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**LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION**

JOINT MEETING WITH SPRINGFIELD CITY COUNCIL

**Monday, June 17, 2002
5:30 p.m.**

**LTD BOARD ROOM
3500 E. 17th Avenue, Eugene
(off Glenwood Blvd.)**

NO PUBLIC TESTIMONY WILL BE HEARD AT THIS MEETING.

(Dinner for the governing bodies will be available beginning at 5:15 p.m.)

A G E N D A

Page No.

I. ROLL CALL

Ban _____ Gaydos _____ Hocken _____ Kleger _____
Lauritsen _____ Melnick _____ Wylie _____

II. CALL TO ORDER

- Each governing body will call its meeting to order.

III. WORK SESSION

- A. Bus Rapid Transit (BRT) -- 30 minutes
B. Springfield Station Joint Development – 30 minutes

IV. ADJOURNMENT

Alternative formats of printed material (Braille, cassette tapes, or large print) are available upon request. A sign language interpreter will be made available with 48 hours' notice. The facility used for this meeting is wheelchair accessible. For more information, please call 682-6100 (voice) or 1-800-735-2900 (TTY, through Oregon Relay, for persons with hearing impairments).

AGENDA ITEM SUMMARY

DATE OF MEETING: June 17, 2002

ITEM TITLE: WORK SESSION WITH THE SPRINGFIELD CITY COUNCIL

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: Information only

BACKGROUND: The Board will meet in joint session with the Springfield City Council on July 17, 2002, from 5:30 p.m. to approximately 6:40 p.m. There are two agenda items for this joint meeting: Bus Rapid Transit and the Springfield Station. Background information for these two items is included in your agenda packet and also is included in the City Council's packet. There will be brief presentations on the two items at the meeting.

BRT

The BRT item includes updates of the Phase 1 project and the Pioneer Parkway project. The goal in both cases is to provide an updated status of the projects and identify outstanding issues that will need to be discussed with the Council. This is an opportunity for the Council to voice any concerns with either of the two BRT projects.

Springfield Station

The material on the Springfield Station project provides background on the process to date and highlights some remaining site issues. It is anticipated that the bulk of the discussion will focus on the master plan design and possible joint development. John Tamulonis, Springfield Development Manager, will present joint development options and key implementation issues.

ATTACHMENT: Information on BRT prepared by Stefano Viggiano
Information on the Springfield Station prepared by Charlie Simmons

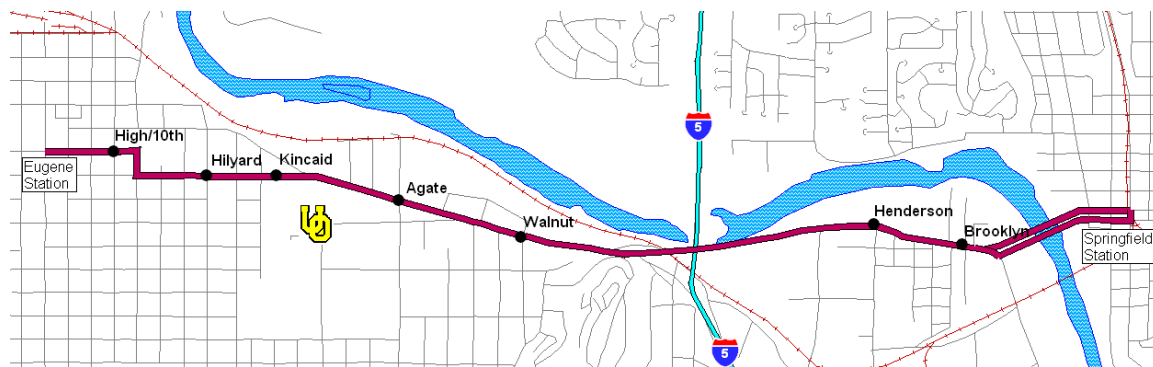
PROPOSED MOTION: None

Bus Rapid Transit Phase 1 Corridor & Pioneer Parkway Corridor

Prepared by Stefano Viggiano, LTD Director of Development Services
June 17, 2002

Phase 1 Corridor

The Phase 1 corridor, which links downtown Springfield and downtown Eugene, was approved by the two city councils and the Lane County Commissioners approximately one year ago. A design team headed by the engineering firm Parsons Brinckerhoff Quade Douglas (Portland office) has been selected to complete the design work for the corridor and to assist with construction management. Several local firms are part of the design team. Design work is now approximately 30 percent complete on the western section of the corridor and approaching the 30 percent design stage on the other sections.



Phase 1 Corridor

The District is in the process of selecting a firm to provide construction management and general contractor (CM/GC) services for the project. The CM/GC approach is to hire the general contractor during the design phase in order to provide “constructability” and cost estimating expertise to the project design. The CM/GC will be instrumental in setting the construction schedule. Current plans are for the completion of the Phase 1 corridor by the summer of 2004. It is anticipated that the construction will occur segment-by-segment rather than along the entire corridor at one time. There will be more details of the construction process and construction schedule once the CM/GC firm has been hired and has prepared a construction plan.

The project design generally has followed the conceptual design presented to the City Council last June. There are, however, a couple of significant changes.

Glenwood Stations

As part of the approval process, both the Springfield Planning Commission and the Springfield City Council suggested that the locations of the Glenwood stations be studied

more closely. LTD, Springfield, and Oregon Department of Transportation (ODOT) staff have been discussing this issue. Under consideration at this time is the replacement of the two previously planned stations at Henderson and Brooklyn with three stations at Glenwood, Lexington, and McVay. This change would improve access to the system, address a safety concern with the Henderson Station, and coordinate well with preliminary Glenwood nodal development plans.

These station changes are still in the staff discussion stage and have not been discussed with members of the public. Once staff complete the preliminary feasibility assessment, the stations will be reviewed by the public, the BRT Steering Committee, Springfield, and the LTD Board. While there will not be time at this work session to discuss the details of the station designs, staff request that the City Council and LTD Board provide direction on the review process.

South A Street Design

The original design for South A Street included the addition of a BRT lane on the south side of the street for the two blocks between Mill Street and Pioneer Parkway East. That BRT lane still will be added, though other changes to that two-block section of South A Street are now proposed.

The Springfield Station project included design elements intended to slow traffic speeds and improve pedestrian safety on the block of South A Street between Pioneer Parkway East and 4th Street. Traffic engineers have pointed out that to effectively slow traffic speeds at the new station site, measures would need to be taken “upstream” to start to slow traffic before it reached the station block. This approach also supports the general desire to see South A Street traffic slowed through the entire downtown area, and is consistent with goals to redevelop the south side of South A Street.

The new design includes a narrowing of South A Street at Mill and the addition of landscaping and on-street parking. Sufficient capacity has been maintained to allow for continued efficient movement of traffic. The revised design will be shared with the Council and the Board at the work session.

Vehicles

Research has identified the Phileas, a Dutch vehicle built by APTS, as the best vehicle for LTD’s BRT system. The Phileas was designed and built to meet the needs of a new BRT system in Eindhoven, Netherlands. Since Eindhoven’s goals for BRT are virtually identical to those established by LTD, it is not surprising that the Phileas is a good fit for the LTD BRT system. The Phileas is a 60-foot articulated vehicle that is powered by a hybrid-electric propulsion system. It is made from composite materials that reduce the weight of the vehicle



considerably compared with conventional coaches. The Phileas also comes with automated guidance to allow for precision docking at stations.

LTD has submitted a request to the Federal Transit Administration (FTA) to provide all approvals and waivers to allow LTD to use the Phileas in a BRT Demonstration Program. FTA should be responding to this request very shortly. If approved, staff are confident that the Phileas would be available for the start of the Phase 1 service in 2004.

Council Communication

LTD and City staff will brief the Springfield City Council at major milestones in the project or when there are any significant changes to the approved design. Examples of major milestones include the selection of the general contractor, start of construction, and project completion. An example of a significant design change is the Glenwood station relocations mentioned in this briefing paper.

Pioneer Parkway BRT Corridor

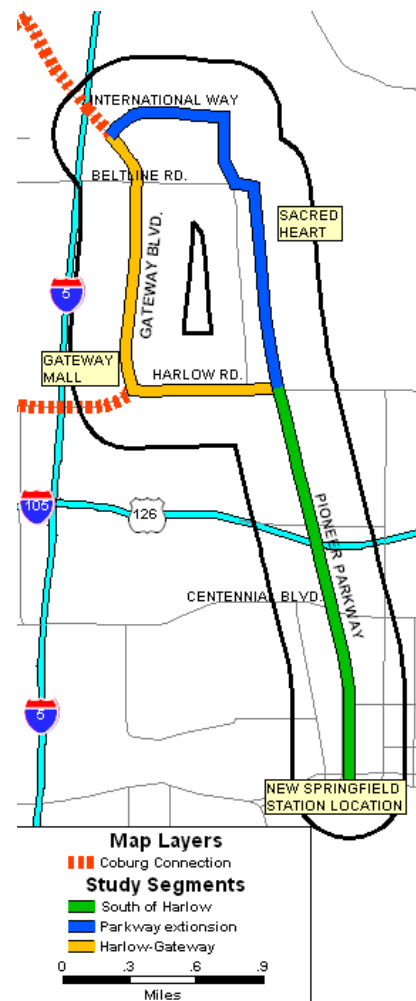
Last September and October, the Springfield City Council and the LTD Board unanimously selected the Pioneer Parkway as the next BRT corridor to be pursued in Springfield. Springfield and LTD staff have been meeting since that time to coordinate the development of the BRT corridor and to coordinate the BRT planning with other projects, such as the Pioneer Parkway extension and PeaceHealth's RiverBend development.

The BRT corridor has been divided into three segments (see map). Planning work has begun with the south segment (downtown Springfield to Harlow Road). An open house for the project was held, and a stakeholder group has been formed and has met twice to discuss the corridor and possible BRT design options. Staff also have started an environmental screening process to determine potential fatal flaws for any of the design options. More complete environmental analysis also will be required once the preliminary planning work has been completed.

Work on segment 2 (the Pioneer Parkway extension) has focussed on coordination of the preliminary design for the new road with the BRT design. Staff also have been meeting with PeaceHealth staff to discuss the integration of the BRT service with the proposed RiverBend development. There has been preliminary support for the concept of having the BRT line deviate east from the Pioneer Parkway extension into the RiverBend development in order to provide more proximate service to the hospital and other portions of the development. A stakeholder group also will be formed for this segment to review proposed BRT design and alignment options.

Work on the third segment, the Harlow and Gateway section, is about to begin. Staff have started to contact businesses and residents near that segment and will be putting together a stakeholders group that will work with staff throughout the design process.

The City of Eugene has selected the Coburg Road corridor as the next corridor to be pursued in Eugene. That selection was based in large part of the advantages of a north-end link between the Coburg Road BRT line and the Pioneer Parkway BRT line. However, it is not likely that the two corridors will be built at the same time. The selection and planning for the Coburg Road BRT has lagged behind the Pioneer Parkway selection and planning, and LTD has made it clear that the Pioneer Parkway project will be given priority for funding and other resource allocation.



Council Communication

LTD and City staff will brief the Springfield City Council at major milestones in the Pioneer Parkway BRT planning. Examples of major milestones include the development of design options for the corridor, the selection of the preferred alignment, and the review of the draft Environmental Impact Statement. The Council will, of course, need to approve the project for it to proceed to design and construction.

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Springfield Station

Prepared by Charlie Simmons, LTD Facilities Services Manager
June 17, 2002

Background

The Springfield Station serves as the hub for service within Springfield. The current Springfield Station, built in 1980, is located at 5th and North B Streets. It is used by eight bus routes and serves approximately 1,500 people per day, most of whom use the station as a transfer point.

The current station location requires circuitous travel by buses since it is not on the main bus travel routes through the Springfield downtown area. It is also at capacity and is in need of renovation. Before spending money to renovate and expand the station at its current location, the LTD Board directed staff to investigate options to relocate the station to a location that could be served more efficiently.

That site evaluation process was directed by a site selection committee that considered all sites within the downtown area. The site selection committee established the following vision for the new station.

The Springfield Station is a facility that:

- ◆ *Enhances current and future LTD customer services and bus operations in Springfield;*
- ◆ *Serves as a safe, aesthetic, and enjoyable place to invite people to downtown Springfield; and*
- ◆ *Is compatible with the surrounding area and encourages economic revitalization.*

The Springfield City Council and the LTD Board have agreed that the new Springfield Station should be built at a site located on the south side of South A Street, between Pioneer Parkway East and 4th Street.



The Springfield Station will also serve as the eastern terminus for the Phase 1 BRT line. It will be designed to accommodate BRT vehicles and operate efficiently as a turnaround for the BRT service. The BRT link also drives the station construction schedule, since it is important to have the station completed by the start of Phase 1 service, currently expected to be summer of 2004.

Partial funding for the new station has been secured. A total of \$2.7 million in federal funds (\$3.3 million with the required local match) has been approved for the station. A request for an additional \$2.8 million in federal funds has been submitted and staff are optimistic that the funding request will be approved. If those funds are approved, the grand total available for the station (with the required local match) will be \$6.8 million.

A design team, headed by WBG Architects, has been hired to provide architectural and engineering services for the station project.

Design Review Committee/Technical Advisory Committee

Two committees have been formed to guide the station design process. The Technical Advisory Committee (TAC) is composed of staff from LTD, Springfield, and Oregon Department of Transportation (ODOT) and is charged with coordinating the staff work on the station design and engineering. The Design Review Committee (DRC) was established as an advisory committee to the LTD Board and is charged with providing recommendations on station planning and design issues to the Board.

Springfield Station Design Review Committee

Tammy Fitch, Springfield City Council (chair)
Bruce Berg, downtown business representative
Norm Dahlquist, downtown business representative
Tom Dragoo, Springfield Renaissance Development Corporation
Dan Egan, Springfield Chamber of Commerce
Don Lutes, design community representative
Virginia Lauritsen, LTD Board
Robert Melnick, LTD Board
Robert Scherer, downtown business representative
John Tuttle, Historic Commission representative
Sean Wilson, Springfield Planning Commission
Hillary Wylie, LTD Board

Station Master Plan

One of the first tasks for the design process was to determine the master plan for the station site. The master plan is intended to consider all the possible attributes and uses for the site and determine the optimum site layout. Key issues for the master planning were bus operations, passenger convenience, traffic flow and safety, joint development, the Mill Race buffer, the railroad buffer, and impacts on adjacent properties.

During a two-day design charrette, the design team considered a number of possible design scenarios for the site. The top three master plan options were developed in greater detail and discussed by the TAC and the DRC. The DRC recommended a design

that combined elements of two of the master planning options. The LTD Board approved the master plan in May 2002. An illustration of the master plan is attached.

Site Issues

The new station site has been approved by the City and LTD, and an environmental assessment (EA) has resulted in a "FONSI" (Finding of No Significant Impact) from the Federal Transit Administration. Staff now are working with Union Pacific Railroad and two other property owners to acquire the site.

Also needed is final approval from the Oregon Department of Transportation for a new traffic signal at Pioneer Parkway East and South A Street and for access points along South A. The project design includes other changes along South A Street designed to reduce auto speeds and create a safer and more pleasant pedestrian environment. ODOT will need to agree to those design changes as well. LTD and Springfield staff have been working with ODOT staff on these issues throughout the station site selection and design, and ODOT staff reviewed the EA that included these design elements. However, formal ODOT approval has not been secured.

Joint Development

A key issue in the site selection and the development of the master plan has been joint development. A goal for the station project since the early discussion on the sites has been to act as a catalyst for economic development within the downtown Springfield area. Further, it is a goal to have the station project include joint development, a term used to describe transit-supportive development on the station site itself.

The master plan includes an area in the northeast part of the site for private or public development. In fact, the master plan would not function very well without the joint development. The vision for the joint development is that it would include approximately 2,000 square feet for LTD guest services, as well as between 3,000 and 12,000 square feet for other public or private development. Ideally, the joint development would provide services that would be useful to transit riders.

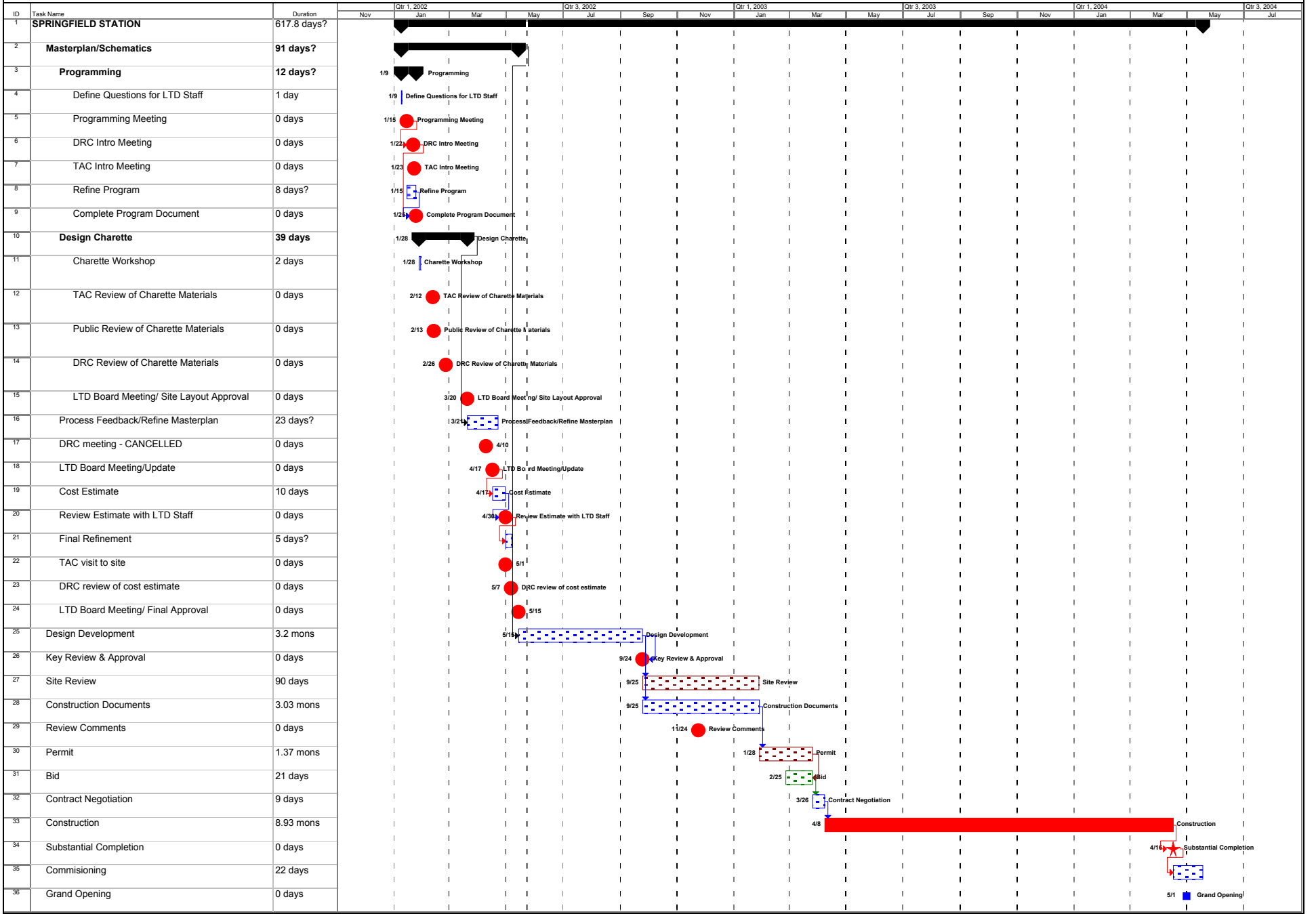
Springfield and LTD staff have been working actively to identify and evaluate options for the joint development. Potential development of various types and sizes have been investigated and evaluated based on cost impact, market attractiveness, and compatibility with the transit station. At the meeting, Springfield Economic Development and Housing Program Manager John Tamulonis will discuss the joint development options that are under consideration.

Communication with Council

LTD and City staff will brief the City Council at major milestones during the design and construction of the station. Key milestones include the design of South A Street, a decision on joint development on the station site, and the letting of the construction contract.

REVISED SCHEDULE - SPRINGFIELD TRANSIT STATION

Date: Thu 5/23/02



ISSUES: Abbreviated Public Comment, Multiple Construction Packages?, Task, Progress, Summary, External Tasks, External Milestone, Deadline, Green arrow icon

Site Map Needed 12/1/01, Overlap Permits & Design/Bid, Verify BRT Schedule, Need to Revise Owner Review Periods/Write Construction Start, Vehicle Design Criteria, Split, Milestone, Project Summary, External Milestone, External Milestone