routes for regional through traffic and enable the conversion of Main Street to two-way.

Downtown Mobility Streets include:

- South A Mobility Street Elements
 - Two-way travel from the eastern bridgehead through downtown
 - A BRT guideway or shared lane from the eastern bridgehead to the transit center and an exclusive guideway or shared lane from 8th Street east
 - Turn lanes for northbound access to Pioneer Parkway
 - The designated truck route that replaces the current Main Street route

Pioneer Parkway Mobility Streets Elements

- Removal of right turn-lane to Main Street along Pioneer Parkway West

Special Traffic Study Area

An additional traffic study is required to determine the feasibility of converting Main Street from a one-way to a two-way street and to relocate through traffic to South A. Options to resolve congestion and traffic issues between the eastern bridgehead and Pioneer Parkway should be explored. Options may consider:

- A new intersection at the eastern bridgehead
- A roundabout at the eastern bridgehead
- Two-way bridges
- Other

The image on the right identifies a possible conceptual mobility option within the special traffic study area.

Main Street

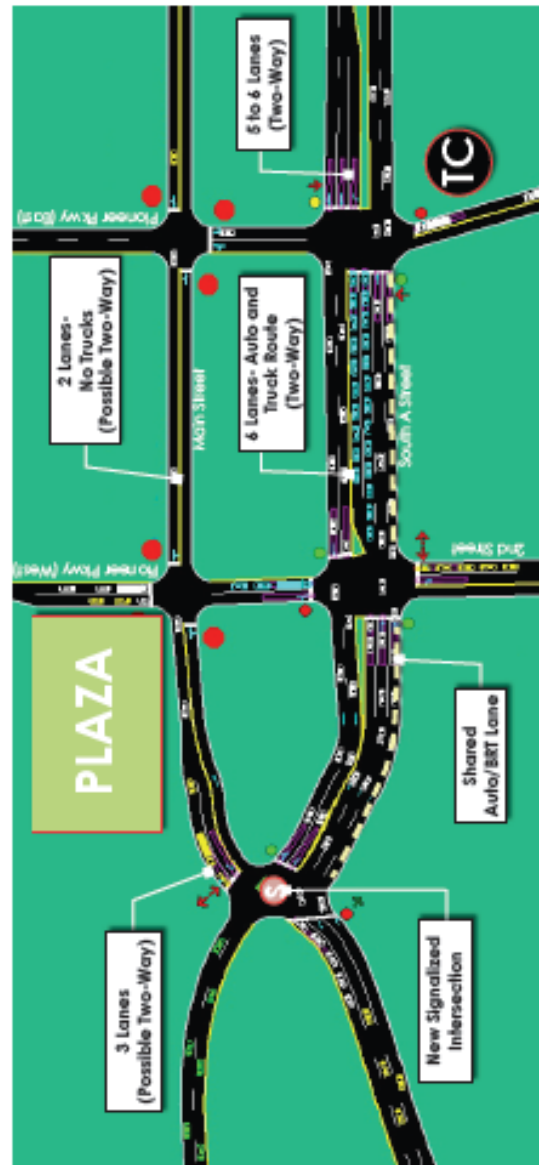
Main Street should not serve as a regional mobility street.

An additional traffic study may be needed to:

- Convert Main Street to a two-way street between at least Mill and 10th streets
- Remove the Main Street truck route designation between, at a minimum, Mill and 10th streets



Automobile and Truck Diagram



Conceptual Mobility Option for Special Traffic Study Area

Overview

The implementation strategy prescribes a program for creating positive change and stimulating development momentum in downtown Springfield.

The implementation strategy is founded on the principle that public dollars must be spent on projects that stimulate significant private investment in the downtown. The strategy includes:

- Catalyst and Key Projects—Essential projects and actions that stimulate downtown investment and support revitalization efforts over time
- Other Actions—Actions that demonstrate momentum and establish the regulatory framework needed to implement the plan
- Schedule—A schedule for implementing the downtown plan's projects and actions
- Responsibilities—Identifies a comprehensive, consistent and coordinated effort



Implementation Projects

Funding

Public investment in infrastructure and open space will be necessary to improve the private investment environment within the Downtown Springfield study area. The area currently lacks fundamental components of a vibrant downtown such as a public plaza, a significant retail presence and a pedestrian-friendly shopping street. Therefore, the Implementation Strategy suggests focusing on the catalyst and key public projects as the initial step required to stimulate adjacent private development.

Public Investment

With limited public funds available, it will take time to build out all of the public actions identified in the plan. To limit public costs, catalyst and key projects such as the Mill Plaza and development of public parking facilities can be phased to limit public financial exposure in the early stages of implementation. The figure to the right illustrates the location and relationship of catalyst and key public infrastructure projects.

Public Investment Tools

It is important to keep in mind what Springfield "wants to be when it grows up" and to devise an implementation strategy around that notion rather than simply crafting a strategy based upon limited available funds. For Downtown Springfield to be revitalized and the community's vision to be realized, a concerted and disciplined adherence to the strategies and elements of the plan will be required.

Funding of downtown public projects will likely come from various sources. Some of these sources, such as Tax Increment Financing (TIF) or the City's Capital Improvements Program (CIP), are currently in place. Additional funding from local, state and national sources should be explored.

Nationwide, tax increment financing of public projects has proven the most effective tool for funding downtown infrastructure. The Downtown Urban Renewal District has produced a limited amount of increment; however, over time, it will be an invaluable source of financing implementation projects.



Catalyst and Key Projects

Key Projects

After the Mill Plaza site is secured, key projects must be implemented to support retail revitalization.

The two key projects are:

- Converting Main Street from one-way to two-way travel
- Securing a significant public parking site

Two-Way Main Street

Currently, Main Street's one-way travel limits business accessibility and visibility and reduces pedestrian safety.

Returning Main Street to its historic two-way travel pattern will create an environment in which businesses can thrive.

The following actions should be implemented over time.

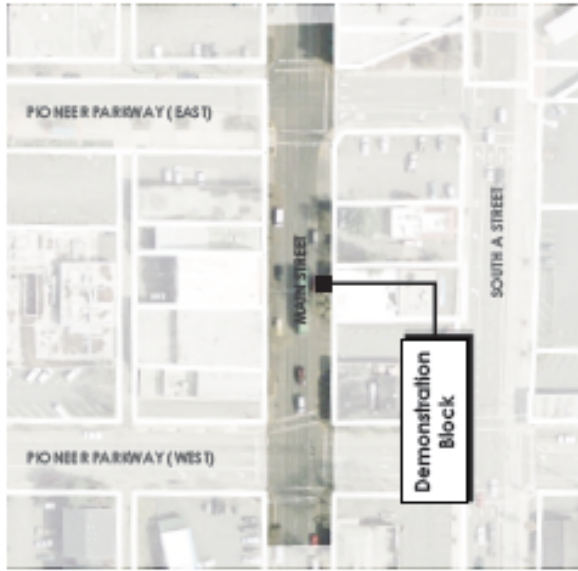
- At a minimum, Main Street should include two-way travel between Mill Street and 10th Street
- Curb-side on-street parking should be maintained
- Traffic signals should be reconfigured along with roadway striping

No changes are required to Main Street's existing sidewalks, curb extensions or crosswalks to implement two-way travel.

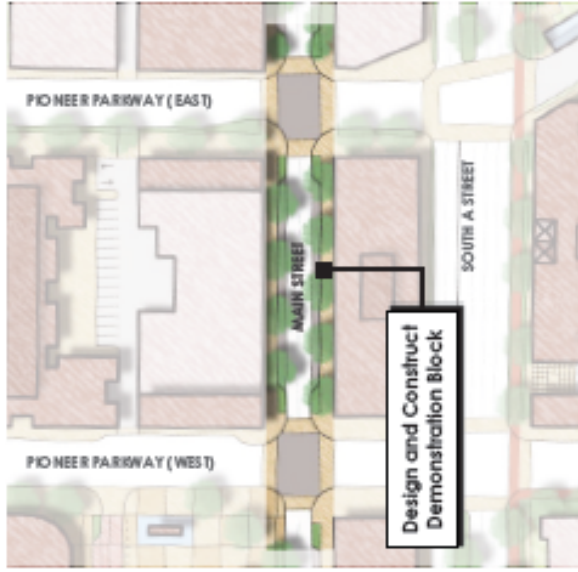


Main Street Demonstration Block

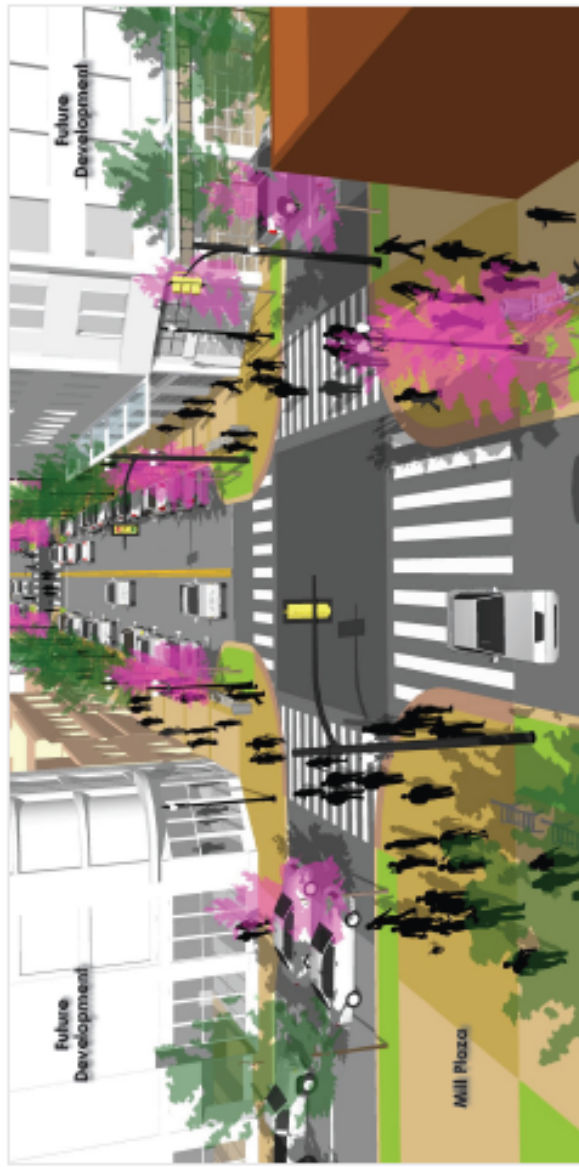
The demonstration block would showcase improvements that would eventually be made to nine blocks of Main Street between Mill Street and 10th Street. The approximate cost for improvements to one block and two intersections would range from \$0.5 to \$0.9 million.



Existing Conditions

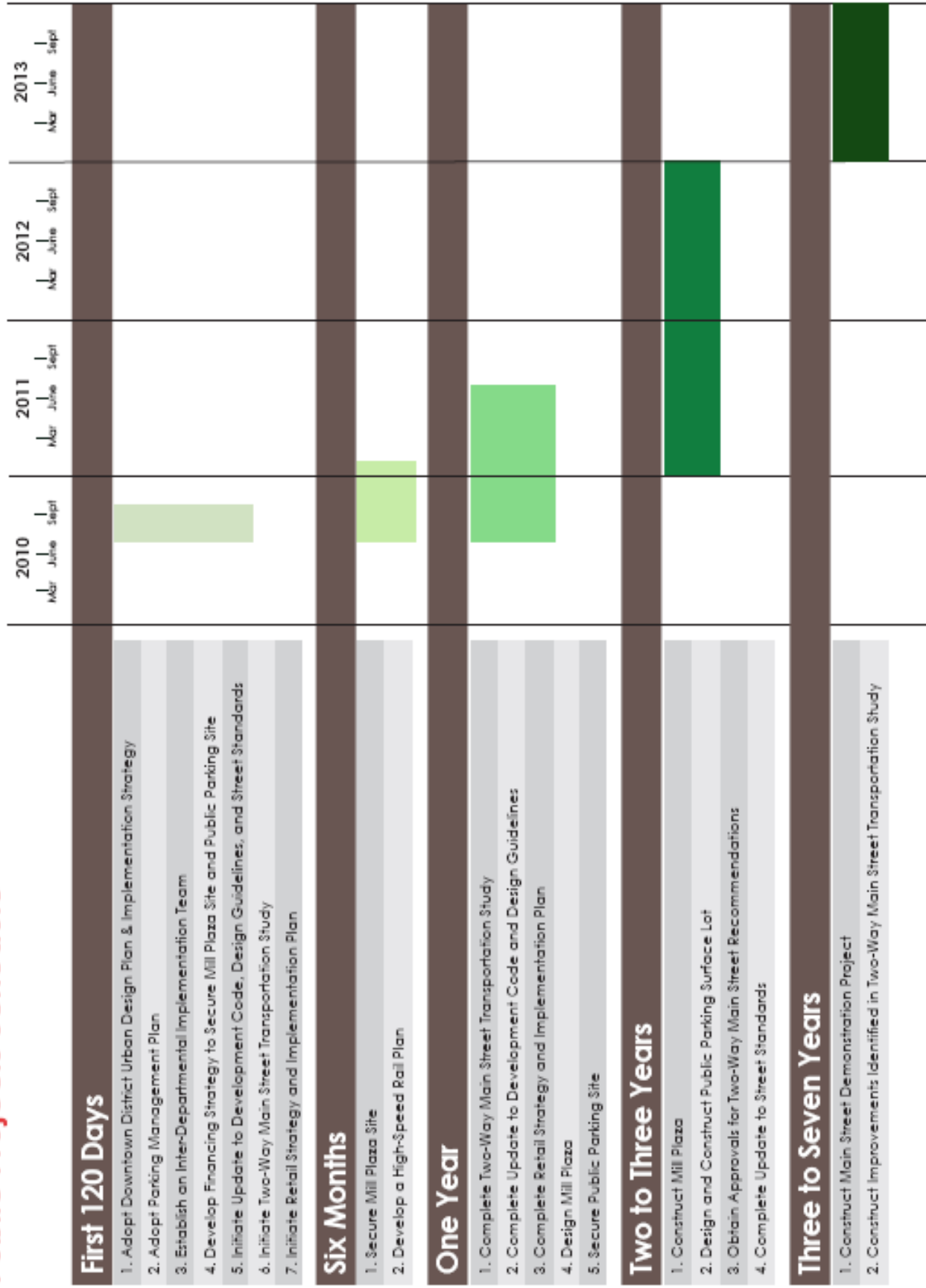


Proposed Construction Limits



Main Street Demonstration Block (Looking East)

Public Projects Schedule



Springfield City Council LTD Board of Directors

Joint Meeting
October 11, 2010



Agenda

- Gateway EmX Extension Project Update
- Springfield Route Changes
- Fourth EmX Corridor
- Future LTD Budget and Service Changes
- LTD General Manager Selection Process
- Two-way Main Street Proposal



Gateway EmX Extension Project Update





■ EmX
■ Gateway EmX Extension
 (Opens January 9, 2011)



EmX Service

- Every 10 minutes during weekdays
- Every 15 minutes during early weekday evenings and on Saturdays
- Every 30 minutes on Sundays



The Best
Way to
Connect

Gateway EmX Timeline



- System testing and LTD operator training underway
- Furnishings and signage at EmX stations
- Customized training for passengers with accessibility needs
- Construct new inbound routing in downtown Eugene
- EmX service to Gateway opens January 9!



Added Community Benefits

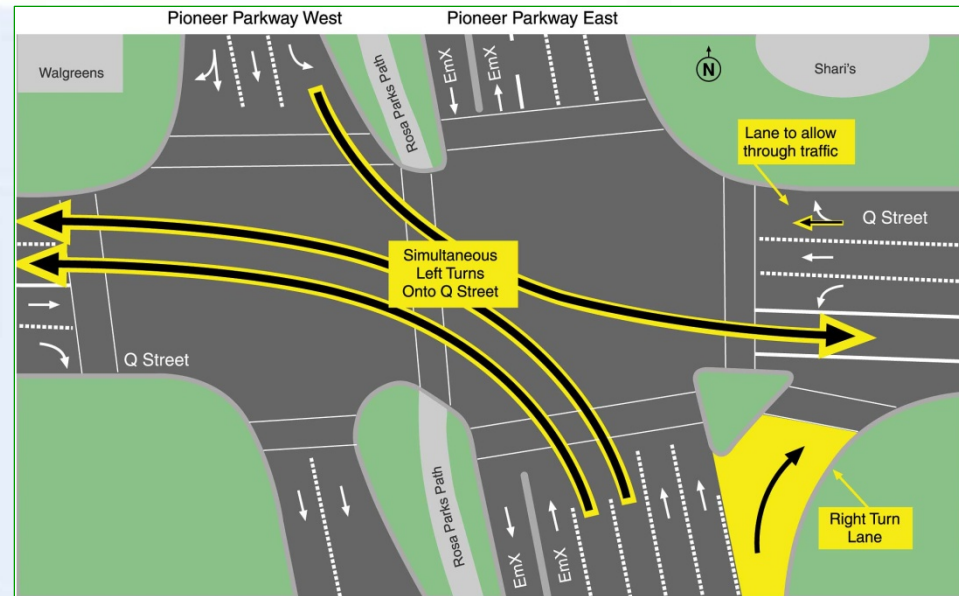
- \$41 million investment
- 400 jobs during entire project



Added Community Benefits

- Improvements to Pioneer Parkway and Q Street intersection

- ✓ Simultaneous left turns
- ✓ New right-turn lane
- ✓ Lane for through and right-turn traffic



Added Community Benefits



- New pedestrian crossings on Gateway Street, Harlow Road, and International Way

- Rosa Parks Path crossing



The Best
Way to
Connect

Added Community Benefits

- Rosa Parks Path lighting

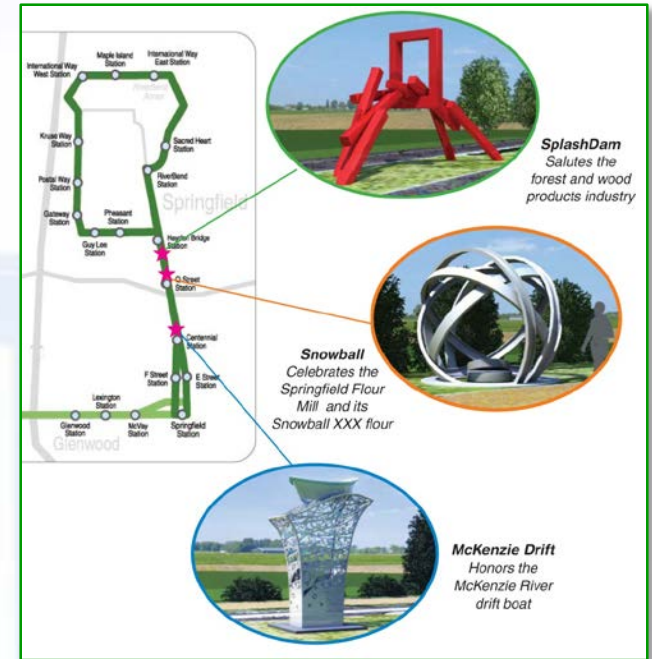


- \$2 million in new landscaping



Added Community Benefits

- Sculptures about Springfield's history
- Artistic station railings



The Best
Way to
Connect



Grand Opening

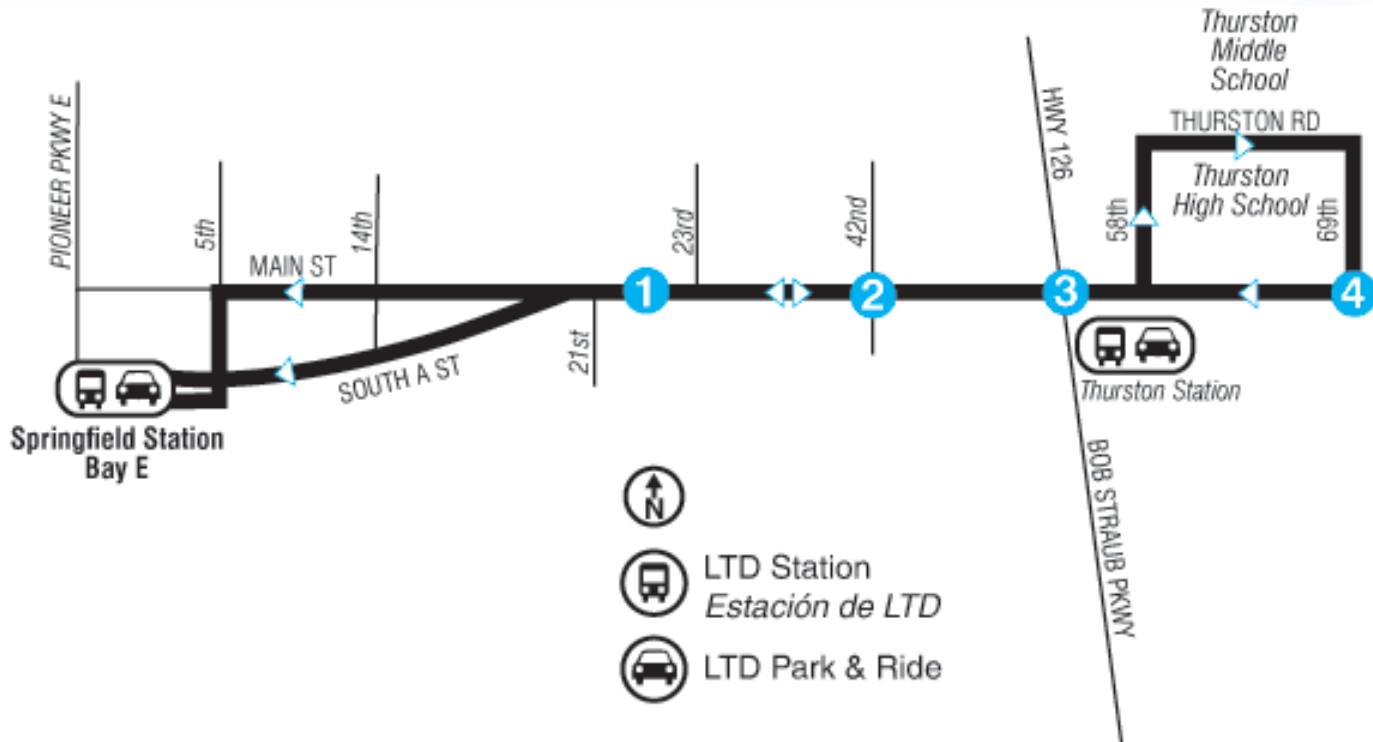
- LTD will coordinate with City of Springfield and other key stakeholders
- Event for federal, state, and local elected officials and civic leaders
- Public celebration



Springfield Route Changes

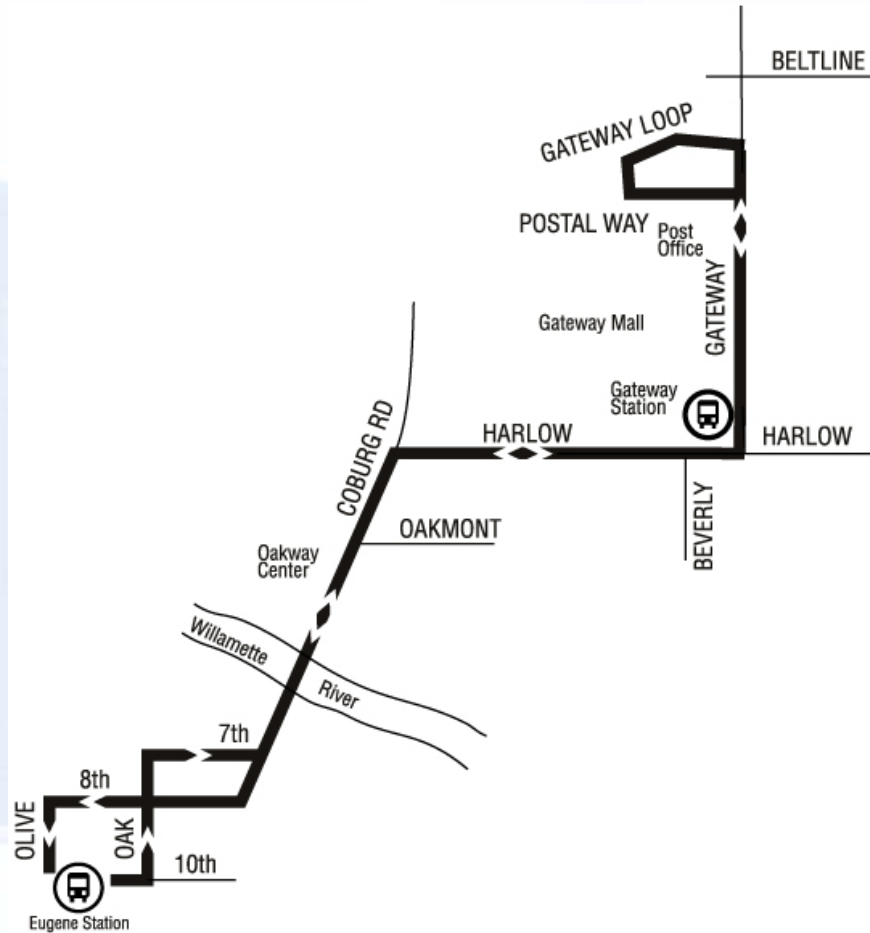


Route 11

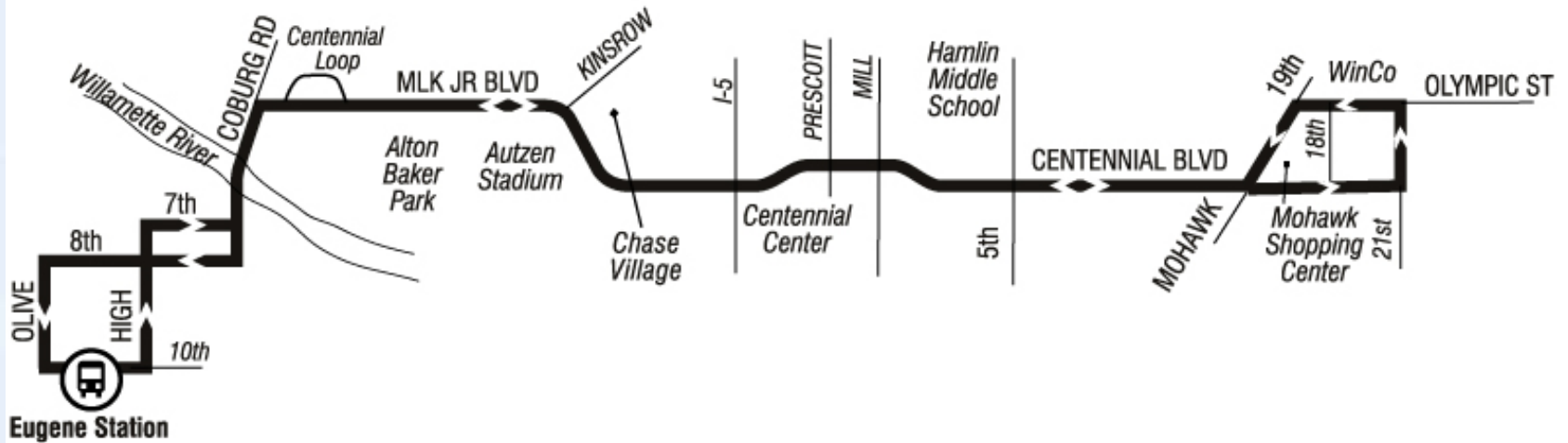


The Best
Way to
Connect

Route 12

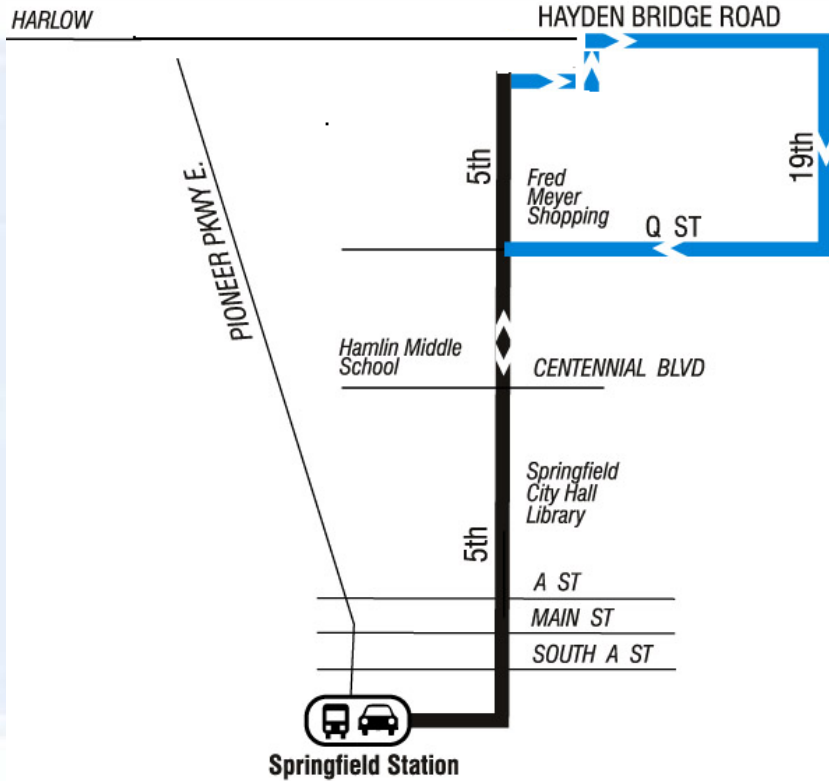


Route 13

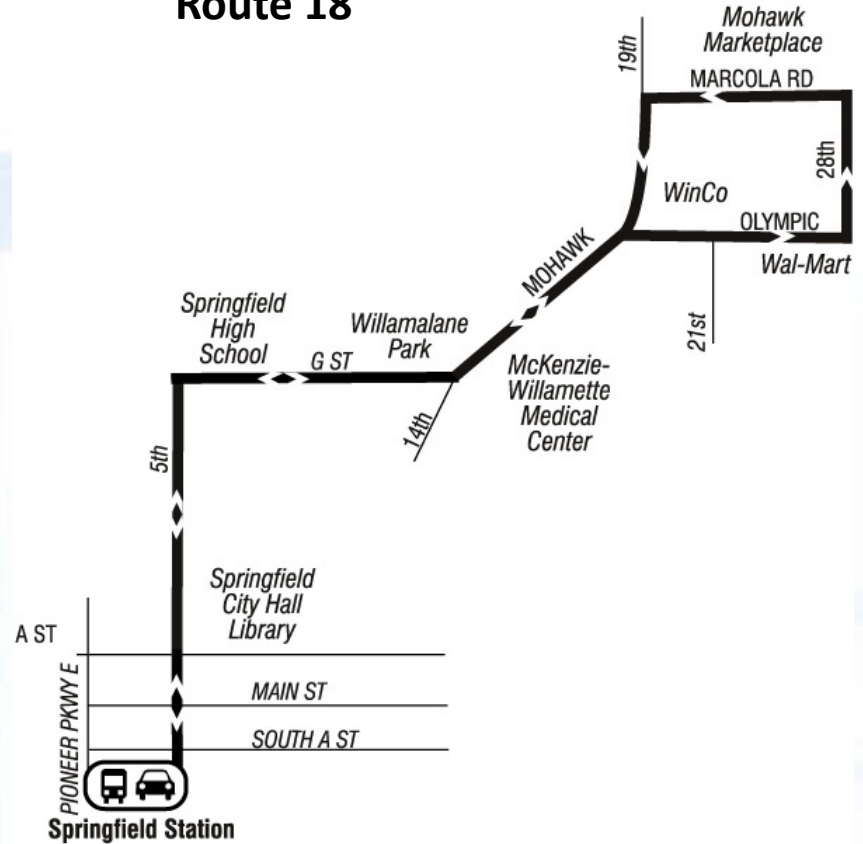


Routes 17 & 18

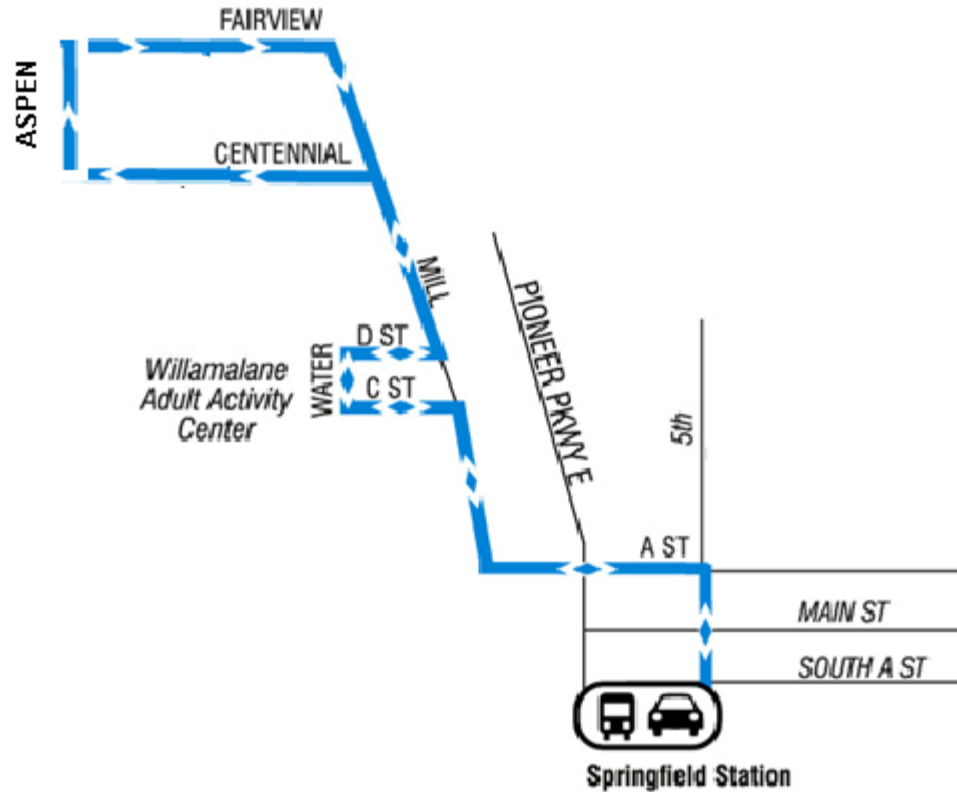
Route 17



Route 18



Route 19 Fairview – Limited Trips



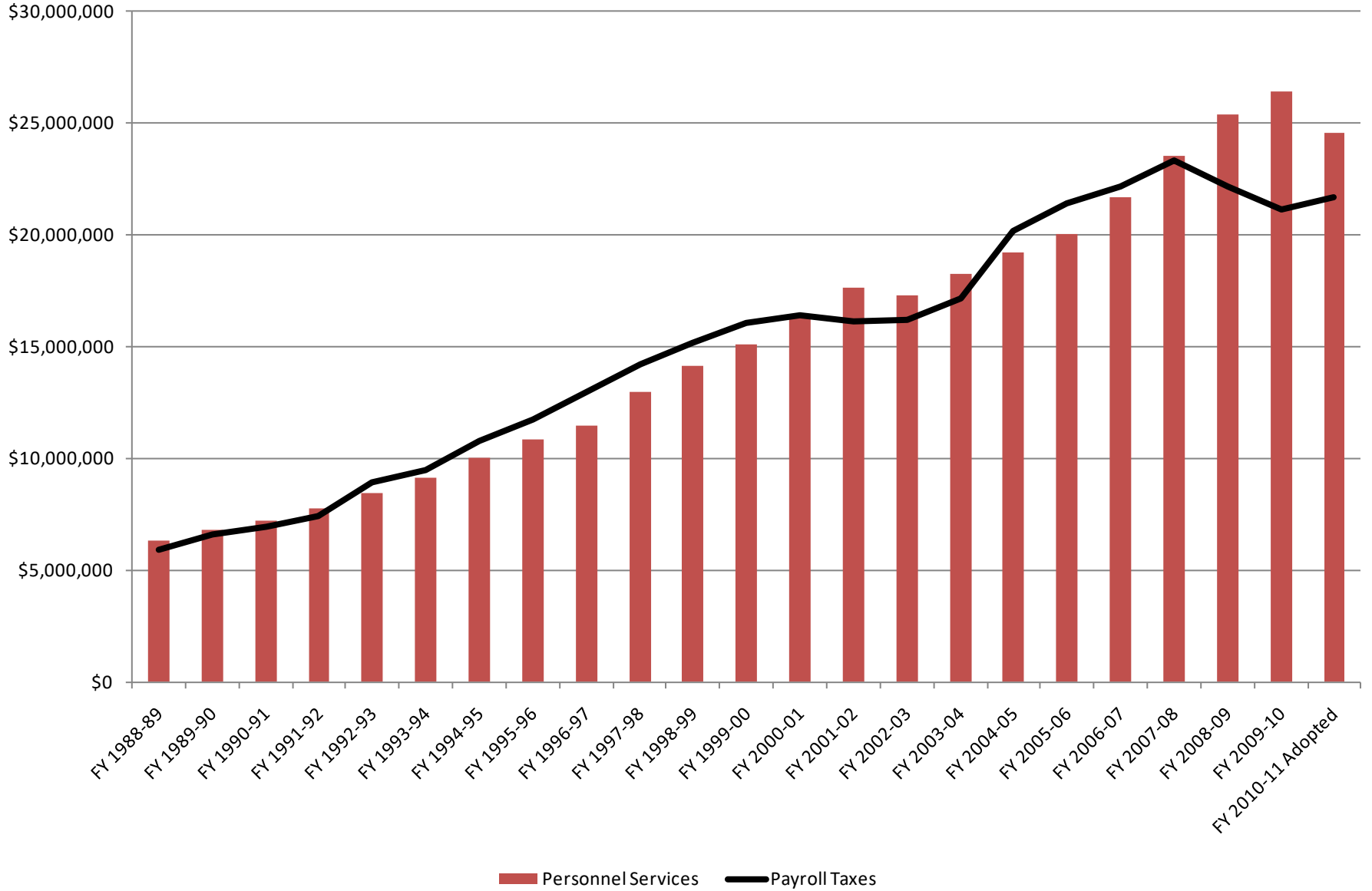
Potential Fourth EmX Corridor



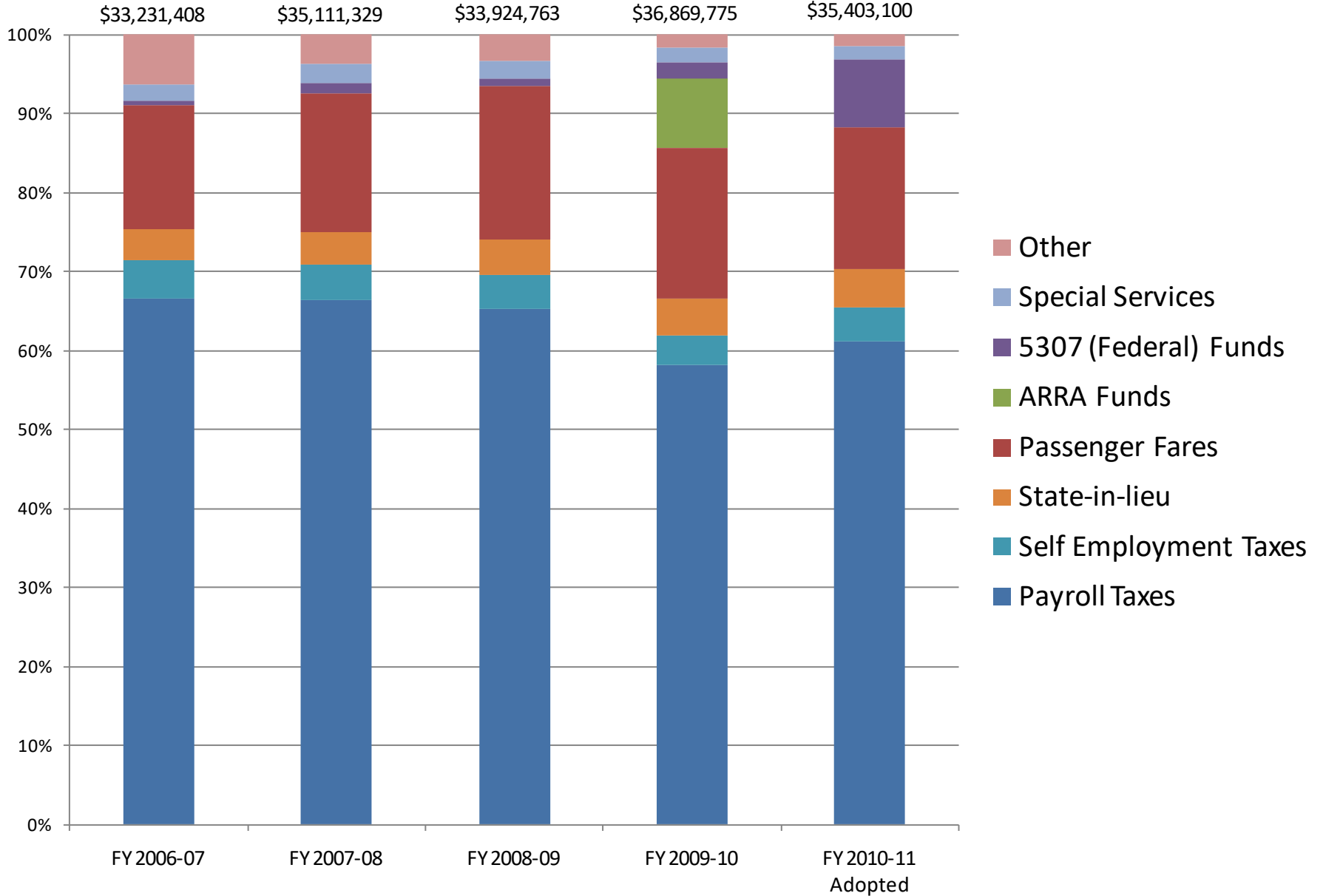
Future LTD Budget and Service Changes



Personnel Services and Payroll Taxes FY 1989 - 2011



Five Year Revenue Allocation



Long-Range Financial Plan

Cost reduction required in FY 2012-13 to maintain mandated reserve level during eight-year plan

Expenditure Estimate FY 2012-13	\$38,967,166
---------------------------------	--------------

Cost Reductions FY 2012-13	<u>\$3,410,000</u>
----------------------------	--------------------

General Fund Expenditures FY 2012-13	\$35,557,166
--------------------------------------	--------------



Redesign Options

- Days of week (seven days per week)
- Span of service (6:30 a.m. – 10:45 p.m.)
- Service frequency
- Route design
 - Shorten routes
 - Corridor service
 - Coverage



LTD General Manager Selection Process



General Manager Selection Process

- Timeline – Now through May 2011
- Public Involvement
 - ✓ Gathering input from key community members
 - ✓ Hiring a recruiting firm
 - ✓ Determining candidate profile
 - ✓ Scheduling open public forums with finalists

